



King County

2019-2020 CIP APPENDIX BIENNIAL BUDGET

Executive Proposed

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

September 2018



King County

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Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3151 CONSERV FUTURES SUB-FUND							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1047150	WLCF FINANCE DEPT FND CHRG STANDALONE			\$104,746	\$110,749	\$117,035	\$332,530
1047152	WLCF CFL PROGRAM SUPPORT STANDALONE			\$811,006	\$887,082	\$944,336	\$2,642,424
1047220	WLCF KC TDR PROGRAM SUPPORT STANDALONE			\$278,964	\$295,228	\$314,283	\$888,475
1047226	WLCF SNO - SNO RVRFRNT RCH STANDALONE			\$525,000	\$0	\$0	\$525,000
1047228	WLCF ISS - ISSAQUH CRK WTRWY STANDALONE			\$500,000	\$0	\$0	\$500,000
1116231	WLCF KC BEAR CK WATERWAYS STANDALONE			\$180,000	\$0	\$0	\$180,000
1116264	WLCF KC MASTER STANDALONE			\$16,935,752	\$22,004,216	\$22,226,434	\$61,166,402
1122060	WLCF KC COTTAGE&COLD CREEK NA STANDALONE			\$95,000	\$0	\$0	\$95,000
1123828	WLCF KC MITCHELL HILL FOR ADD STANDALONE			\$275,000	\$0	\$0	\$275,000
1126725	WLCF KC WAYNE GC BACK NINE STANDALONE			\$650,000	\$0	\$0	\$650,000
1126743	WLCF KC GR LWR NEWAUKUM CK STANDALONE			\$250,000	\$0	\$0	\$250,000
1126744	WLCF KC GR MID NEWAUKUM SP CK STANDALONE			\$225,000	\$0	\$0	\$225,000
1129253	WLCF KC COUGAR MTN PARK ADD STANDALONE			\$1,050,000	\$0	\$0	\$1,050,000
1129256	WLCF KC LOWER SOOS CREEK STANDALONE			\$250,000	\$0	\$0	\$250,000
1129267	WLCF KC PINER POINT NAT AREA STANDALONE			\$400,000	\$0	\$0	\$400,000
1129269	WLCF KC FARMLAND ENUM APD/TDR STANDALONE			\$500,000	\$0	\$0	\$500,000

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3151 CONSERV FUTURES SUB-FUND							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1129272	WLCF KC FARMLAND GREEN APD/TDR STANDALONE			\$235,000	\$0	\$0	\$235,000
1132069	WLCF FED HYLEBOS W/SHED CONS STANDALONE			\$500,000	\$0	\$0	\$500,000
1132091	WLCF KC FROG HOLLER FOREST VI STANDALONE			\$500,000	\$0	\$0	\$500,000
1132092	WLCF KC KEEVIE LAKE STANDALONE			\$200,000	\$0	\$0	\$200,000
1133801	WLCF DEM VAN GASKEN PROP STANDALONE			\$594,000	\$0	\$0	\$594,000
1133802	WLCF KEN SWAMP CREEK STANDALONE			\$850,000	\$0	\$0	\$850,000
1133803	WLCF KNT UPPER MILL CR CANYON STANDALONE			\$445,000	\$0	\$0	\$445,000
1133804	WLCF SEA AURORA-LICTON SPR UVP STANDALONE			\$500,000	\$0	\$0	\$500,000
1133805	WLCF SEA CHEASTY GREEN ADD STANDALONE			\$125,000	\$0	\$0	\$125,000
1133806	WLCF SEA COLLEGE ST RAVINE ADD STANDALONE			\$300,000	\$0	\$0	\$300,000
1133807	WLCF SEA DUWAMISH WATERWAY PK STANDALONE			\$550,000	\$0	\$0	\$550,000
1133808	WLCF SEA MADRONA RAV ADD STANDALONE			\$450,000	\$0	\$0	\$450,000
1133809	WLCF SEA ORCHARD ST RAV ADD STANDALONE			\$125,000	\$0	\$0	\$125,000
1133810	WLCF TUK DUWAMISH RIV HAB CORR STANDALONE			\$335,000	\$0	\$0	\$335,000
1133811	WLCF KC MOSS LAKE NA ADD STANDALONE			\$50,000	\$0	\$0	\$50,000
1133812	WLCF KC SNOQ VALLEY TR NORTH STANDALONE			\$106,000	\$0	\$0	\$106,000

Ordinance Attachment by Fund

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2019-2020 Biennial - Executive Proposed

3151 CONSERV FUTURES SUB-FUND							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1133813	WLCF KC THREE FORKS NA ADD STANDALONE			\$60,000	\$0	\$0	\$60,000
1133814	WLCF KC CEDAR RIVER OPP FUND STANDALONE			\$500,000	\$0	\$0	\$500,000
1133816	WLCF KC MOLASSES CREEK STANDALONE			\$25,000	\$0	\$0	\$25,000
1133817	WLCF KC MID GREEN RIV OS EXP STANDALONE			\$250,000	\$0	\$0	\$250,000
1133819	WLCF KC SNOQUALMIE VALLEY FARM STANDALONE			\$500,000	\$0	\$0	\$500,000
1133820	WLCF KC VASHON MAURY ISL FARM STANDALONE			\$300,000	\$0	\$0	\$300,000
1134923	WLCF KC MASTER 2020 BOND STANDALONE			\$24,000,000	\$20,000,000	\$20,000,000	\$64,000,000
1134983	WLCF KC CFT DEBT SERVICE PYMTS STANDALONE			\$17,731,369	\$21,293,673	\$23,112,749	\$62,137,791
3151 - CONSERV FUTURES SUB-FUND		Total		\$72,261,837	\$64,590,948	\$66,714,837	\$203,567,622
3160 FMD-PARKS,REC,OPEN SPACE							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1039557	PKS GREEN RIVER TRAIL PROGRAMMATIC	✓		(\$1,130,023)	\$0	\$0	(\$1,130,023)
1039583	PKS AUDITOR CPO ADMIN			\$15,544	\$0	\$0	\$15,544
1039611	PKS M:PARKS FACILITY REHAB PROGRAMMATIC			\$3,470,906	\$5,900,000	\$9,700,000	\$19,070,906
1039826	PKS EMER CONTING FUND 3160 PROGRAMMATIC	✓		(\$45,553)	\$0	\$0	(\$45,553)
1039848	PKS M:CMMNTY PRTSHIP GRANT 316 PROGRAMMATIC			\$1,000,000	\$0	\$0	\$1,000,000
1046228	PKS ACQN EVALTNS MASTER PROGRAMMATIC			\$200,000	\$0	\$0	\$200,000
1121441	PKS M:MAURY ISLAND SITE PROGRAMMATIC			\$830,451	\$0	\$1,000,000	\$1,830,451

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3160 FMD-PARKS,REC,OPEN SPACE							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1122161	PKS CENTRAL MAINT FACILITY STANDALONE			\$28,200,000	\$0	\$0	\$28,200,000
1129678	PKS GRANT CONTINGENCY 3160 STANDALONE			\$350,000	\$0	\$0	\$350,000
1129686	PKS M:SMALL CAPITAL PROGRAMMATIC			\$4,266,000	\$4,875,000	\$5,490,000	\$14,631,000
1130265	PKS PRESTON ATHLETIC FIELDS STANDALONE	✓		(\$50,000)	\$0	\$0	(\$50,000)
3160 - FMD-PARKS,REC,OPEN SPACE		Total		\$37,107,325	\$10,775,000	\$16,190,000	\$64,072,325
3170 E 911 CAPITAL							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1130200	E911 Small PSAP Equipmt STANDALONE			\$3,000,000	\$0	\$0	\$3,000,000
1130202	E911 Security System STANDALONE	✓		(\$3,500,000)	\$0	\$0	(\$3,500,000)
1133687	E911 Call Reporting Upgrd STANDALONE		✓	\$645,000	\$0	\$0	\$645,000
3170 - E 911 CAPITAL		Total		\$145,000	\$0	\$0	\$145,000
3230 DPH TECHNOLOGY CAPITAL							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1134305	DPH IT EHS ENVISION CLOUD		✓	\$2,464,800	\$0	\$0	\$2,464,800
3230 - DPH TECHNOLOGY CAPITAL		Total		\$2,464,800	\$0	\$0	\$2,464,800
3240 DCHS TECHNOLOGY CAPITAL							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1134636	DCHS DO CLPPRT STANDALONE		✓	\$2,160,000	\$0	\$0	\$2,160,000
1134637	DCHS DO CMT STANDALONE		✓	\$1,625,000	\$0	\$0	\$1,625,000
3240 - DCHS TECHNOLOGY CAPITAL		Total		\$3,785,000	\$0	\$0	\$3,785,000

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3250 DES TECHNOLOGY							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1133879	DES FBOD PROCURE MODERN STANDALONE		✓	\$5,434,800	\$0	\$0	\$5,434,800
1133880	DES OEM RCECC AV MODERN STANDALONE		✓	\$44,000	\$2,800,000	\$0	\$2,844,000
3250 - DES TECHNOLOGY		Total		\$5,478,800	\$2,800,000	\$0	\$8,278,800
3280 PSB GENERAL TECHNOLOGY CAPITAL							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1133724	DPD CASE MGMT SYS REPLACEMENT STANDALONE		✓	\$3,550,000	\$0	\$0	\$3,550,000
1133959	PAO Data Modernization STANDALONE		✓	\$858,780	\$0	\$0	\$858,780
1134041	KCSC JURY MGMT SYS REPLACEMENT STANDALONE		✓	\$462,000	\$0	\$0	\$462,000
1134042	KCSC COURTROOM RECORDING RPLC STANDALONE		✓	\$605,848	\$0	\$0	\$605,848
3280 - PSB GENERAL TECHNOLOGY CAPITAL		Total		\$5,476,628	\$0	\$0	\$5,476,628
3292 SWM CIP NON-BOND SUBFUND							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1033882	WLER ECO RESTORE & PROTECT PROGRAMMATIC			\$2,375,982	\$2,076,000	\$2,049,000	\$6,500,982
1034167	WLER WR1A 7 ECOSYSTEM RESTORATN PROGRAMMATIC			\$4,474,668	\$27,969,000	\$9,650,000	\$42,093,668
1034171	WLER WR1A8 ECOSYSTEM RESTORATN PROGRAMMATIC			\$12,916,285	\$7,480,000	\$200,000	\$20,596,285
1034245	WLER WR1A9 ECOSYSTEM RESTORATN PROGRAMMATIC			\$6,373,294	\$3,285,000	\$4,660,000	\$14,318,294
1034280	WLER WR1A10 ECOSYSTEM RESTORATN PROGRAMMATIC			\$395,000	\$895,000	\$0	\$1,290,000
1034282	WLER VASHON ECOSYSTEM RESTORAT PROGRAMMATIC			\$1,720,000	\$1,300,000	\$2,800,000	\$5,820,000

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3292 SWM CIP NON-BOND SUBFUND							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1034287	WLER SMALL HABITAT RESTORATION PROGRAMMATIC			\$452,615	\$660,000	\$680,000	\$1,792,615
1048125	WLSWC PUBLIC SAFETY/PROPERTY PROGRAMMATIC	✓		(\$1,245,000)	\$0	\$0	(\$1,245,000)
1111168	WLFAC CAPITAL PROJECT OVERSIGH ADMIN			\$11,777	\$0	\$0	\$11,777
1117559	WLSWC FAIRWOOD 11 PIPE PHASE 2 STANDALONE			\$1,250,000	\$159,000	\$0	\$1,409,000
1117841	WLFAC 3RD BURDEN IMPCT 2013/14 ADMIN	✓		(\$11,777)	\$0	\$0	(\$11,777)
1124928	WL Transfer to Roads 1111819 STANDALONE	✓		(\$2,000,000)	\$0	\$0	(\$2,000,000)
1129370	WLSWC STEWARDSHIP WATERQUALITY STANDALONE			\$0	\$150,000	\$150,000	\$300,000
1129371	WLSWC GENERAL PROGRAMMATIC			\$337,861	\$420,000	\$420,000	\$1,177,861
1129377	WLSWC EMERGENT NEED CONTG STANDALONE			\$185,000	\$0	\$0	\$185,000
1129379	WLSWCFS FEASIBILITY STUDIES PROGRAMMATIC			\$952,692	\$880,000	\$880,000	\$2,712,692
1129380	WLSWCAD AGRICULTURE DRAINAGE PROGRAMMATIC			\$1,765,750	\$1,755,513	\$1,804,140	\$5,325,403
1129381	WLSWCND NEIGHBORHOOD DRAINAGE PROGRAMMATIC			\$120,000	\$60,000	\$60,000	\$240,000
1129382	WLSWCE EMERGENCY PROGRAMMATIC	✓		(\$390,302)	\$0	\$0	(\$390,302)
1129383	WLSWCDF NATURAL DRAINAGE FLOOD PROGRAMMATIC			\$1,630,000	\$5,915,000	\$2,205,000	\$9,750,000
1129385	WLSWCWQ WATER QUALITY PROGRAMMATIC			\$423,474	\$3,555,000	\$3,230,000	\$7,208,474
1129388	WLSWCA ASSET PRESERVATION PROGRAMMATIC			\$3,855,007	\$4,105,000	\$3,750,000	\$11,710,007

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2019-2020 Biennial - Executive Proposed

3292 SWM CIP NON-BOND SUBFUND							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1129530	WLER EMERGENT NEED CONTINGENCY STANDALONE			\$261,973	\$300,000	\$300,000	\$861,973
1133734	WLER Carbon Sequestration Prog STANDALONE			\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000
1135075	WLER FISH PASSAGE PROGRAM WLER ECO RESTORE & PROTECT			\$600,000	\$800,000	\$780,000	\$2,180,000
3292 - SWM CIP NON-BOND SUBFUND		Total		\$37,454,299	\$62,764,513	\$34,618,140	\$134,836,952
3310 LONG-TERM LEASES							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1039895	DES LTLF MASTER PROJECT PROGRAMMATIC			\$36,127,645	\$0	\$0	\$36,127,645
3310 - LONG-TERM LEASES		Total		\$36,127,645	\$0	\$0	\$36,127,645
3350 YOUTH SRVS FACILTS CONST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1121298	DES FMD 3350 T/T 3951 1117106			\$2,605,781	\$0	\$0	\$2,605,781
3350 - YOUTH SRVS FACILTS CONST		Total		\$2,605,781	\$0	\$0	\$2,605,781
3361 PUGET SOUND EMERGENCY RADIO NETWORK CAPITAL							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1127461	KCIT AUDITOR CIP OVERSIGHT ADMIN	✓		(\$18,087)	\$0	\$0	(\$18,087)
3361 - PUGET SOUND EMERGENCY RADIO		Total		(\$18,087)	\$0	\$0	(\$18,087)
3380 AIRPORT CONSTRUCTION							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1028653	AD PAVEMENT REHABILITATION PROGRAMMATIC			\$1,000,000	\$2,000,000	\$2,000,000	\$5,000,000
1028654	AD STEAM PLANT ACCESS ROAD STANDALONE			\$660,000	\$0	\$0	\$660,000

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2019-2020 Biennial - Executive Proposed

3380 AIRPORT CONSTRUCTION							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1028661	AD ARFF FACILITY IMPROVEMENT PROGRAMMATIC	✓		(\$407,459)	\$0	\$0	(\$407,459)
1120731	AD AIRPORT FLEET PROGRAMMATIC			\$1,636,272	\$3,865,000	\$693,000	\$6,194,272
1120808	AD ALT INST LANDING SYSTEMS STANDALONE	✓		(\$509,703)	\$0	\$0	(\$509,703)
1121024	AD CIP OVERSIGHT ADMIN			\$19,046	\$19,045	\$19,046	\$57,137
1129947	AD EQUIPMENT SNOW SHED STANDALONE			\$10,057,500	\$0	\$0	\$10,057,500
1129949	AD MAGVAR RUNWAY RENUMBERING STANDALONE	✓		(\$873,791)	\$0	\$0	(\$873,791)
1129953	AD AIRPORT EMERGENT NEEDS STANDALONE			\$300,000	\$100,000	\$100,001	\$500,001
1129960	AD PERIMETER INTRUSION DET SYS STANDALONE			\$0	\$200,000	\$1,500,000	\$1,700,000
1130186	AD CITYWORKS ADDL MODULES STANDALONE			\$600,000	\$600,001	\$600,000	\$1,800,001
1134634	AD LARGE AIRCRAFT PARKING STANDALONE			\$10,250,000	\$0	\$0	\$10,250,000
1134719	AD AIRFD ELEC SYS UPRDE PH II STANDALONE			\$1,250,000	\$0	\$0	\$1,250,000
1134748	AD AIRFLD SAFTY AND STDS EVAL STANDALONE			\$500,000	\$0	\$0	\$500,000
1134750	AD FENCES & GATES UPRDGS PH II STANDALONE			\$2,250,000	\$2,000,000	\$0	\$4,250,000
1134753	AD LAND PURCHASE CONTINGENCY STANDALONE			\$3,200,000	\$0	\$0	\$3,200,000
1134761	AD STRMWTR PIPE REPLACMT PH II STANDALONE			\$450,000	\$550,000	\$0	\$1,000,000
1135085	AD RUNWAY 14L-32R REHAB STANDALONE			\$0	\$2,000,001	\$10,200,000	\$12,200,001

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3380 AIRPORT CONSTRUCTION							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1135087	AD FUEL FARM ENVIRO REMEDTN STANDALONE			\$0	\$2,575,000	\$0	\$2,575,000
1135089	AD PERIMETER SECURITY LIGHTING STANDALONE			\$0	\$850,001	\$0	\$850,001
3380 - AIRPORT CONSTRUCTION		Total		\$30,381,865	\$14,759,048	\$15,112,047	\$60,252,960
3403 URBAN RESTOR & HBTAT RSTR							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1047110	WLR URBAN HABITAT RESERVE STANDALONE			\$122,227	\$0	\$0	\$122,227
1134895	WLR UHR PARTNERSHIPS STANDALONE			\$710,981	\$0	\$0	\$710,981
3403 - URBAN RESTOR & HBTAT RSTR		Total		\$833,208	\$0	\$0	\$833,208
3421 MJR MNTNCE RSRV SUB-FUND							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1039756	DES FMD MMRF CAP PRJT OVSIGHT ADMIN			\$11,819	\$0	\$0	\$11,819
1124606	DES FMD MMRF QUICK RESPONSE DES FMD MMRF QR CONTINGENCY			\$185,000	\$0	\$0	\$185,000
1129710	DES FMD MMRF 24/7 FACILITY GRP PROGRAMMATIC			\$13,993,127	\$0	\$0	\$13,993,127
1134406	DES FMD MMR BARAY DEAN STANDBY STANDALONE			\$340,142	\$0	\$0	\$340,142
1134407	DES FMD MMR ADMIN BLD STUDY JH STANDALONE			\$58,291	\$0	\$0	\$58,291
1134408	DES FMD MMR BARCLAY DEAN ROOF STANDALONE			\$1,027,314	\$0	\$0	\$1,027,314
1134409	DES FMD MMR BARAY DEAN SEURITY STANDALONE			\$136,411	\$0	\$0	\$136,411

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2019-2020 Biennial - Executive Proposed

3421 MJR MNTNCE RSRV SUB-FUND							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1134410	DES FMD MMR BARCLAY DEAN TAB STANDALONE			\$106,813	\$0	\$0	\$106,813
1134411	DES FMD MMR DC SHRLINE BOILER STANDALONE			\$669,251	\$0	\$0	\$669,251
1134412	DES FMD MMR DC SW BURIEN WINDOW STANDALONE			\$545,258	\$0	\$0	\$545,258
1134413	DES FMD MMR NE DC FIRE ALARM STANDALONE			\$255,757	\$0	\$0	\$255,757
1134430	DES FMD MMR KSC EV MACHINE RM STANDALONE			\$462,259	\$0	\$0	\$462,259
1134431	DES FMD MMR NE DC SECURITY RP STANDALONE			\$205,114	\$0	\$0	\$205,114
1134432	DES FMD MMR POLICE PREC#4 CAMA STANDALONE			\$325,823	\$0	\$0	\$325,823
1134433	DES FMD MMR PREC #3 SECURITY STANDALONE			\$144,515	\$0	\$0	\$144,515
1134434	DES FMD MMR YESLER FIRE ALARM STANDALONE			\$335,378	\$0	\$0	\$335,378
1134459	DES FMD MMR EARLNIGTON 2F STRU STANDALONE			\$775,054	\$0	\$0	\$775,054
1134605	DES FMD MMR PRC#4 D3050 AIR U1 STANDALONE			\$301,377	\$0	\$0	\$301,377
1135103	DES FMD MMR MRJC OUT YEAR EST STANDALONE			\$0	\$80,000,000	\$59,000,000	\$139,000,000
1135104	DES FMD MMR KCCH OUT YEAR EST STANDALONE			\$0	\$166,000,000	\$14,000,000	\$180,000,000
1135105	DES FMD MMR ADMIN OUT YEAR EST STANDALONE			\$0	\$43,000,000	\$15,000,000	\$58,000,000
1135106	DES FMD MMR YESLER OUT YER EST STANDALONE			\$0	\$19,000,000	\$8,000,000	\$27,000,000

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3421 MJR MNTNCE RSRV SUB-FUND							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1135107	DES FMD MMR CHINOOK OUT YE EST STANDALONE			\$0	\$11,000,000	\$8,000,000	\$19,000,000
1135109	DES FMD KCCF OUT YEAR EST STANDALONE			\$0	\$53,000,000	\$27,000,000	\$80,000,000
1135110	DES FMD MMR OTHER BLDGS EST STANDALONE			\$0	\$28,000,000	\$49,000,000	\$77,000,000
3421 - MJR MNTNCE RSRV SUB-FUND		Total		\$19,878,703	\$400,000,000	\$180,000,000	\$599,878,703
3522 OS KC NON BND FND SUBFUND							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1047254	WLOS PROPERTY CONVERSIONS STANDALONE			\$1,060,000	\$0	\$0	\$1,060,000
1047267	WLOS GRANT CONTINGENCY PROGRAMMATIC			\$4,000,000	\$5,300,000	\$4,200,000	\$13,500,000
3522 - OS KC NON BND FND SUBFUND		Total		\$5,060,000	\$5,300,000	\$4,200,000	\$14,560,000
3581 PARKS CAPITAL							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1044590	PKS BEAR CREEK WATERWAYS STANDALONE			\$180,000	\$0	\$0	\$180,000
1044591	PKS BURKE GILMAN REGIONAL TRA STANDALONE	✓		(\$4,195)	\$0	\$0	(\$4,195)
1044592	PKS CAPITAL PROJECT OVERSIGHT ADMIN			\$10,000	\$0	\$0	\$10,000
1044596	PKS COUGAR MTN PRECIPICE TRL STANDALONE			\$1,050,000	\$0	\$0	\$1,050,000
1044600	PKS M:E Lake Samm Trail PROGRAMMATIC			\$9,292,000	\$0	\$0	\$9,292,000
1044668	PKS FOOTHILLS REGIONAL TRAIL PROGRAMMATIC			\$4,545,000	\$0	\$0	\$4,545,000
1044750	PKS MITCHELL HILL DUTHIE STANDALONE			\$275,000	\$0	\$0	\$275,000

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3581 PARKS CAPITAL							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1044756	PKS PKS EXPANSION IMPLEMENTAT STANDALONE	✓		(\$37,025)	\$0	\$0	(\$37,025)
1112621	PKS South County Regional Tra PROGRAMMATIC			\$10,379,270	\$0	\$0	\$10,379,270
1114770	PKS SOOS CREEK REGIONAL PARK STANDALONE			\$250,000	\$0	\$0	\$250,000
1120085	PKS M:GREEN2CEDAR RIVER TRAIL PROGRAMMATIC			(\$3,979,900)	\$0	\$0	(\$3,979,900)
1121155	PKS M:EASTSIDE RAIL CORR (ERC) PROGRAMMATIC			\$8,585,000	\$0	\$0	\$8,585,000
1121444	PKS M:STEVE COX MEMORIAL PARK PROGRAMMATIC			\$300,000	\$0	\$0	\$300,000
1121445	PKS M:NEWAUKUM/BIG SPRING CRK STANDALONE			\$225,000	\$0	\$0	\$225,000
1121455	PKS M:RTS MOBILITY CONNECTIONS PROGRAMMATIC			\$2,930,729	\$0	\$0	\$2,930,729
1121497	PKS M:AQUATIC CENTER PROGRAMMATIC			\$600,000	\$0	\$0	\$600,000
1121498	PKS M:PLAYAREA REHAB PROGRAMMATIC			\$600,000	\$0	\$0	\$600,000
1121499	PKS M:BRIDGE&TRESTLE PROGRAM PROGRAMMATIC			\$1,750,000	\$0	\$0	\$1,750,000
1121500	PKS M:REG TRL SURFACE IMPR PROGRAMMATIC			\$1,500,000	\$0	\$0	\$1,500,000
1121501	PKS M:DOCK REHAB PROGRAM PROGRAMMATIC			\$500,000	\$0	\$0	\$500,000
1123893	PKS M: RSTRM REHAB & RPLMNT PROGRAMMATIC			\$1,000,000	\$0	\$0	\$1,000,000
1123894	PKS M: PK LOT & PTHWY RHB PROGRAMMATIC			\$1,000,000	\$0	\$0	\$1,000,000
1123896	PKS M: DRNGE/SWR/WTR SYSTM RHB PROGRAMMATIC			\$1,600,000	\$0	\$0	\$1,600,000

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3581 PARKS CAPITAL							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1123925	PKS M:EMERALD NCKLCE TR STANDALONE			\$50,000	\$0	\$0	\$50,000
1123996	PKS M: MARYMOOR PARK PROGRAMMATIC			\$3,000,000	\$0	\$0	\$3,000,000
1124055	PKS:ASSET MGT SYS STANDALONE		✓	\$830,000	\$0	\$0	\$830,000
1126266	PKS CPITAL PLAN ADM ADMIN			\$3,531,025	\$0	\$0	\$3,531,025
1127071	PKS COLD/COTTAGE LAKE CREEK STANDALONE			\$96,500	\$0	\$0	\$96,500
1127075	PKS LOWER NEWAUKUM CRK STANDALONE			\$250,000	\$0	\$0	\$250,000
1129476	PKS VASHON ISLND S UPLAND FRST STANDALONE			\$500,000	\$0	\$0	\$500,000
1129671	PKS M:PARKS ENERGY EFFICIENCY PROGRAMMATIC			\$400,000	\$0	\$0	\$400,000
1129673	PKS EMERGENT CONTINGENCY 3581 STANDALONE			(\$2,430,729)	\$0	\$0	(\$2,430,729)
1129676	PKS GRANT CONTINGENCY 3581 STANDALONE			\$13,690,000	\$0	\$0	\$13,690,000
1129690	PKS M:RTS MONITORING & MAINT PROGRAMMATIC			\$504,195	\$0	\$0	\$504,195
1129700	PKS M:SKYWAY PARK PROGRAMMATIC			\$500,000	\$0	\$0	\$500,000
1132221	PKS SNOQ VLLY TRL NORTH ACQ STANDALONE			\$269,000	\$0	\$0	\$269,000
1132224	PKS BLACK DIAMOND ACQ STANDALONE			\$1,100,000	\$0	\$0	\$1,100,000
1132225	PKS KEEVIE LAKE ACQ STANDALONE			\$1,000,000	\$0	\$0	\$1,000,000
1133888	PKS MOSS LAKE NA ADD STANDALONE			\$50,000	\$0	\$0	\$50,000
1133889	PKS THREE FORKS NA ADD STANDALONE			\$60,000	\$0	\$0	\$60,000
1133890	PKS CEDAR RIVER ADD STANDALONE			\$500,000	\$0	\$0	\$500,000

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3581 PARKS CAPITAL							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1133891	PKS CEMETERY POND OPN SPCE ADD STANDALONE			\$300,000	\$0	\$0	\$300,000
1133892	PKS MOLASSES CREEK STANDALONE			\$25,000	\$0	\$0	\$25,000
1133893	PKS URBAN GREEN SPACE ACQ STANDALONE			\$450,000	\$0	\$0	\$450,000
1133894	PKS MID GREEN RIVER EXPANSON STANDALONE			\$250,000	\$0	\$0	\$250,000
1133895	PKS MISTY ISLE FARMS STANDALONE			\$200,000	\$0	\$0	\$200,000
1133896	PKS SNOQUALMIE VALLEY FARMLAND STANDALONE			\$57,500	\$0	\$0	\$57,500
1133897	PKS ERC NE 8TH ST ACQUISITION STANDALONE			\$500,000	\$0	\$0	\$500,000
1134312	PKS M: MILLION TR-FOREST HEALTH PROGRAMMATIC			\$1,878,000	\$0	\$0	\$1,878,000
3581 - PARKS CAPITAL		Total		\$70,111,370	\$0	\$0	\$70,111,370
3591 KC MARINE CONST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1111713	MD VESSEL PRESERVATION STANDALONE			\$0	\$0	\$3,000,000	\$3,000,000
1111720	MD MARINE GENERAL CAPITAL ADMIN			\$3,777	\$0	\$0	\$3,777
1111725	MD VESSEL ACQUISITION STANDALONE	✓		(\$86,858)	\$0	\$0	(\$86,858)
1111731	MD VASHON TERMINAL IMPROVEMTS STANDALONE	✓		(\$7,085)	\$0	\$0	(\$7,085)
1111735	MD MARINE VESSEL LEASES STANDALONE	✓		(\$42,309)	\$0	\$0	(\$42,309)
1129118	MD Grant Contingency ADMIN			\$4,000,000	\$0	\$0	\$4,000,000
1129120	MD Spirit Engine Replacement STANDALONE	✓		(\$65,435)	\$0	\$0	(\$65,435)

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3591 KC MARINE CONST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1129121	MD W Sea Terminal Replacement STANDALONE			\$1,500,000	\$2,500,000	\$6,000,000	\$10,000,000
1129123	MD W Seattle Dock Preservation STANDALONE			\$300,000	\$0	\$0	\$300,000
1133740	MD W Sea Mobility Transit Hub STANDALONE			\$750,000	\$7,250,000	\$3,000,000	\$11,000,000
3591 - KC MARINE CONST		Total		\$6,352,090	\$9,750,000	\$12,000,000	\$28,102,090
3611 WATER QUALITY CONST-UNRES							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1037498	WTC STRUCTURE SITE IMPROVEMENT PROGRAMMATIC			\$10,472,222	\$11,195,641	\$11,766,630	\$33,434,493
1037513	WTC BIOSOLIDS TRANSP STANDALONE			\$0	\$802,397	\$2,123,308	\$2,925,705
1037543	WTC BRIGHTWATER RW PIPELINE STANDALONE	✓		(\$2,939,666)	\$0	\$0	(\$2,939,666)
1037545	WTC BELLEVUE INFLNT TRK IMPRV STANDALONE	✓		(\$2,848,873)	\$0	\$0	(\$2,848,873)
1037549	WTC CAPITAL PROJECT OVERSIGHT STANDALONE			\$347,854	\$0	\$0	\$347,854
1037588	WTC POWER REPLACEMENT EQUIP STANDALONE	✓		(\$3,636,063)	\$0	\$0	(\$3,636,063)
1037765	WTC WATER QUALITY CAP OUTLAY STANDALONE			\$1,167,758	\$1,060,019	\$647,449	\$2,875,226
1037767	WTC BIOSOLIDS SITE DEVELOPMENT STANDALONE			\$51,130	\$1,068,850	\$1,183,629	\$2,303,609
1037789	WTC CONVEYANCE SYS IMPROVEMENT PROGRAMMATIC			\$6,894,612	\$9,260,463	\$6,047,269	\$22,202,344
1037810	WTC SEDIMENT MANAGEMENT PLAN STANDALONE			\$17,947,012	\$1,224,754	\$7,294,579	\$26,466,345

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3611 WATER QUALITY CONST-UNRES							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1038098	WTC CSO CONTROL AND IMPRV PROGRAMMATIC			\$0	\$11,110,295	\$16,033,061	\$27,143,356
1038099	WTC MITIGATION SITE MAINT MON STANDALONE			\$2,788,237	\$2,867,399	\$3,051,886	\$8,707,522
1038122	WTC SUNSET HEATH PS FM UPGRADE STANDALONE			\$5,835,674	\$0	\$0	\$5,835,674
1038128	WTC NORTH CREEK PIPELINE STANDALONE	✓		(\$13,250,574)	\$0	\$0	(\$13,250,574)
1038129	WTC LOWER DUWAMISH SUPERFUND STANDALONE			\$16,280,934	\$8,438,331	\$0	\$24,719,265
1038220	WTC JUANITA BAY PS MODS STANDALONE	✓		(\$4,399,465)	\$0	\$0	(\$4,399,465)
1038223	WTC BELLEVUE PS UPGRADE STANDALONE	✓		(\$1,165,878)	\$0	\$0	(\$1,165,878)
1038236	WTC RAVENNA CRK SEPARATION STANDALONE	✓		(\$3,132,512)	\$0	\$0	(\$3,132,512)
1038273	WTC ODOR CORROSION PROGRAMMATIC			\$10,369,761	\$11,110,411	\$11,766,524	\$33,246,696
1038294	WTC NOAA NON PROJECT SPEC STANDALONE			\$156,704	\$0	\$0	\$156,704
1038295	WTC BIOSOLIDS EQUIPMENT STANDALONE			\$0	\$82,727	\$368,194	\$450,921
1038314	WTC E DIV SCNDRY TANK COATING STANDALONE			\$0	\$226,118	\$0	\$226,118
1038335	WTC ELECTRICAL I AND C PROGRAMMATIC			\$10,631,945	\$11,164,063	\$11,799,745	\$33,595,753
1038447	WTC SP DIGESTER FLOATING LIDS STANDALONE	✓		(\$2,626,485)	\$0	\$0	(\$2,626,485)
1038448	WTC MAGNOLIA CSO STANDALONE			\$1,999,378	\$0	\$0	\$1,999,378
1048049	WTC WTD CIP CONTINGENCY FUND STANDALONE			\$20,000,000	\$0	\$0	\$20,000,000
1048071	WTC SP SOLIDS CONTROLS REPL STANDALONE	✓		(\$2,953,656)	\$0	\$0	(\$2,953,656)

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3611 WATER QUALITY CONST-UNRES							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1048076	WTC CONVEYANCE H2S CORR REHAB PROGRAMMATIC			\$6,163,317	\$0	\$0	\$6,163,317
1048077	WTC ENVIR LAB ENERGY IMPROVMNT STANDALONE			\$1,176,356	\$0	\$0	\$1,176,356
1113189	WTC PROCESS REPLACEMENT IMPROV PROGRAMMATIC			\$10,444,206	\$11,110,410	\$11,766,631	\$33,321,247
1113196	WTC MECHANICAL UPGRADE AND REP PROGRAMMATIC			\$10,371,830	\$11,354,089	\$11,766,629	\$33,492,548
1113247	WTC PIPELINE REPLACEMENT PROGRAMMATIC			\$10,477,127	\$11,322,454	\$11,897,976	\$33,697,557
1113334	WTC COMP PLANNING REPORTING PROGRAMMATIC			\$8,806,734	\$8,336,362	\$4,409,488	\$21,552,584
1113351	WTC LAB ASSET MGMT PROGRAM STANDALONE			\$949,446	\$2,195,433	\$2,567,798	\$5,712,677
1114382	WTC N CREEK INTERCEPTOR STANDALONE			\$3,055,074	\$0	\$0	\$3,055,074
1114383	WTC RECLAIM H2O PLAN & INFSTRC STANDALONE			\$3,434,541	\$2,234,539	\$3,519,010	\$9,188,090
1116796	WTC SP RECLAIMED H2O FAC MODS STANDALONE			\$19,808	\$0	\$0	\$19,808
1116797	WTC JAM/ARC BLDG REPLACEMENT STANDALONE			\$19,604,781	\$0	\$0	\$19,604,781
1116800	WTC N MERCER ENATAI INT PAR STANDALONE			\$85,479,785	\$11,840,963	\$0	\$97,320,748
1116801	WTC LK HILLS&NW LK SAM INTCPT STANDALONE			\$95,633,688	\$2,306,143	\$0	\$97,939,831
1121404	WTC SP RSP MEDIUM VOLT SG REPL STANDALONE			\$1,515,817	\$0	\$0	\$1,515,817
1121406	WTC ESI SECT 4 LINING STANDALONE	✓		(\$3,755,723)	\$0	\$0	(\$3,755,723)
1121407	WTC NORTH BCH PS FM CAP IMPROV STANDALONE	✓		(\$2,300,963)	\$0	\$0	(\$2,300,963)

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3611 WATER QUALITY CONST-UNRES							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1121408	WTC NCRK INTCPTR OVRFLW CONTRL STANDALONE	✓		(\$3,329,579)	\$0	\$0	(\$3,329,579)
1123517	WTC E FLEET MAINT FAC REPLCMNT STANDALONE			\$2,391,725	\$0	\$0	\$2,391,725
1123624	WTC COAL CRK SIPHON TRUNK PARA STANDALONE			\$47,595,405	\$0	\$0	\$47,595,405
1123626	WTC SP BIOGAS HEAT SYS IMPROVE STANDALONE			\$31,998,230	\$0	\$0	\$31,998,230
1123627	WTC WP 2ND MIX LIQ BLOWER REPL STANDALONE			\$2,556,258	\$0	\$0	\$2,556,258
1123630	WTC ESI SECT 2 REHAB PHASE II STANDALONE			\$25,303,486	\$0	\$0	\$25,303,486
1127126	WTC JOINT SHIP CANAL CSO STANDALONE			\$37,398,692	\$68,200,300	\$21,314,398	\$126,913,390
1127489	WTC PRIMARY SED ROOF STRUCTURE STANDALONE			\$10,574,390	\$19,996,735	\$0	\$30,571,125
1128354	WTC INTERBAY FORCE MAIN & ODOR STANDALONE			\$11,028,898	\$0	\$0	\$11,028,898
1129526	WTC WP LSG PIPING REPLACEMENT STANDALONE			\$7,942,429	\$12,142,001	\$1,779,491	\$21,863,921
1129528	WTC OFFSITE REPLACE SMALL GENS STANDALONE			\$2,208,716	\$4,785,262	\$14,136,214	\$21,130,192
1129531	WTC SP C2/C3 PIPE REPLACEMENT STANDALONE			\$1,195,817	\$0	\$0	\$1,195,817
1129532	WTC BW OPTIMIZE AERATION BASIN STANDALONE			\$11,718,830	\$537,010	\$0	\$12,255,840
1129533	WTC CHELAN AVE CSO STANDALONE			\$7,237,970	\$23,061,375	\$0	\$30,299,345
1129535	WTC THTN CK TRK REP REALGN STANDALONE			\$13,066,643	\$10,773,811	\$12,555,621	\$36,396,075
1129536	WTC CAPITAL PROJECT FORMULATE STANDALONE			\$2,400,291	\$2,642,069	\$4,837,704	\$9,880,064

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3611 WATER QUALITY CONST-UNRES							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1129537	WTC H2S CORR REHAB 2020-2021 STANDALONE			\$6,163,317	\$0	\$0	\$6,163,317
1129538	WTC TECH ASSESS & INNOVATION STANDALONE			\$1,732,688	\$2,062,656	\$2,188,271	\$5,983,615
1134063	WTC WP POWER MON UPGD STANDALONE			\$5,479,905	\$0	\$0	\$5,479,905
1134064	WTC WP ADM/OPS CTR SEIS UPGD STANDALONE			\$14,060,649	\$2,767,657	\$0	\$16,828,306
1134065	WTC SP IPS SEISMIC UPGD STANDALONE			\$7,192,226	\$0	\$0	\$7,192,226
1134066	WTC COMP SYSTEM PLAN STANDALONE			\$8,617,670	\$3,904,024	\$0	\$12,521,694
1134067	WTC ELLIOT W CSO COMP STANDALONE			\$13,998,548	\$4,530,456	\$0	\$18,529,004
1134068	WTC ALKI PERM GENERATOR STANDALONE			\$1,587,430	\$1,872,054	\$0	\$3,459,484
1134069	WTC WP RSP REPLACEMENT STANDALONE			\$16,983,283	\$61,513,719	\$17,178,367	\$95,675,369
1134070	WTC CMMS UPGRADE STANDALONE		✓	\$4,367,949	\$0	\$0	\$4,367,949
1134071	WTC OVATION CONT SYS UPGD STANDALONE			\$14,378,632	\$0	\$0	\$14,378,632
1134072	WTC PASS WEIR FOR EMG BYPASS STANDALONE			\$1,601,838	\$978,552	\$3,373,908	\$5,954,298
1134073	WTC VFD REPLACEMENT STANDALONE			\$4,693,830	\$3,210,871	\$4,942,042	\$12,846,743
1134074	WTC BW RW STORAGE STANDALONE			\$4,642,298	\$9,069,189	\$0	\$13,711,487
1134075	WTC LK HILLS INT A REFURB STANDALONE			\$28,443,929	\$2,108,853	\$0	\$30,552,782
1134076	WTC ENV LAB LIMS UPGD STANDALONE		✓	\$4,442,475	\$0	\$0	\$4,442,475
1134301	WTC PIMS REPLACEMENT STANDALONE		✓	\$1,844,893	\$0	\$0	\$1,844,893
1134349	WTC FALL CITY WASTE MANAGE SYS STANDALONE			\$3,998,288	\$0	\$0	\$3,998,288

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3611 WATER QUALITY CONST-UNRES							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1134816	WTC SPU JOINT 3RD AVE TUNNEL STANDALONE			\$4,986,750	\$0	\$0	\$4,986,750
1135013	WTC WATER QUALITY IMPRV ALTERN WATER QUALITY IMPRV ALTERN			\$3,004,202	\$80,080,578	\$83,345,192	\$166,429,972
3611 - WATER QUALITY CONST-UNRES		Total		\$682,574,874	\$444,549,033	\$283,661,014	\$1,410,784,921
3612 WTD INTERNALLY FINANCED PROJECTSS							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1134077	WTC WP BIOGAS OPT STANDALONE			\$660,079	\$6,507,488	\$1,130,802	\$8,298,369
1134078	WTC BW MBR LEAP UPGD STANDALONE			\$2,399,135	\$0	\$0	\$2,399,135
3612 - WTD INTERNALLY FINANCED		Total		\$3,059,214	\$6,507,488	\$1,130,802	\$10,697,504
3641 PUBLIC TRANS CONST-UNREST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1027519	TD ON BOARD SYSTEMS STANDALONE	✓	✓	(\$401,980)	\$0	\$0	(\$401,980)
1028620	TDC TRANSIT ORIENTED DEVELOP PROGRAMMATIC			\$553,402	\$1,497,087	\$1,478,799	\$3,529,288
1028624	TDC TOD CONVENTION PLACE PROGRAMMATIC	✓		(\$25,560,244)	\$0	\$0	(\$25,560,244)
1028625	TD TUNNEL MODS ENHANCEMENTS PROGRAMMATIC	✓		(\$2,110,912)	\$0	\$0	(\$2,110,912)
1028629	TD REAL TIME SYS INVESTMENTS PROGRAMMATIC	✓	✓	(\$195,297)	\$0	\$0	(\$195,297)
1028644	TDC MDT REPLACEMENT STANDALONE	✓		(\$38,170)	\$0	\$0	(\$38,170)
1028681	TDC BUS ZONE IMP SHELTERS PROGRAMMATIC			\$19,068,954	\$6,804,244	\$6,721,128	\$32,594,326
1028715	TD DUCT RELOCATION PROGRAMMATIC	✓		(\$164,913)	\$0	\$0	(\$164,913)
1028716	TD RADIO AVL REPLACEMENT PROGRAMMATIC	✓		(\$1,641,584)	\$0	\$0	(\$1,641,584)

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1028718	TDC NON REV VEHICLE REPL STANDALONE			\$6,249,913	\$4,983,035	\$5,293,851	\$16,526,799
1028730	TDC NORTHGATE TC TOD STANDALONE			\$4,794,171	\$0	\$0	\$4,794,171
1028770	TD SYSTEM BRT CORRIDOR PROGRAMMATIC	✓		(\$1,612,861)	\$0	\$0	(\$1,612,861)
1028794	TD HWY 99N TRANSIT CORRIDOR STANDALONE	✓		(\$21,727)	\$0	\$0	(\$21,727)
1028795	TDC TAMP PROGRAM ADMIN PROGRAMMATIC			\$4,924,852	\$1,360,552	\$1,343,933	\$7,629,337
1028815	TD HIGHLINE CC TRN FACILITY STANDALONE			(\$721,079)	\$0	\$0	(\$721,079)
1028816	TD BUS 60FT MB06 2 HYBRID PROGRAMMATIC	✓		(\$278,885)	\$0	\$0	(\$278,885)
1028827	TD CAPITAL PROJECT OVERSIGHT ADMIN			\$257,231	\$0	\$0	\$257,231
1028830	TDC TRANSIT PRIORITY IMPR PROGRAMMATIC			\$0	\$2,681,165	\$2,648,414	\$5,329,579
1028854	TD VANPOOL VEHICLE PURCHASE STANDALONE	✓		(\$1,893)	\$0	\$0	(\$1,893)
1028857	TDC CAPITAL OUTLAY PROGRAM PROGRAMMATIC			\$8,464,221	\$1,000,000	\$1,000,000	\$10,464,221
1111769	TD WAREHOUSE REPLACEMENT STANDALONE	✓		(\$2,116)	\$0	\$0	(\$2,116)
1111770	TDC EMERG NEED CONT FUND 3641 ADMIN			\$5,165,161	\$0	\$0	\$5,165,161
1111778	TDC FACILITY CONDITION ASSMT PROGRAMMATIC			\$6,225,943	\$0	\$0	\$6,225,943
1111780	TD ASSET MGMT INTEGRATION STANDALONE	✓		\$969,277	\$0	\$0	\$969,277
1111789	TD ORCA VENDING MACHINES STANDALONE	✓		(\$539,475)	\$0	\$0	(\$539,475)
1111978	TD TRANSIT CENTER SECURITY STANDALONE	✓		(\$913)	\$0	\$0	(\$913)

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1111997	TDC NORTHGATE TOD SITE DEV STANDALONE			\$2,880,299	\$3,576,597	\$0	\$6,456,896
1115487	TDC SHELTER REFURBISHMENT PROGRAMMATIC			\$11,121,169	\$0	\$0	\$11,121,169
1115489	TDC TROLLEY POLES PROGRAMMATIC			\$5,708,064	\$1,710,934	\$1,690,035	\$9,109,033
1115490	TDC TROLLEY OVERHEAD SWITCHES PROGRAMMATIC			\$2,954,709	\$934,183	\$922,771	\$4,811,663
1116015	TD TOH, SHELTER, EQUIP BUDGET PROGRAMMATIC	✓		(\$17,965,146)	\$0	\$0	(\$17,965,146)
1116036	TD CAPITAL OUTLAY BUDGET PROGRAMMATIC	✓		(\$5,268,713)	\$0	\$0	(\$5,268,713)
1116057	TD NORTHGATE TOD BUDGET PROGRAMMATIC	✓		(\$10,494,816)	\$0	\$0	(\$10,494,816)
1116070	TD SR 520 UPA BUDGET PROGRAMMATIC	✓		(\$78,804)	\$0	\$0	(\$78,804)
1116071	TD OP FACILITY IMP BUDGET PROGRAMMATIC	✓		(\$3,000,000)	\$0	\$0	(\$3,000,000)
1116073	TD SHELTERS & LIGHTING PROGRAMMATIC	✓		(\$14,967,459)	\$0	\$0	(\$14,967,459)
1116112	TD TROLLEY MOD BUDGET PROGRAMMATIC			(\$1,160,000)	\$1,659,000	\$1,638,735	\$2,137,735
1116246	TD F LINE RAPID RIDE BUDGET PROGRAMMATIC	✓		(\$1,690,289)	\$0	\$0	(\$1,690,289)
1116743	TD RT 101 TRANSIT CORRIDOR IMP STANDALONE	✓		(\$637,561)	\$0	\$0	(\$637,561)
1116744	TD RAPIDRIDE E LINE PASS THRU ADMIN	✓		(\$1,885,308)	\$0	\$0	(\$1,885,308)
1116745	TD 3RD AVE IMPROVEMENTS PROGRAMMATIC	✓		(\$6,000,000)	\$0	\$0	(\$6,000,000)
1116893	TDC HASTUS EPM STANDALONE		✓	(\$228,880)	\$0	\$0	(\$228,880)
1117069	TD 35 FT HYBRID BUS PROGRAMMATIC	✓		(\$60)	\$0	\$0	(\$60)
1121955	TDC P&R LIGHTING REPLACE STANDALONE			\$2,796,715	\$0	\$0	\$2,796,715

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1122351	TDC RT 50 SPOT IMPROVEMENTS STANDALONE	✓		\$51,174	\$0	\$0	\$51,174
1122396	TDC DSTT ELEVATORS RENOV STANDALONE			\$4,308,957	\$0	\$0	\$4,308,957
1123790	TDC WSCC AT CONVENTION PL TOD STANDALONE			\$6,877,562	\$0	\$0	\$6,877,562
1123981	TDC NORTHGATE NON-MOTORIZED STANDALONE			\$94,206	\$0	\$0	\$94,206
1124234	TDC RADIO LIFE CYCLE REPLACE STANDALONE	✓		(\$147,419)	\$0	\$0	(\$147,419)
1124256	TDC REGL TRANSIT CONNECTIVITY PROGRAMMATIC			\$0	\$1,143,487	\$1,214,812	\$2,358,299
1124294	TDC FAIRVIEW BRIDGE TOH SUPP STANDALONE			\$843,723	\$0	\$0	\$843,723
1124413	TDC REAL TIME IMPROVEMENTS STANDALONE		✓	\$910,110	\$0	\$0	\$910,110
1124415	TDC HASTUS PLANNING MODULE STANDALONE		✓	\$801,777	\$0	\$0	\$801,777
1124427	TDC REPL SIGNAL PRIORITY EQUIP STANDALONE		✓	\$4,422,282	\$0	\$0	\$4,422,282
1124429	TDC REPL 4.9 NETWK & ROUTERS STANDALONE		✓	\$2,500,000	\$0	\$0	\$2,500,000
1124456	TDC ORCA REPLACEMENT STANDALONE		✓	\$5,610,954	\$0	\$0	\$5,610,954
1124523	TDC CIP GRANT CONTINGENCY PROGRAMMATIC	✓		(\$2,440,400)	\$0	\$0	(\$2,440,400)
1124887	TDC Strategic Tech Roadmap STANDALONE	✓		(\$307,345)	\$0	\$0	(\$307,345)
1125742	TDC 500KV SUB BREAKERS STANDALONE			\$7,425,001	\$0	\$0	\$7,425,001
1125765	TDC BROAD ST SUB X-FORMER STANDALONE			\$3,406,535	\$0	\$0	\$3,406,535
1126349	TDC ALTERNATIVE SERVICES PROGRAMMATIC			\$6,114,823	\$8,518,676	\$9,050,026	\$23,683,525

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1127241	TDC SB BUS WASH VAC REPL STANDALONE			\$669,715	\$76,977	\$6,530,643	\$7,277,335
1127254	TDC UNIV BRIDGE POLE REPL STANDALONE			\$1,984,481	\$0	\$0	\$1,984,481
1127330	TDC COMFORT STATIONS PROGRAMMATIC			(\$2,788,747)	\$0	\$0	(\$2,788,747)
1127864	TDC COMFORT ST WESTWOOD STANDALONE			\$238,465	\$1,526,695	\$0	\$1,765,160
1127867	TDC COMFORT ST SODO STANDALONE			\$1,227,546	\$0	\$0	\$1,227,546
1127875	TDC COMFORT ST TIBS STANDALONE			\$1,086,139	\$0	\$0	\$1,086,139
1127880	TDC COMFORT ST VASHON STANDALONE			\$1,065,122	\$0	\$0	\$1,065,122
1128656	TDC CPS LOW VOLT COMM RELOC STANDALONE			\$8,182,888	\$0	\$0	\$8,182,888
1129299	TDC EL BUS CHRG INFRASTR STANDALONE	✓		(\$13,200,000)	\$0	\$0	(\$13,200,000)
1129343	TDC DT SEATTLE LAYOVER FAC STANDALONE	✓		(\$18,000,000)	\$0	\$0	(\$18,000,000)
1129510	TDC NE SEATTLE TRANSF ENV IMP TDC TRANSFER ENV IMPR BUD			\$337,581	\$0	\$0	\$337,581
1129621	TDC BICYCLE PARKING EXP PROGRAMMATIC			\$297,108	\$543,436	\$536,798	\$1,377,342
1129626	TDC INFRASTR ASSET MGMT PROGRAMMATIC	✓		(\$6,149,584)	\$0	\$0	(\$6,149,584)
1129627	TDC SITE ASSET MGMT PROGRAMMATIC	✓		(\$4,292,691)	\$0	\$0	(\$4,292,691)
1129628	TDC BUILDING ASSET MGMT PROGRAMMATIC	✓		(\$7,000,000)	\$0	\$0	(\$7,000,000)
1129630	TDC SGR PROGRAM MGMT PROGRAMMATIC			(\$9,205,983)	\$1,520,068	\$1,501,500	(\$6,184,415)
1129631	TDC SOUTH KING BASE STANDALONE			\$0	\$2,421,832	\$7,379,170	\$9,801,002
1129632	TDC MOVE SEATTLE RR EXP PROGRAMMATIC	✓		(\$3,968,885)	\$0	\$0	(\$3,968,885)
1129633	TDC CCMP 2019 PROGRAM PROGRAMMATIC			(\$11,680,896)	\$0	\$0	(\$11,680,896)

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1129634	TDC AB VM TM NRV HVAC REPL STANDALONE			\$8,789,919	\$0	\$0	\$8,789,919
1129636	TDC ST LINK STATION INTEGR PROGRAMMATIC			\$2,701,242	\$5,047,715	\$4,986,055	\$12,735,012
1129642	TDC SOUTH BASE EXPANSION STANDALONE	✓		(\$15,794,000)	\$0	\$0	(\$15,794,000)
1129643	TDC YESLER WAY ELECTRIFIC STANDALONE			(\$1,700,000)	\$0	\$0	(\$1,700,000)
1129644	TDC CNTRL/ATL BASE EXP STANDALONE			(\$25,581,279)	\$24,168,995	\$71,953,084	\$70,540,800
1129747	TDC MC RR EXPANSION PROGRAMMATIC			(\$7,000,000)	\$948,144	\$948,144	(\$5,103,712)
1129801	TDC TR BUSINESS INTEL DATA STANDALONE		✓	\$4,194,268	\$0	\$0	\$4,194,268
1131130	TDC DSTT 9TH AVE RAMP FROM CPS STANDALONE			\$4,000,000	\$0	\$0	\$4,000,000
1131378	TDC COMFORT STATION 2 SODO STANDALONE			\$152,180	\$2,714,601	\$0	\$2,866,781
1131481	TDC BB CB LIFT REPL STANDALONE			\$11,233,554	\$0	\$0	\$11,233,554
1131793	TDC NB I-5 RETAIN WALL STANDALONE			\$1,918,412	\$0	\$0	\$1,918,412
1132324	TDC MADISON RR STANDALONE			\$10,538,686	\$0	\$0	\$10,538,686
1132325	TDC DELRIDGE BURIEN RR STANDALONE			\$57,190,841	\$0	\$0	\$57,190,841
1132326	TDC RAINIER AVE MT BAKER DT RR STANDALONE			\$58,891,740	\$0	\$0	\$58,891,740
1132327	TDC ROOSEVELT RR STANDALONE			\$222,556	\$523,647	\$27,003,498	\$27,749,701
1132367	TDC MONTLAKE HUB STANDALONE			\$2,408,525	\$0	\$0	\$2,408,525
1132532	TDC OCC OFF BOARD FARE EQ STANDALONE			\$3,082,600	\$0	\$0	\$3,082,600
1132794	TDC SR520 TROLLEY INFR REPL STANDALONE			\$3,255,778	\$0	\$0	\$3,255,778
1133179	TDC MAJOR SPOT IMPR PROGRAMMATIC			\$1,797,859	\$1,361,348	\$80,016	\$3,239,223

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1133368	TDC CSC FRAME RACK STANDALONE			\$698,681	\$0	\$0	\$698,681
1133586	TDC TROLLEY OH-BALLARD STANDALONE			\$749,023	\$0	\$0	\$749,023
1133920	TDC NORTHGATE TC DEMO STANDALONE			\$2,218,867	\$0	\$0	\$2,218,867
1134100	TDC TECH PROGRAM MGMT PROGRAMMATIC			\$1,049,742	\$1,048,306	\$1,049,742	\$3,147,790
1134101	TDC ONLINE REDUCD FARE REG STANDALONE		✓	\$870,838	\$0	\$0	\$870,838
1134104	TDC HASTUS UPGR FROM V2014 STANDALONE		✓	\$6,306,308	\$0	\$0	\$6,306,308
1134106	TDC FARE ENFORC ENHANCMTS STANDALONE		✓	\$791,486	\$0	\$0	\$791,486
1134108	TDC EL SIGN IN FOR OPRTORS STANDALONE		✓	\$755,433	\$0	\$0	\$755,433
1134110	TDC COMFORT STAT MGMT SYS STANDALONE		✓	\$861,220	\$0	\$0	\$861,220
1134161	TDC FAREBOX REPL STUDY STANDALONE			\$356,964	\$0	\$0	\$356,964
1134192	TDC EASTGATE MOBILITY HUB STANDALONE			\$3,115,581	\$0	\$0	\$3,115,581
1134193	TDC FACILITY IMPR PLANNING PROGRAMMATIC			\$2,011,733	\$3,183,643	\$3,144,753	\$8,340,129
1134196	TDC REDMOND LAYOVER STANDALONE			\$515,571	\$0	\$0	\$515,571
1134197	TDC SAFE ROUTES TO TR INV RR TDC SAFE ROUTES TO TR INV PR			\$4,939,489	\$2,251,655	\$3,494,026	\$10,685,170
1134198	TDC BASE SECURITY 2021-22 PROGRAMMATIC			\$0	\$2,064,015	\$0	\$2,064,015
1134199	TDC CB BODY TO VM CONVERT STANDALONE			\$7,735,147	\$0	\$0	\$7,735,147
1134200	TDC CC BODY SHOP WELL CNTR STANDALONE			\$2,867,730	\$34,523,627	\$50,920,632	\$88,311,989
1134201	TDC COMFORT STATION KENT STANDALONE			\$107,268	\$1,897,410	\$0	\$2,004,678

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1134203	TDC COMFORT ST FUTURE #1 LBC STANDALONE			\$1,133,376	\$0	\$0	\$1,133,376
1134205	TDC COMFORT ST SLU ALOHA ST STANDALONE			\$0	\$1,518,603	\$0	\$1,518,603
1134206	TDC DT SEATTLE LF EASTLAKE STANDALONE			\$18,225,148	\$0	\$0	\$18,225,148
1134209	TDC DT SEATTLE LF PLANNING STANDALONE			\$658,478	\$0	\$0	\$658,478
1134212	TDC DT SEATTLE LF NORTH AREA STANDALONE			\$6,690,626	\$1,282,934	\$5,833,712	\$13,807,272
1134213	TDC EAGLE TRAILER LEASE STANDALONE			\$2,696,716	\$0	\$0	\$2,696,716
1134214	TDC FACILITIES IMPR ADMIN PROGRAMMATIC			\$409,901	\$648,684	\$640,760	\$1,699,345
1134215	TDC FACILITIES IMPROVEMENTS PROGRAMMATIC			\$2,040,501	\$0	\$0	\$2,040,501
1134216	TDC FACILITY MASTERPLAN STANDALONE			\$956,590	\$0	\$0	\$956,590
1134217	TDC GH GARAGE REPAIR STANDALONE			\$1,015,463	\$0	\$0	\$1,015,463
1134218	TDC INTERIM BASE STANDALONE			\$14,004,595	\$0	\$0	\$14,004,595
1134219	TDC NB GARAGE VENTILATION STANDALONE			\$783,115	\$0	\$0	\$783,115
1134220	TDC OCG RELOCS & DISPLACMNTS STANDALONE			\$28,447,284	\$1,789,134	\$1,765,030	\$32,001,448
1134222	TDC SECURITY ASSESSMENT PROGRAMMATIC			\$380,520	\$0	\$0	\$380,520
1134223	TDC SOUTH ANNEX BASE STANDALONE			\$6,574,111	\$241,001,455	\$0	\$247,575,566
1134225	TDC SOUTH CAMPUS SUBSTATION STANDALONE			\$6,564,005	\$0	\$0	\$6,564,005
1134226	TDC WELLNESS CENTERS PROGRAM STANDALONE			\$742,098	\$0	\$0	\$742,098
1134229	TDC PASSENG INFASTR PLANNING TDC PASS INFS PLANNING			\$830,327	\$1,314,025	\$1,297,973	\$3,442,325

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1134230	TDC LIVING BLDG CERTF RR ST STANDALONE			\$582,548	\$0	\$0	\$582,548
1134231	TDC NGATE LINK AND U LINK IMP STANDALONE			\$1,716,725	\$0	\$0	\$1,716,725
1134232	TDC 3D AVE YESL TO MAIN STANDALONE			\$5,008,550	\$0	\$0	\$5,008,550
1134233	TDC HUBS PLANNING STANDALONE			\$934,923	\$0	\$0	\$934,923
1134235	TDC REGNAL TR INTEGR PR MGMT PROGRAMMATIC			\$671,037	\$1,061,942	\$1,048,970	\$2,781,949
1134237	TDC AUBURN TC RENTON TC RR STANDALONE			\$11,307,085	\$66,085,237	\$40,006,611	\$117,398,933
1134238	TDC DUCT LEASE STANDALONE			\$2,091,896	\$2,216,212	\$2,354,447	\$6,662,555
1134239	TDC CB VM PH2 BUS LIFTS STANDALONE			\$117,444	\$2,987,597	\$0	\$3,105,041
1134240	TDC AB YARD REFURB STANDALONE			\$3,019,652	\$10,608,447	\$13,806,861	\$27,434,960
1134241	TDC 19&20 HVAC SM WRKS PROGRAMMATIC			\$737,309	\$0	\$0	\$737,309
1134242	TDC SBVM HVAC REPL STANDALONE			\$210,531	\$7,178,780	\$0	\$7,389,311
1134243	TDC SF MAINT HVAC REPL STANDALONE			\$5,893,050	\$0	\$0	\$5,893,050
1134245	TDC BB WASH PH2 BUS LIFT STANDALONE			\$159,217	\$1,729,845	\$0	\$1,889,062
1134246	TDC AB VM PH2 BUS LIFTS STANDALONE			\$13,648,842	\$0	\$0	\$13,648,842
1134247	TDC CB WASH VAC REPLAC STANDALONE			\$3,479,649	\$0	\$0	\$3,479,649
1134248	TDC BBFW WASH VAC REPLAC STANDALONE			\$3,413,462	\$0	\$0	\$3,413,462
1134249	TDC EB WASH REPL STANDALONE			\$168,502	\$3,955,924	\$0	\$4,124,426
1134250	TDC NB WASH REPLAC STANDALONE			\$182,747	\$3,895,293	\$0	\$4,078,040
1134251	TDC RB WASH VAC REPLAC STANDALONE			\$168,502	\$3,594,355	\$0	\$3,762,857

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1134252	TDC OA BLD ENV ROOF REPLAC PROGRAMMATIC			\$1,956,826	\$0	\$0	\$1,956,826
1134253	TDC OA BLD ENV DOOR & WNDW PROGRAMMATIC			\$4,008,835	\$0	\$0	\$4,008,835
1134254	TDC OA LIGHT REPLAC STANDALONE			\$382,347	\$0	\$0	\$382,347
1134255	TDC NB TNSFM & SB SWTCHGR STANDALONE			\$1,729,102	\$0	\$0	\$1,729,102
1134256	TDC CB UST RPL STANDALONE			\$4,944,055	\$0	\$0	\$4,944,055
1134257	TDC EB UST RPL STANDALONE			\$3,732,666	\$0	\$0	\$3,732,666
1134258	TDC OA MISC SMALL WORKS STANDALONE			\$551,007	\$0	\$0	\$551,007
1134260	TDC TRLY SCADA REPL STANDALONE			\$3,442,728	\$0	\$0	\$3,442,728
1134261	TDC BLD MGMT SYSTEM REPL STANDALONE			\$1,033,373	\$0	\$0	\$1,033,373
1134262	TDC YARD LIGHT REPL PROGRAMMATIC			\$1,238,776	\$2,400,271	\$8,050,315	\$11,689,362
1134263	TDC BB YARD INFRAST REPLAC STANDALONE			\$0	\$3,470,632	\$0	\$3,470,632
1134264	TDC EB YARD INFRAST REPLAC STANDALONE			\$0	\$6,377,563	\$0	\$6,377,563
1134265	TDC EQUIPMENT REPL 2019-20 PROGRAMMATIC			\$3,473,871	\$0	\$0	\$3,473,871
1134267	TDC FURNITURE REPLACEMENT PROGRAMMATIC			\$331,646	\$0	\$0	\$331,646
1134268	TDC ROUTINE PAV REPAIR 2019-20 PROGRAMMATIC			\$4,736,585	\$0	\$0	\$4,736,585
1134269	TDC SBVM FLUID US TANKS STANDALONE			\$968,961	\$0	\$0	\$968,961
1134273	TDC PASS SALES SECURITY CAMS STANDALONE			\$63,156	\$0	\$0	\$63,156
1134274	TDC BATT-ELECTR BUS-NRV INFR PROGRAMMATIC			\$506,919	\$794,196	\$784,495	\$2,085,610
1134275	TDC G LINE TROLLEY RESTR STANDALONE			\$83,224	\$0	\$0	\$83,224

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1134276	TDC NE 43RD TROLLEY MODS STANDALONE			\$1,461,825	\$0	\$0	\$1,461,825
1134277	TDC NRV BATTERY INFRASTR PROGRAMMATIC			\$1,007,507	\$1,067,380	\$1,133,957	\$3,208,844
1134278	TDC BEB CHRGRS BB #2 STANDALONE			\$1,511,726	\$0	\$0	\$1,511,726
1134279	TDC BEB CHRGRS BB #3 STANDALONE			\$1,009,396	\$0	\$0	\$1,009,396
1134280	TDC BEB CHRGRS EASTGATE PR #2 STANDALONE			\$3,379,851	\$0	\$0	\$3,379,851
1134281	TDC BEB CHRGRS REDMOND TC STANDALONE			\$1,604,769	\$0	\$0	\$1,604,769
1134282	TDC BEB CHRGRS SB TEST FACIL STANDALONE			\$1,558,485	\$0	\$0	\$1,558,485
1134283	TDC BEB CHRGRS SDOT G LINE PR STANDALONE			\$4,095,601	\$0	\$0	\$4,095,601
1134287	TDC RT 48 TROLLEY STANDALONE			\$8,496,764	\$0	\$0	\$8,496,764
1134288	TDC TROLL MAST DRAW PRGRM PROGRAMMATIC			\$522,348	\$1,051,227	\$516,662	\$2,090,237
1134289	TDC TROLLEY PROGRAM PROGRAMMATIC			\$811,802	\$1,284,708	\$1,269,015	\$3,365,525
1134292	TDC TOTEM LAKE EASTGATE RR STANDALONE			\$3,345,698	\$4,534,480	\$57,995,645	\$65,875,823
1134293	TDC MCDP CORRIDOR #1 STANDALONE			\$348,426	\$4,215,566	\$0	\$4,563,992
1134294	TDC MCDP CORRIDOR #2 STANDALONE			\$0	\$1,720,385	\$595,362	\$2,315,747
1134295	TDC MCDP CORRIDOR #3 STANDALONE			\$0	\$498,442	\$1,889,981	\$2,388,423
1134296	TDC MCDP LCL AGENCY PARTSHIP PROGRAMMATIC			\$746,834	\$4,415,516	\$5,565,451	\$10,727,801
1134297	TDC SPEED AND RELIAB PLANNING PROGRAMMATIC			\$1,342,075	\$2,123,884	\$2,097,939	\$5,563,898

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1134298	TDC C-D RR LINE ENHANCEMENT STANDALONE			\$816,584	\$0	\$0	\$816,584
1134326	SGR-201: TDC AB WASH REPL STANDALONE			\$0	\$3,438,503	\$0	\$3,438,503
1134328	TDC 2021/22 EQUIPMENT REPL PROGRAMMATIC			\$0	\$4,873,711	\$0	\$4,873,711
1134329	TDC 2021-22 FURNITURE REPL PROGRAMMATIC			\$0	\$601,544	\$0	\$601,544
1134330	TDC 2021-22 SHELTER REFURB PROGRAMMATIC			\$0	\$4,947,787	\$0	\$4,947,787
1134331	TDC 2023-24 EQUIP REPL PROGRAMMATIC			\$0	\$0	\$4,759,413	\$4,759,413
1134332	TDC 2023-24 FURNIT REPL PROGRAMMATIC			\$0	\$0	\$638,190	\$638,190
1134333	TDC 2023-24 SHELTER REFURB PROGRAMMATIC			\$0	\$0	\$5,424,542	\$5,424,542
1134334	TDC HUBS DESIGN & IMPL PROGRAMMATIC			\$0	\$13,822,985	\$14,685,191	\$28,508,176
1134335	TDC S OR E KC RR LINE TBD STANDALONE			\$0	\$1,945,674	\$4,907,513	\$6,853,187
1134354	TDC 2021-22 FACIL IMPR PROGRAMMATIC			\$0	\$2,243,278	\$0	\$2,243,278
1134355	TDC 2021-22 WELLNESS CENTERS PROGRAMMATIC			\$0	\$725,313	\$0	\$725,313
1134356	TDC 2023-24 BASE SECURITY PROGRAMMATIC			\$0	\$0	\$1,249,056	\$1,249,056
1134357	TDC 2023-24 FACIL IMPR PROGRAMMATIC			\$0	\$0	\$1,987,955	\$1,987,955
1134358	TDC COMFORT STN FUTURE #1 STANDALONE			\$0	\$1,455,313	\$0	\$1,455,313
1134359	TDC COMFORT STN FUTURE #2 STANDALONE			\$0	\$1,455,313	\$0	\$1,455,313
1134360	TDC COMFORT STN FUTURE #3 STANDALONE			\$0	\$0	\$1,543,961	\$1,543,961
1134361	TDC COMFORT STN FUTURE #4 STANDALONE			\$0	\$0	\$1,543,961	\$1,543,961
1134362	TDC SGR-203 CC NRV WSH REPL STANDALONE			\$0	\$174,269	\$1,030,855	\$1,205,124

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1134363	TDC SGR-204: EB OPS HVAC STANDALONE			\$0	\$1,881,443	\$9,204,221	\$11,085,664
1134364	TDC SGR206 HVAC SMALL WRKS PRJ PROGRAMMATIC			\$0	\$1,188,139	\$353,563	\$1,541,702
1134365	TDC SGR-207: SB CSC HVAC REPL STANDALONE			\$0	\$160,645	\$6,899,240	\$7,059,885
1134366	TDC SGR-208: CC NRV VEH LIFTS STANDALONE			\$0	\$414,456	\$5,395,503	\$5,809,959
1134367	TDC SGR-209: NB VM BUS LIFTS STANDALONE			\$0	\$538,344	\$17,955,731	\$18,494,075
1134368	TDC SGR-210: SB VM BUS LIFTS STANDALONE			\$0	\$0	\$1,136,051	\$1,136,051
1134369	TDC SGR-211: SB CSC LIFTS STANDALONE			\$0	\$511,078	\$4,524,602	\$5,035,680
1134370	TDC SGR215 NB YARD INFRST REPL STANDALONE			\$0	\$7,584,485	\$0	\$7,584,485
1134371	TDC SGR217 RB YARD INFRST REPL STANDALONE			\$0	\$4,054,563	\$0	\$4,054,563
1134372	TDC SGR218 SB YRD INFRST REPL STANDALONE			\$0	\$599,585	\$4,065,844	\$4,665,429
1134373	TDC SGR-219: SF YARD POT WTR STANDALONE			\$0	\$128,418	\$898,303	\$1,026,721
1134374	TDC SGR220 SB NRV VEH FLD REPL STANDALONE			\$0	\$1,017,270	\$0	\$1,017,270
1134375	TD SGR222 OA BLD EN DR WNDW STANDALONE			\$0	\$6,519,096	\$0	\$6,519,096
1134376	TDC SGR223 OA BLD ENV RF REPL STANDALONE			\$0	\$3,628,176	\$0	\$3,628,176
1134377	TDC SGR224 OA FIRE SYST REPL STANDALONE			\$0	\$2,665,991	\$0	\$2,665,991
1134378	TDC SGR225 OA REPIPING WRKS STANDALONE			\$0	\$2,576,185	\$0	\$2,576,185

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1134379	TDC SGR-226: OA LIGHT REPLAC STANDALONE			\$0	\$1,050,376	\$0	\$1,050,376
1134380	TDC SGR227 NF & PD UST REPL STANDALONE			\$0	\$911,733	\$0	\$911,733
1134381	TDC SGR228 ABVM PWR SYS REPL STANDALONE			\$0	\$387,828	\$6,376,968	\$6,764,796
1134382	TDC SGR229 BB FUEL VM PWR REP STANDALONE			\$0	\$349,495	\$5,105,774	\$5,455,269
1134383	TDC SGR230 CB FUEL PWR REPL STANDALONE			\$0	\$175,943	\$5,476,980	\$5,652,923
1134384	TDC SGR231 RB FUEL VM PWR REP STANDALONE			\$0	\$168,889	\$2,797,345	\$2,966,234
1134385	TDC SGR232 OA TROLLY PWR REPL STANDALONE			\$0	\$133,619	\$2,257,101	\$2,390,720
1134386	TDC SGR-233: OA PAVING REPL STANDALONE			\$0	\$7,646,495	\$0	\$7,646,495
1134387	TDC HASTUS UPGRADE 2023 STANDALONE		✓	\$0	\$0	\$3,306,517	\$3,306,517
1134388	TDC 2021 OBS-CCS REFRESH STANDALONE		✓	\$0	\$3,892,805	\$3,878,624	\$7,771,429
1134389	TDC 2021 TBIRD FUTURE PHAS STANDALONE		✓	\$0	\$4,178,092	\$4,183,815	\$8,361,907
1134390	TDC 2023 NG ORCA ENHANC STANDALONE		✓	\$0	\$0	\$3,180,953	\$3,180,953
1134391	TDC 2027 TR CNTRL CNTR SYS STANDALONE		✓	\$0	\$0	\$2,261,262	\$2,261,262
1134392	TDC 2027 TR RADIO SYS REFR STANDALONE		✓	\$0	\$0	\$3,501,958	\$3,501,958
1134393	TDC ASSET MGMT PROGRAM PROGRAMMATIC		✓	\$0	\$2,679,118	\$2,682,788	\$5,361,906
1134394	TDC CUST INFO MGMT PRGRM PROGRAMMATIC		✓	\$0	\$1,679,802	\$1,682,103	\$3,361,905
1134396	TDC MOBILITY TEC PRGRM PROGRAMMATIC		✓	\$0	\$1,429,974	\$1,431,933	\$2,861,907
1134398	TDC SAFETY AND SECURITY PR STANDALONE		✓	\$0	\$1,679,802	\$1,682,103	\$3,361,905

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1134399	TDC SERV DELIV PROGRAM PROGRAMMATIC		✓	\$0	\$3,178,776	\$3,183,130	\$6,361,906
1134400	TDC SERVICE DESIGN PRGRM PROGRAMMATIC		✓	\$0	\$2,679,118	\$2,682,788	\$5,361,906
1134660	TDC OS LAYOVER UNFORESEEN PROGRAMMATIC			\$200,000	\$0	\$0	\$200,000
1134661	TDC SGR UNFORESEEN PRJ PROGRAMMATIC			\$200,000	\$0	\$0	\$200,000
1134664	TDC N SEATTLE SR INVSTMNTS STANDALONE			\$506,538	\$5,606,127	\$1,612,225	\$7,724,890
1135061	TDC 3RD AVE IMPROVEMENTS STANDALONE			\$3,295,037	\$0	\$0	\$3,295,037
3641 - PUBLIC TRANS CONST-UNREST		Total		\$336,103,025	\$613,493,347	\$504,671,813	\$1,454,268,185
3642 PUBLIC TRANS REVENUE FLEET CAPITAL							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1130164	TDC WSDOT 40' HYBRD OR BAT BRT PROGRAMMATIC			\$163,546,393	\$2,021,611	\$74,766,971	\$240,334,975
1130165	TDC WSDOT 60' HYBRID OR BAT PROGRAMMATIC			\$59,674,343	\$0	\$53,386,178	\$113,060,521
1130166	TDC WSDOT 60' HYBR OR BATT BUS STANDALONE			\$278,826,897	\$105,543,475	\$0	\$384,370,372
1130167	TDC 60' TROLLEY 5DR SDOT PROGRAMMATIC			\$32,035,280	\$0	\$0	\$32,035,280
1130168	TDC 40' BATTERY EL BUS PROGRAMMATIC			\$48,347,675	\$0	\$0	\$48,347,675
1130169	TDC VANPOOL VEHICLE PURCHASE PROGRAMMATIC			\$19,961,271	\$21,147,515	\$22,466,586	\$63,575,372
1130170	TDC ADA VAN PROCUREMENT PROGRAMMATIC			\$17,663,715	\$11,504,649	\$12,222,248	\$41,390,612
1130171	TDC CAT VEHICLES PROCUREMENT PROGRAMMATIC			\$8,104,817	\$3,830,048	\$4,068,945	\$16,003,810
1130286	TDC 40' HYBRID BUDGET PROGRAMMATIC	✓		(\$209,974,239)	\$0	\$0	(\$209,974,239)
1130287	TDC 60' HYBRID BUDGET PROGRAMMATIC	✓		(\$297,499,451)	\$0	\$0	(\$297,499,451)

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3642 PUBLIC TRANS REVENUE FLEET CAPITAL							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1130288	TDC 60' TROLLEY BUDGET PROGRAMMATIC	✓		(\$21,481,595)	\$0	\$0	(\$21,481,595)
1130289	TDC BATTERY BUS BUDGET PROGRAMMATIC	✓		(\$9,182,977)	\$0	\$0	(\$9,182,977)
1130290	TDC ADA PARATR BUDGET PROGRAMMATIC	✓		(\$12,768,232)	\$0	\$0	(\$12,768,232)
1132837	TDC LEASED EL BUS TESTING STANDALONE			\$4,719,370	\$0	\$0	\$4,719,370
1133710	TDC 60' BATTERY EL BUS PROGRAMMATIC			\$75,754,737	\$79,708,822	\$0	\$155,463,559
1134163	TDC FIXED RT PROG MGMT PROGRAMMATIC			\$1,094,018	\$1,159,033	\$1,231,327	\$3,484,378
1134227	TDC ADA VANS BACKUP CAM STANDALONE			\$142,758	\$0	\$0	\$142,758
1134228	TDC NON FIXED RT PR MGMT PROGRAMMATIC			\$214,798	\$227,563	\$241,757	\$684,118
1134670	TDC EMERG NEED CONT FUND 3642 ADMIN			\$20,000,000	\$0	\$0	\$20,000,000
3642 - PUBLIC TRANS REVENUE FLEET		Total		\$179,179,578	\$225,142,716	\$168,384,012	\$572,706,306
3673 CRITICAL AREAS MITIGATION							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1047594	WLMR CAO MR MASTER STANDALONE			\$21,873,417	\$4,422,764	\$4,311,200	\$30,607,381
1134299	WLMR CARBON CREDITS LAND ACQ STANDALONE			\$997,000	\$1,047,000	\$1,050,000	\$3,094,000
3673 - CRITICAL AREAS MITIGATION		Total		\$22,870,417	\$5,469,764	\$5,361,200	\$33,701,381
3681 REAL ESTATE EXCISE TX CAP							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1033534	PSB REET 1 DEBT SERVICE STANDALONE			\$257,000	\$0	\$0	\$257,000
1130281	PSB REET 1 RSD TRANSFER STANDALONE			\$6,694,000	\$3,418,000	\$3,254,000	\$13,366,000
1131431	PSB REET 1 TRANSFER MMRF 3421 STANDALONE			\$1,500,000	\$1,500,000	\$1,500,000	\$4,500,000

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3681 REAL ESTATE EXCISE TX CAP							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1134866	PSB Transfer REET 1 to Parks STANDALONE			\$12,007,000	\$12,090,000	\$11,512,000	\$35,609,000
3681 - REAL ESTATE EXCISE TX CAP		Total		\$20,458,000	\$17,008,000	\$16,266,000	\$53,732,000
3682 REAL ESTATE EXCISE TX 2							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1033539	PSB REET 2 DEBT SERVICE STANDALONE			\$2,234,000	\$3,512,000	\$3,512,000	\$9,258,000
1134869	PSB REET2 TRANSFER TO PARKS STANDALONE			\$19,218,000	\$13,765,000	\$12,939,000	\$45,922,000
3682 - REAL ESTATE EXCISE TX 2		Total		\$21,452,000	\$17,277,000	\$16,451,000	\$55,180,000
3691 TRNSF OF DEV CREDIT PROG							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1033971	WLTD TDR BANK STANDALONE			\$22,922,667	\$7,844,602	\$2,150,972	\$32,918,241
1033976	WLTD TDR PROGRAM SUPPORT STANDALONE			\$940,807	\$998,579	\$1,059,393	\$2,998,779
3691 - TRNSF OF DEV CREDIT PROG		Total		\$23,863,474	\$8,843,181	\$3,210,365	\$35,917,020
3771 OIRM CAPITAL PROJECTS							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1047289	KCIT INFO SECURITY/PRIVACY STANDALONE	✓	✓	(\$172,165)	\$0	\$0	(\$172,165)
1111959	KCIT Assessors Tablet PC Repla STANDALONE	✓	✓	(\$254,512)	\$0	\$0	(\$254,512)
1115924	Elections Equipment Rplc STANDALONE	✓		(\$341)	\$0	\$0	(\$341)
1116899	Two-factor Authentication STANDALONE	✓	✓	(\$83,749)	\$0	\$0	(\$83,749)
1123944	DOA PTAS STANDALONE		✓	\$18,000,000	\$0	\$0	\$18,000,000
1124187	KCIT Regional Aerials STANDALONE	✓	✓	(\$564,010)	\$0	\$0	(\$564,010)

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3771 OIRM CAPITAL PROJECTS							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1124221	DCHS DDD Financial System STANDALONE	✓	✓	(\$190,490)	\$0	\$0	(\$190,490)
1126544	DES BRC EBS Upgrade STANDALONE	✓	✓	(\$2,787,878)	\$0	\$0	(\$2,787,878)
1127457	PSB PIC Green Bldg Module STANDALONE	✓	✓	(\$166,668)	\$0	\$0	(\$166,668)
1129762	DAJD DAN Phase III STANDALONE		✓	\$809,811	\$0	\$0	\$809,811
1129763	DAJD Jail Management System STANDALONE		✓	\$3,933,612	\$0	\$0	\$3,933,612
3771 - OIRM CAPITAL PROJECTS		Total		\$18,523,610	\$0	\$0	\$18,523,610
3781 ITS CAPITAL							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1047605	KCIT DSS REPLACEMENT KCIT ITS EQUIPMENT REPLACEMENT			\$1,841,000	\$4,506,258	\$1,841,000	\$8,188,258
1047610	KCIT WAN REPLACEMENT KCIT ITS EQUIPMENT REPLACEMENT			\$1,500,000	\$1,500,000	\$1,500,000	\$4,500,000
1124575	KCIT IP Fax Service Project STANDALONE	✓	✓	(\$2,283)	\$0	\$0	(\$2,283)
1129570	KCIT I-Net ER KCIT ITS EQUIPMENT REPLACEMENT			\$691,456	\$691,456	\$691,456	\$2,074,368
1134308	KCIT KC.Gov Web Presence STANDALONE		✓	\$1,346,326	\$0	\$0	\$1,346,326
1134699	KCIT Network Security Plan STANDALONE		✓	\$239,736	\$0	\$0	\$239,736
3781 - ITS CAPITAL		Total		\$5,616,235	\$6,697,714	\$4,032,456	\$16,346,405
3810 SW CAP EQUIP REPLACEMENT							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1133925	SW CAP EQUIPMENT PROGRAMMATIC			\$18,624,483	\$13,062,770	\$13,062,770	\$44,750,023
3810 - SW CAP EQUIP REPLACEMENT		Total		\$18,624,483	\$13,062,770	\$13,062,770	\$44,750,023

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3840 FARMLAND & OPEN SPACE ACQ							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1116281	WLR Farmland Acquisition STANDALONE			\$289,030	\$0	\$0	\$289,030
3840 - FARMLAND & OPEN SPACE ACQ		Total		\$289,030	\$0	\$0	\$289,030
3855 COUNTY ROAD MAJOR MAINTENANCE							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1129582	RSD EMERGENT NEED 3855 ADMIN			\$1,925,000	\$1,895,000	\$1,900,000	\$5,720,000
1129583	RSD GRANT CONTINGENCY 3855 ADMIN			\$10,000,000	\$0	\$0	\$10,000,000
1129584	RSD CWP QUICK RESPONSE PROGRAMMATIC			\$3,000,000	\$3,000,000	\$3,000,000	\$9,000,000
1129585	RSD CWP ROADWAY PRESERVATION PROGRAMMATIC			\$9,697,846	\$9,216,588	\$1,000,000	\$19,914,434
1129586	RSD CWP DRAINAGE PRESERVATION PROGRAMMATIC			\$6,800,000	\$5,600,000	\$3,800,000	\$16,200,000
1129587	RSD CWP GUARDRAIL PRESERVATION PROGRAMMATIC			\$3,000,000	\$1,550,000	\$930,000	\$5,480,000
1129588	RSD CWP BRIDGE PRIORITY MAINT PROGRAMMATIC			\$1,650,000	\$500,000	\$0	\$2,150,000
1129589	RSD CWP CLEAR ZONE SAFETY PROGRAMMATIC			(\$1,000,000)	\$0	\$0	(\$1,000,000)
1129590	RSD CWP HIGH COLLISION SAFETY PROGRAMMATIC	✓		\$100,000	\$1,460,000	\$2,000,000	\$3,560,000
1129591	RSD CWP SCHOOL ZONE SAFETY PROGRAMMATIC			\$561,000	\$200,000	\$200,000	\$961,000
1129841	RSD CIP OVERSIGHT 3855 ADMIN			\$27,674	\$0	\$0	\$27,674
1131333	RSD CWP FLOOD CONTROL DISTRICT PROGRAMMATIC			\$4,100,000	\$3,150,000	\$1,650,000	\$8,900,000
1133447	RSD CWP 2018 BRIDGE SAFETY PROGRAMMATIC	✓		(\$5,602,000)	\$0	\$0	(\$5,602,000)

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3855 COUNTY ROAD MAJOR MAINTENANCE							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1134082	RSD FACILITIES LED CONVERSION STANDALONE			\$900,000	\$0	\$0	\$900,000
1134083	RSD COVINGTON WAY SE IMPROVE STANDALONE			\$300,000	\$0	\$0	\$300,000
1134093	RSD CWP TRAFFIC SAFETY PROGRAMMATIC			\$993,000	\$1,362,000	\$1,140,000	\$3,495,000
1134094	RSD CWP OBSOLETE IT SYS RPLMNT PROGRAMMATIC		✓	\$1,200,000	\$0	\$0	\$1,200,000
1135045	RSD CWP CLVRT RPLCMT FISH PASS PROGRAMMATIC			\$4,522,000	\$5,430,000	\$6,280,000	\$16,232,000
1135046	RSD MAINT HDQTRS BLDG D REHAB STANDALONE			\$1,800,000	\$0	\$0	\$1,800,000
1135073	RSD CWP 2019-20 BRIDGE SAFETY PROGRAMMATIC			\$7,102,014	\$9,709,619	\$22,682,249	\$39,493,882
3855 - COUNTY ROAD MAJOR		Total		\$51,076,534	\$43,073,207	\$44,582,249	\$138,731,990
3860 COUNTY ROAD CONSTRUCTION							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1026735	RSD W SNOQUALMIE VALLEY RD NE STANDALONE	✓		(\$95,310)	\$0	\$0	(\$95,310)
1026798	RSD EMRGNT NEED-EXISTING PRJ ADMIN	✓		(\$2,129,705)	\$0	\$0	(\$2,129,705)
1026799	RSD CIP GRANT CONTIGENCY ADMIN	✓		(\$3,417,793)	\$0	\$0	(\$3,417,793)
1027160	RSD BRG PRIORITY MAINTNCE PROGRAMMATIC	✓		(\$20,271)	\$0	\$0	(\$20,271)
1114792	RSD ROADS-COUNTY ROAD CONST ADMIN	✓		\$2,883,958	\$0	\$0	\$2,883,958
3860 - COUNTY ROAD CONSTRUCTION		Total		(\$2,779,122)	\$0	\$0	(\$2,779,122)

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3865 KING COUNTY ROAD CONSTRUCTION							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1129592	RSD EMERGENT NEED 3865 ADMIN			\$100,000	\$130,000	\$50,000	\$280,000
1129593	RSD GRANT CONTINGENCY 3865 ADMIN			\$5,000,000	\$0	\$0	\$5,000,000
1129594	RSD CWP GUARDRAIL CONSTRUCTION PROGRAMMATIC			\$800,000	\$450,000	\$450,000	\$1,700,000
1130261	RSD SE176&SE171 WAY ROUNABOUT STANDALONE			\$100,000	\$0	\$0	\$100,000
1130303	RSD CIP OVERSIGHT 3865 ADMIN			\$4,132	\$0	\$0	\$4,132
1131235	RSD S 360ST&MILITARY RD RNDABT STANDALONE			\$0	\$0	\$0	\$0
1131237	RSD SW 102 ST&8 AVE SW RNDABT STANDALONE			\$180,000	\$0	\$0	\$180,000
1134079	RSD KENTKANGLEY LNSBRG RNDABT STANDALONE			\$100,000	\$2,010,000	\$0	\$2,110,000
1134080	RSD WDDUV SNOQ VALLEY IMPROVE STANDALONE			\$150,000	\$400,000	\$600,000	\$1,150,000
1134081	RSD REDMOND RIDGE DR NE RNDABT STANDALONE			\$800,000	\$0	\$0	\$800,000
1135042	RSD VASHON MAINT FACILITY REPL STANDALONE			\$505,000	\$1,500,000	\$14,400,000	\$16,405,000
1135043	RSD NE MAINT FACILITY REPL STANDALONE			\$0	\$6,500,000	\$16,400,000	\$22,900,000
1135044	RSD PRSTN MAINT FACILTY BLDOUT STANDALONE			\$0	\$1,200,000	\$10,400,000	\$11,600,000
3865 - KING COUNTY ROAD CONSTRUCTION		Total		\$7,739,132	\$12,190,000	\$42,300,000	\$62,229,132
3901 SOLID WASTE CONSTRUCTION							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1033497	SW SOUTH COUNTY RECYCLING & TS STANDALONE			\$27,426,271	\$85,603,354	\$8,797,173	\$121,826,798

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3901 SOLID WASTE CONSTRUCTION							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1033498	SW NORTHEAST RECYCLING & TS STANDALONE			\$40,114,589	\$5,797,400	\$11,253,861	\$57,165,850
1033503	SW HARBOR IS SAFETY IMPROVMNTS STANDALONE	✓		(\$699,910)	\$0	\$0	(\$699,910)
1033507	SW CONSTR CIP OVERSIGHT ADMIN			\$30,527	\$33,241	\$14,015	\$77,783
1116833	SW CEDAR FALLS ENV CNTRL SYS M STANDALONE			\$886,171	\$0	\$0	\$886,171
1116838	SW ENUMCLAW ENV CNTRL SYS MOD STANDALONE			\$662,870	\$0	\$0	\$662,870
1124104	SW HOBART LF COVER & GAS CTRL STANDALONE			\$821,509	\$0	\$0	\$821,509
1124107	SW ALGONA TS DECONSTRUCT STANDALONE			\$21,961	\$2,053,583	\$33,433	\$2,108,977
1129849	SW PC DUVALL ENVIRON CTRL SYS STANDALONE			\$3,213,945	\$0	\$0	\$3,213,945
1129850	SW HARBOR ISLAND DOCK DEMO STANDALONE			\$1,398,767	\$364,700	\$0	\$1,763,467
1129851	SW PC PUY/KIT CNR ENV CTRL SYS STANDALONE			\$1,541,868	\$0	\$0	\$1,541,868
1129852	SW PC HOUGHTON ENV CTRL SYS STANDALONE			\$1,564,097	\$0	\$0	\$1,564,097
1133918	SW FACILITIES RELOCATION STANDALONE			\$26,311,510	\$53,341,769	\$347,782	\$80,001,061
1135055	SW ENUM & VASH TS SOLAR EFFNCY STANDALONE			\$1,176,000	\$0	\$0	\$1,176,000
3901 - SOLID WASTE CONSTRUCTION		Total		\$104,470,175	\$147,194,047	\$20,446,264	\$272,110,486
3910 LANDFILL RESERVE							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1033516	SW CH REV SITE DEV PLAN STANDALONE			\$1,143,640	\$0	\$0	\$1,143,640

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3910 LANDFILL RESERVE							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1033542	SW CH AREA 7 CLOSURE STANDALONE			\$19,247,260	\$411,456	\$0	\$19,658,716
1033547	SW LFR CAPITAL PROJ CNTRL SPRT ADMIN			\$538,407	\$200,447	\$0	\$738,854
1033548	SW LFR CIP OVERSIGHT ADMIN			\$15,870	\$26,619	\$31,000	\$73,489
1112415	SW CH AREA 8 CLOSURE STANDALONE			\$8,312,782	\$14,828,010	\$12,587,629	\$35,728,421
1129844	SW CHRLF PUMP STN REPAIR STANDALONE			\$74,362	\$0	\$0	\$74,362
1133921	SW CHRLF LEACHATE LAGOONS STANDALONE			\$11,032,381	\$0	\$0	\$11,032,381
1133922	SW CHRLF EAST PERCH ZONE RI-FS STANDALONE			\$1,254,737	\$0	\$0	\$1,254,737
1133923	SW CHRLF AREA 9 NAD STANDALONE			\$10,104,943	\$26,004,169	\$46,833,941	\$82,943,053
1133924	SW CHRLF NFS ELECTRICAL STANDALONE			\$3,105,450	\$0	\$0	\$3,105,450
3910 - LANDFILL RESERVE		Total		\$54,829,832	\$41,470,701	\$59,452,570	\$155,753,103
3951 BLDG REPAIR/REPL SUBFUND							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1039274	DES FMD KCCH PRMTR ACCESS CNTL STANDALONE	✓		(\$17,504)	\$0	\$0	(\$17,504)
1040874	DES FMD CAPITAL PRJCT OVERSGHT ADMIN			\$8,092	\$0	\$0	\$8,092
1040964	DES FMD DC ERGONOMIC FURNITURE PROGRAMMATIC	✓		(\$92,010)	\$0	\$0	(\$92,010)
1113110	DES FMD S Court Duress Alarms STANDALONE	✓		(\$12,130)	\$0	\$0	(\$12,130)
1116723	DES FMD KCCH COURTROOM CAMERAS STANDALONE	✓		(\$150,292)	\$0	\$0	(\$150,292)
1117106	DES FMD Child/Fam Justice Ctr STANDALONE			\$22,365,943	\$0	\$0	\$22,365,943

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3951 BLDG REPAIR/REPL SUBFUND							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1120508	DES FMD OPD PLANNING STANDALONE	✓		(\$34,030)	\$0	\$0	(\$34,030)
1121771	DES FMD PRELIM PLAN & DESIGN PROGRAMMATIC			\$100,000	\$0	\$0	\$100,000
1122071	DES FMD SPECIAL OPS MOVE STANDALONE	✓		(\$12,666)	\$0	\$0	(\$12,666)
1122286	DES FMD ITA COURT STANDALONE	✓		\$806	\$0	\$0	\$806
1123605	DES FMD MRJC SPACE EFFIC STANDALONE	✓		(\$25,038)	\$0	\$0	(\$25,038)
1123982	DES FMD RAINIER BEACH CLINIC STANDALONE	✓		(\$12,692)	\$0	\$0	(\$12,692)
1124146	DES FMD BELLEVUE DC RELOCATION PROGRAMMATIC	✓		(\$418,090)	\$0	\$0	(\$418,090)
1124150	DES FMD EARLINGTON CNF RM IMPRV STANDALONE	✓		(\$1,016)	\$0	\$0	(\$1,016)
1124202	DES FMD BRR EMER NEED- XSTG PR STANDALONE			\$500,000	\$0	\$0	\$500,000
1125009	DES FMD 4TH AVE BLDG DES FMD PRELIM PLAN & DESIGN	✓		(\$60,291)	\$0	\$0	(\$60,291)
1127706	DES FMD OEM E911 RELOCATION STANDALONE	✓		(\$107,339)	\$0	\$0	(\$107,339)
1129041	DES FMD MRJC SOLAR ENERGY STANDALONE	✓		(\$73,794)	\$0	\$0	(\$73,794)
1129340	DES FMD ITA COURTROOM (2) DES FMD ITA COURTROOM2	✓		\$69,973	\$0	\$0	\$69,973
1129773	DES FMD ADMIN BLDG SECURITY STANDALONE	✓		(\$86,645)	\$0	\$0	(\$86,645)
1129964	DES FMD NSHORE PH TO EVRGRN TI STANDALONE	✓		(\$203,186)	\$0	\$0	(\$203,186)
1130313	DES FMD CIVIC CAMPUS PLANNING STANDALONE			\$2,972,130	\$0	\$0	\$2,972,130
1132306	DES FMD KCIT RADIO IN-BLDG STANDALONE		✓	\$2,500,000	\$0	\$0	\$2,500,000

Ordinance Attachment by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3951 BLDG REPAIR/REPL SUBFUND							
Project Number	Project Name Class Code	Tech Adj	IT Proj	FY19-20	FY21-22	FY23-24	Total 6-Year Budget
1134616	DES FMD ITA COURT RELOC STUDY STANDALONE			\$51,789	\$0	\$0	\$51,789
1134618	DES FMD KCIA TERMINAL BLDG TI STANDALONE			\$750,005	\$0	\$0	\$750,005
1134621	DES FMD KCCF WEST WING STUDY STANDALONE			\$1,085,222	\$0	\$0	\$1,085,222
1134624	DES FMD MAJOR OFFICE SP RE- ORG STANDALONE			\$3,000,000	\$0	\$0	\$3,000,000
1134629	DES FMD KC CONSOL WAREH PH2 STANDALONE			\$1,284,108	\$0	\$0	\$1,284,108
1135008	DES FMD PH DOWNTOWN DENTAL STANDALONE			\$700,000	\$0	\$0	\$700,000
1135009	DES FMD PH RENTON DENTAL CLNIC STANDALONE			\$60,000	\$0	\$0	\$60,000
1135101	DES FMD CHINOOK CONF TECH STANDALONE			\$60,000	\$0	\$0	\$60,000
1135102	DES FMD LIGHTING EFF FRED STANDALONE			\$4,610,000	\$0	\$0	\$4,610,000
3951 - BLDG REPAIR/REPL SUBFUND		Total		\$38,811,345	\$0	\$0	\$38,811,345
Grand Total				\$1,922,268,101	\$2,172,718,477	\$1,511,847,539	\$5,606,834,117



King County

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Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLCF FINANCE DEPT FND CHRГ

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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/13 - 12/31/20	\$86,560	\$76,119	\$0	\$0	\$162,679
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$5,247	\$0	\$0	\$0	\$5,247
4 Implementation	\$360,661	\$28,627	\$110,749	\$117,035	\$617,072
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$233,128	\$0	\$0	\$0	\$233,128
Total Budget	\$685,596	\$104,746	\$110,749	\$117,035	\$1,018,126

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$104,746	\$110,749	\$117,035	\$332,530
Total Revenue	\$104,746	\$110,749	\$117,035	\$332,530

EXPENSE WLCF FINANCE DEPT FND CHRГ 1047150

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$30,887	\$9,922	\$76,119	\$0	\$0	\$116,928
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$11,032	\$0	\$0	\$0	\$0	\$11,032
4 Implementation	\$352,323	(\$36,405)	\$28,627	\$110,749	\$117,035	\$572,329
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$317,837	\$0	\$0	\$0	\$0	\$317,837
Total Expense	\$712,080	(\$26,483)	\$104,746	\$110,749	\$117,035	\$1,018,127

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$116,928	\$30,887	\$86,560	\$40,809
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$11,032	\$11,032	\$5,247	\$11,032
4 Implementation	\$0	\$572,329	\$352,323	\$360,661	\$315,918
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$317,837	\$327,355	\$233,128	\$317,837
Total	\$0	\$1,018,126	\$721,597	\$685,596	\$685,596

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$45,751	\$76,119	\$76,119	\$45,751
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$5,785)	\$0	\$0	(\$5,785)
4 Implementation	\$44,743	\$28,627	\$28,627	\$44,743
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	(\$84,710)	\$0	\$0	(\$84,710)
Total	(\$1)	\$104,746	\$104,746	(\$1)

NARRATIVES

WLCF FINANCE DEPT FND CHR

1047150

1. CURRENT 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

3. PROJECT JUSTIFICATION

To maintain required fund operations

4. PROJECT BENEFITS/OUTCOMES

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.

8. PROJECT STATUS

Ongoing project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF FINANCE DEPT FND CHRG

1047150

9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single Alternative.

10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

11. ART ELIGIBILITY

No, 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 CO2 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/13 - 12/31/20	\$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	\$136,412	\$811,006	\$887,082	\$944,336	\$2,778,836
5 Closeout	\$142,684	\$0	\$0	\$0	\$142,684
6 Acquisition	\$989,834	\$0	\$0	\$0	\$989,834
Total Budget	\$2,166,684	\$811,006	\$887,082	\$944,336	\$4,809,108

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$811,006	\$887,082	\$944,336	\$2,642,424
Total Revenue	\$811,006	\$887,082	\$944,336	\$2,642,424

EXPENSE WLCF CFL PROGRAM SUPPORT 1047152

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$1,242	\$318,916	\$386,516	\$435,026	\$0	\$1,141,700
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$60		\$811,006	\$887,082	\$944,336	\$2,642,484
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$1,970,531	\$0	\$0	\$0	\$0	\$1,970,531
Total Expense	\$1,971,833	\$318,916	\$1,197,522	\$1,322,108	\$944,336	\$5,754,715

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$1,141,700	\$1,548	\$806,660	\$320,158
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$91,094	\$0
4 Implementation	\$0	\$538,099	\$60	\$136,412	\$60
5 Closeout	\$0	\$0	\$0	\$142,684	\$0
6 Acquisition	\$0	\$1,970,531	\$2,105,190	\$989,834	\$1,970,531
Total	\$0	\$3,650,330	\$2,106,798	\$2,166,684	\$2,290,749

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$486,502	\$0	\$386,516	\$99,986
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$91,094	\$0	\$0	\$91,094
4 Implementation	\$136,352	\$811,006	\$811,006	\$136,352
5 Closeout	\$142,684	\$0	\$0	\$142,684
6 Acquisition	(\$980,697)	\$0	\$0	(\$980,697)
Total	(\$124,065)	\$811,006	\$1,197,522	(\$510,581)

NARRATIVES

WLCF CFL PROGRAM SUPPORT

1047152

1. CURRENT PROJECT SCOPE

Conservation Futures King County - 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

3. PROJECT JUSTIFICATION

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

4. PROJECT BENEFITS/OUTCOMES

N/A

5. BUDGET REQUEST BASIS

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.

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF CFL PROGRAM SUPPORT

1047152

9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single Alternative.

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

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 CO2 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

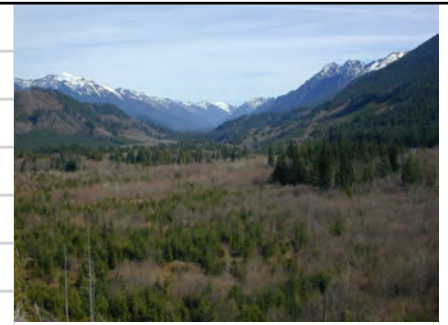
Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLCF KC TDR PROGRAM 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/13 - 12/31/19	\$395,322	\$0	\$0	\$0	\$395,322
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	\$278,964	\$295,228	\$314,283	\$1,169,983
Total Budget	\$893,327	\$278,964	\$295,228	\$314,283	\$1,781,802

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$278,964	\$295,228	\$314,283	\$888,475
Total Revenue	\$278,964	\$295,228	\$314,283	\$888,475

EXPENSE WLCF KC TDR PROGRAM SUPPORT 1047220

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$12,968	\$53,217	\$158,162	\$178,014	\$0	\$402,361
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$67	\$0	\$0	\$0	\$0	\$67
4 Implementation	\$0	(\$53,217)	(\$93,086)	(\$109,699)	\$73,550	(\$182,452)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$808,178	\$0	\$213,889	\$226,914	\$240,733	\$1,489,714
Total Expense	\$821,213	\$0	\$278,965	\$295,229	\$314,283	\$1,709,690

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$402,361	\$12,968	\$395,322	\$66,185
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$67	\$67	\$72,726	\$67
4 Implementation	\$0	(\$182,453)	\$0	\$143,771	(\$53,217)
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$1,489,713	\$840,373	\$281,508	\$808,178
Total	\$0	\$1,709,688	\$853,408	\$893,327	\$821,213

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$329,137	\$0	\$158,162	\$170,975
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$72,659	\$0	\$0	\$72,659
4 Implementation	\$196,988	\$0	(\$93,086)	\$290,074
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	(\$526,670)	\$278,964	\$213,889	(\$461,595)
Total	\$72,114	\$278,964	\$278,965	\$72,113

NARRATIVES

WLCF KC TDR PROGRAM SUPPORT

1047220

1. CURRENT PROJECT SCOPE

Conservation Futures King County - Transfer of Development Rights Program Support: Administration and management of open space acquisitions and sales of Transfer Development Rights credits in support of the Conservation Futures program goals.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

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

4. PROJECT BENEFITS/OUTCOMES

N/A

5. BUDGET REQUEST BASIS

This project budget request provides for the administration and management of open space acquisitions and sales of Transfer Development Rights credits in support of the Conservation Futures program goals.

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC TDR PROGRAM SUPPORT

1047220

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 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 CO2 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLCF SNO - SNO RVRFRNT RCH

1047226

Department	NATURAL RESOURCES AND PARKS
Council District(s)	3
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	On SE Park Street and Park Avenue SE, along the Snoqualmie River, in Snoqualmie.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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 - 12/31/15	\$1,710,000	\$525,000	\$0	\$0	\$2,235,000
Total Budget	\$1,710,000	\$525,000	\$0	\$0	\$2,235,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$525,000	\$0	\$0	\$525,000
Total Revenue	\$525,000	\$0	\$0	\$525,000

EXPENSE WLCF SNO - SNO RVRFRNT RCH 1047226

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$15,750)	\$0	\$0	(\$15,750)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$945,705	\$450,000	\$540,750	\$0	\$0	\$1,936,455
Total Expense	\$945,705	\$450,000	\$525,000	\$0	\$0	\$1,920,705

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$15,750)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$1,936,455	\$1,520,565	\$1,710,000	\$1,395,705
Total	\$0	\$1,920,705	\$1,520,565	\$1,710,000	\$1,395,705

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$15,750)	\$15,750
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$314,295	\$525,000	\$540,750	\$298,545
Total	\$314,295	\$525,000	\$525,000	\$314,295

NARRATIVES

WLCF SNO - SNO RVRFRNT RCH

1047226

1. CURRENT PROJECT SCOPE

Conservation Futures Snoqualmie – Snoqualmie Riverfront Reach: This is a multi-year project to remove frequently flooded homes and complete a passive waterfront park and Riverwalk Trail along the Snoqualmie River. The project area links Snoqualmie's historic downtown on Railroad Avenue SE to the Snoqualmie Valley Regional Trail. The City seeks to acquire properties located in the FEMA-designated 100-year floodway which have experienced repetitive flood damage. Acquisition and restoration of the riverfront will improve habitat quality in this important wildlife habitat corridor. Restoration will contribute to Snoqualmie River water quality improvement by planting native vegetation and facilitating increased shading on the southern banks of the Snoqualmie (the river is 303(d) listed for temperature).

2. PROGRAMMATIC PROJECT DISCUSSION

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 award funds acquisition of several of the targeted seven parcels (1.2 acres) along the Snoqualmie River in the City of Snoqualmie.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF SNO - SNO RVRFRNT RCH

1047226

5. BUDGET REQUEST BASIS

2019 fiscal year: Snoqualmie has prioritized four parcels containing approximately one acre of land in its current request. The CFT Committee recommendation will fully match the \$450,000 secured in Flood Control Zone District funds for three parcels, and will provide additional CFT funding that could be matched by Floodplains by Design or other match funding still being sought. Snoqualmie has made steady progress on acquisitions in recent years. In the broader 2.2-mile reach of the river, Snoqualmie has acquired more than 66 acres across 42 riverfront parcels. Within this specific project area, there are just 16 of out of a total of 28 residential properties remaining to be acquired.

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

The City of Snoqualmie.

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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF SNO - SNO RVRFRNT RCH	1047226
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17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLCF ISS - ISSAQUH CRK WTRWY

1047228

Department	NATURAL RESOURCES AND PARKS
Council District(s)	3
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	Multiple property parcels along the mainstem of Issaquah Creek, in Issaquah
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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 01/14/14 - 12/14/18	\$2,750,000	\$500,000	\$0	\$0	\$3,250,000
Total Budget	\$2,750,000	\$500,000	\$0	\$0	\$3,250,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 ISS - ISSAQUH CRK WTRWY

1047228

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$350,000)	(\$15,000)	\$0	\$0	(\$365,000)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$1,801,962	\$350,000	\$515,000	\$0	\$0	\$2,666,962
Total Expense	\$1,801,962	\$0	\$500,000	\$0	\$0	\$2,301,962

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$365,000)	\$0	\$0	(\$350,000)
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$2,666,962	\$1,801,962	\$2,750,000	\$2,151,962
Total	\$0	\$2,301,962	\$1,801,962	\$2,750,000	\$1,801,962

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$350,000	\$0	(\$15,000)	\$365,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$598,038	\$500,000	\$515,000	\$583,038
Total	\$948,038	\$500,000	\$500,000	\$948,038

NARRATIVES

WLCF ISS - ISSAQUH CRK WTRWY

1047228

1. CURRENT PROJECT SCOPE

Conservation Futures Issaquah - Issaquah Creek Waterways: The Issaquah Creek Waterways project has multiple goals of preserving riparian habitat, creating an urban greenway and creekwalk opportunity, allowing for future restoration, protecting water quality, and improving the quality of life within the city. Issaquah has protected dozens of acres of natural lands along several miles of Issaquah Creek, a WRIA 8 Tier 1 priority stream which supports threatened chinook. Issaquah is providing local matching funds from a city park bond, which has helped them to continuously and successfully pursue acquisitions as properties become available. Through recent city park planning processes, Issaquah residents have continued to express strong support to preserve open space and add more trails, especially near Issaquah Creek.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF ISS - ISSAQUH CRK WTRWY

1047228

5. BUDGET REQUEST BASIS

This year, the priority parcels expand protection along Issaquah Creek on Front Street just south of downtown to the intersection with Newport Way SE, and further downstream on Issaquah Creek near Pickering Farm. Issaquah has also included additional parcels in the long-term scope which could protect upland tributaries and hillsides that provide broader watershed protection, public land connections, habitat conservation, and scenic resource protection. The City still has an existing CFT fund balance in this project. This new award of \$500,000 will supplement those funds, allowing acquisition of an additional three priority parcels, up to two acres in size, based on the current priorities identified.

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

The City of Issaquah.

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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF ISS - ISSAQUH CRK WTRWY	1047228
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17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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, between approximately NE 136th St and NE 116th St along Bear Creek.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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 - 12/12/18	\$1,416,789	\$180,000	\$0	\$0	\$1,596,789
Total Budget	\$1,416,789	\$180,000	\$0	\$0	\$1,596,789

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$180,000	\$0	\$0	\$180,000
Total Revenue	\$180,000	\$0	\$0	\$180,000

EXPENSE WLCF KC BEAR CK WATERWAYS 1116231

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$5,400)	\$0	\$0	(\$5,400)
5 Closeout	\$607,504	\$0	\$0	\$0	\$0	\$607,504
6 Acquisition	\$42,265	\$0	\$185,400	\$0	\$0	\$227,665
Total Expense	\$649,769	\$0	\$180,000	\$0	\$0	\$829,769

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$5,400)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$623,984	\$0	\$607,504
6 Acquisition	\$0	\$835,169	\$47,059	\$1,416,789	\$42,265
Total	\$0	\$829,769	\$671,043	\$1,416,789	\$649,769

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$5,400)	\$5,400
5 Closeout	(\$607,504)	\$0	\$0	(\$607,504)
6 Acquisition	\$1,374,524	\$180,000	\$185,400	\$1,369,124
Total	\$767,020	\$180,000	\$180,000	\$767,020

NARRATIVES

WLCF KC BEAR CK WATERWAYS

1116231

1. CURRENT PROJECT SCOPE

Conservation Futures King County - Bear Creek Waterways. The county has worked for decades to protect lands along Bear Creek and its tributaries through fee and easement acquisition and current use taxation enrollment. The WRIA 8 Salmon Conservation Plan and the Waterways 2000 Report recommended acquisition of many parcels to preserve riparian habitat, floodplain, habitat-forming process areas, adjacent wetlands, and upland headwaters.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC BEAR CK WATERWAYS

1116231

5. BUDGET REQUEST BASIS

The project proposes to acquire four acres in two parcels (062510-0125 & -0136) that would extend public ownership in a reach which already has fairly extensive protection along the creek corridor from past acquisitions. These parcels contain hundreds of feet of Bear Creek and enable additional restoration and preservation. Within the Middle Bear Creek scope, there were several King County Roads mitigation sites declared surplus in this reach. The Committee did not recommend funding at this time.

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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC BEAR CK WATERWAYS	1116231
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17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

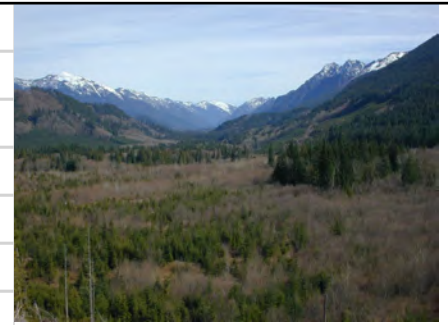
Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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 - 12/31/24	\$581,711	\$16,935,752	\$22,004,216	\$22,226,434	\$61,748,113
Total Budget	\$581,711	\$16,935,752	\$22,004,216	\$22,226,434	\$61,748,113

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$16,935,752	\$22,004,216	\$22,226,434	\$61,166,402
Total Revenue	\$16,935,752	\$22,004,216	\$22,226,434	\$61,166,402

EXPENSE WLCF KC MASTER

1116264

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$581,711	\$16,251,795	\$22,004,216	\$2,226,434	\$41,064,156
Total Expense	\$0	\$581,711	\$16,251,795	\$22,004,216	\$2,226,434	\$41,064,156

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0		\$0	\$581,711	\$581,711
Total	\$0	\$0	\$0	\$581,711	\$581,711

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$16,935,752	\$16,251,795	\$683,957
Total	\$0	\$16,935,752	\$16,251,795	\$683,957

NARRATIVES

WLCF KC MASTER

1116264

1. CURRENT PROJECT SCOPE

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

2. PROGRAMMATIC PROJECT DISCUSSION

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

N/A

5. BUDGET REQUEST BASIS

This project budget holds the projected Conservation Futures Levy funding for 2020 to be allocated by the Conservation Futures Citizens Committee through the annual application, review, and approval process in July 2019.

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC MASTER

1116264

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 CO2 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	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 - 12/31/17	\$327,579	\$95,000	\$0	\$0	\$422,579
Total Budget	\$327,579	\$95,000	\$0	\$0	\$422,579

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$95,000	\$0	\$0	\$95,000
Total Revenue	\$95,000	\$0	\$0	\$95,000

EXPENSE WLCF KC COTTAGE&COLD CREEK NA 1122060

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$2,850)	\$0	\$0	(\$2,850)
5 Closeout	\$89,340	\$0	\$0	\$0	\$0	\$89,340
6 Acquisition	\$18,159	\$200,000	\$97,850	\$0	\$0	\$316,009
Total Expense	\$107,499	\$200,000	\$95,000	\$0	\$0	\$402,499

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$2,850)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$89,502	\$0	\$89,340
6 Acquisition	\$0	\$405,349	\$18,159	\$327,579	\$218,159
Total	\$0	\$402,499	\$107,661	\$327,579	\$307,499

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$2,850)	\$2,850
5 Closeout	(\$89,340)	\$0	\$0	(\$89,340)
6 Acquisition	\$109,420	\$95,000	\$97,850	\$106,570
Total	\$20,080	\$95,000	\$95,000	\$20,080

NARRATIVES

WLCF KC COTTAGE&COLD CREEK NA

1122060

1. CURRENT PROJECT SCOPE

Conservation Futures King County - Cottage & Cold Creek Natural Areas: This project includes Cottage Lake Creek and Cold Creek within its scope. 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).

2. PROGRAMMATIC PROJECT DISCUSSION

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

5. BUDGET REQUEST BASIS

The project focuses on a set of parcels comprising 36 acres that are under one family ownership. These contain 0.55 river miles of regionally significant chinook spawning habitat on Cottage Lake Creek. The entire purchase will take multiple years of fundraising. The Committee recommends funding toward initial acquisition and purchasing a parcel in this reach.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC COTTAGE&COLD CREEK NA

1122060

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

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

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 CO2 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$563,605	\$275,000	\$0	\$0	\$838,605
Total Budget	\$563,605	\$275,000	\$0	\$0	\$838,605

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 KC MITCHELL HILL FOR ADD 1123828

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$8,250)	\$0	\$0	(\$8,250)
5 Closeout	\$349,974	\$0	\$0	\$0	\$0	\$349,974
6 Acquisition	\$0	\$76,000	\$283,250	\$0	\$0	\$359,250
Total Expense	\$349,974	\$76,000	\$275,000	\$0	\$0	\$700,974

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$8,250)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$349,974	\$0	\$349,974
6 Acquisition	\$0	\$709,224	\$0	\$563,605	\$76,000
Total	\$0	\$700,974	\$349,974	\$563,605	\$425,974

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$8,250)	\$8,250
5 Closeout	(\$349,974)	\$0	\$0	(\$349,974)
6 Acquisition	\$487,605	\$275,000	\$283,250	\$479,355
Total	\$137,631	\$275,000	\$275,000	\$137,631

NARRATIVES

WLCF KC MITCHELL HILL FOR ADD

1123828

1. CURRENT PROJECT SCOPE

Conservation Futures King County - Mitchell Hill Forest Additions: The Mitchell Hill Forest Additions project would add to 2,000+ acres of King County lands protected east of Issaquah in the Duthie Hill/Grand Ridge/Mitchell Hill/Canyon Creek/Preston Ridge complex, which connect to an additional 2,000+ acres of Washington State DNR lands. Acquisitions in this area preserve second growth forest, in an area where King County may perform forest stewardship to improve ecological health. The protected lands provide habitat benefits for upland species (including black bear, cougar, and approximately 80 species of resident birds) and water quality benefits to streams located in the upper reaches of the Patterson Creek, Raging River, and Issaquah Creek basins. King County and Washington State Department of Natural Resources partner to connect, develop, and maintain trails in this area which is popular for hiking, mountain biking, and horseback riding.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC MITCHELL HILL FOR ADD

1123828

5. BUDGET REQUEST BASIS

The funding award will allow acquisition of approximately 3 or 4 parcels of the targeted 67 acres (7 parcels) identified for conservation in the project scope – likely focusing on forested parcels adjacent to Canyon Creek Natural Area and parcels at the northeast edge of Mitchell Hill Forest.

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 CO2 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC MITCHELL HILL FOR ADD

1123828

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLCF KC WAYNE GOLF COURSE BACK NINE (WLCF KC WAYNE GC BACK NINE)

1126725

Department	NATURAL RESOURCES AND PARKS
Council District(s)	1
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	East of Waynita Way NE at the Sammamish Slough, in Bothell.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$2,745,000	\$650,000	\$0	\$0	\$3,395,000
Total Budget	\$2,745,000	\$650,000	\$0	\$0	\$3,395,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$650,000	\$0	\$0	\$650,000
Total Revenue	\$650,000	\$0	\$0	\$650,000

EXPENSE WLCF KC WAYNE GC BACK NINE 1126725

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$2,745,325	\$0	\$650,000	\$0	\$0	\$3,395,325
Total Expense	\$2,745,325	\$0	\$650,000	\$0	\$0	\$3,395,325

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$2,750,544	\$2,745,000	\$2,745,325
Total	\$0	\$0	\$2,750,544	\$2,745,000	\$2,745,325

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$325)	\$650,000	\$650,000	(\$325)
Total	(\$325)	\$650,000	\$650,000	(\$325)

NARRATIVES

WLCF KC WAYNE GC BACK NINE

1126725

1. CURRENT PROJECT SCOPE

Conservation Futures King County - Wayne Golf Course Back Nine: This 37.72-acre project will provide funding towards the purchase of the "Back Nine" holes of the Wayne Golf Course, including a wooded hillside, east of Waynita Way NE in Bothell. This site is currently unprotected from future development and the goal is to purchase it to preserve the open space and prevent future residential development. A portion of the property may in the future be used for riparian habitat mitigation restoration that enhances water quality and riparian habitat for the migratory salmonid population of the Sammamish Slough, and the project will also provide passive public access.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC WAYNE GC BACK NINE

1126725

5. BUDGET REQUEST BASIS

The Committee understands that this is the final phase of fundraising and land acquisition at the Back Nine, to conserve the remaining five acres of land (parcel 182605-9025). There is \$2.6 million of RCO funding secured for Wayne Golf Course which the Committee understands will be applied to the Back Nine Phase 1 land. The RCO funds will reimburse \$2.6 million in CFT from the Phase 1 purchase. King County should be able to purchase an easement on the remaining five acres with the reimbursed \$2.6 million of CFT, \$284,139 CFT reallocated from the Front Nine, and the above recommended \$650,000 award. Match is provided by RCO and Parks Levy funds used in the Phase 1 purchase.

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

The City of Bothell.

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 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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC WAYNE GC BACK NINE	1126725
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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)	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 06/2018	FY19-20	FY21-22	FY23-24	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	\$995,000	\$250,000	\$0	\$0	\$1,245,000
Total Budget	\$995,000	\$250,000	\$0	\$0	\$1,245,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 GR LWR NEWAUKUM CK 1126743

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$7,500)	\$0	\$0	(\$7,500)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$199,713	\$400,000	\$257,500	\$0	\$0	\$857,213
Total Expense	\$199,713	\$400,000	\$250,000	\$0	\$0	\$849,713

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$7,500)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$857,213	\$311,855	\$995,000	\$599,713
Total	\$0	\$849,713	\$311,855	\$995,000	\$599,713

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$7,500)	\$7,500
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$395,287	\$250,000	\$257,500	\$387,787
Total	\$395,287	\$250,000	\$250,000	\$395,287

NARRATIVES

WLCF KC GR LWR NEWAUKUM CK

1126743

1. CURRENT PROJECT SCOPE

Conservation Futures King County - Lower Newaukum Creek: The Lower Newaukum Creek project seeks to protect riparian and adjacent upland habitat in the lower Newaukum Creek basin, one of the two most significant chinook and steelhead spawning habitat areas in the Green River Watershed. The Newaukum ravine is one of the largest in western Washington, four miles long and 2/3 of a mile wide at its widest point. The ravine's slopes primarily support mature forest on both sides of the creek, and this area is part of a corridor for wildlife movement linking to thousands of acres of protected state and county lands along the Green River. Newaukum Creek is on the Clean Water Act 303(d) list for not meeting water quality standards such as water temperature. Preserving forest cover potentially helps improve water quality. Each year, there are a range of parcels identified in the scope of the project.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC GR LWR NEWAUKUM CK

1126743

5. BUDGET REQUEST BASIS

This year, the scope focused on three parcels at the southern end of the ravine (two of which are part of a larger landholding in one family ownership), one parcel located about 1.5 miles north, and two parcels located along the Green River near Whitney Bridge Park. During the Committee review process, King County received approval for a scope addition adding two parcels to the existing scope (parcel 732770-0050 on the Green River, and parcel 112107-9011 in the Kanaskat area which was already in the Middle Green River Restoration project scope). There was also a scope clarification that the project is prioritizing parcel 282106-9004 which was formerly scoped as a secondary parcel.

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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC GR LWR NEWAUKUM CK	1126743
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17. CAPACITY TO IMPLEMENT THE PROJECT

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18. PROJECT RISKS

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Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$700,000	\$225,000	\$0	\$0	\$925,000
Total Budget	\$700,000	\$225,000	\$0	\$0	\$925,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$225,000	\$0	\$0	\$225,000
Total Revenue	\$225,000	\$0	\$0	\$225,000

EXPENSE WLCF KC GR MID NEWAUKUM SP CK 1126744

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$6,750)	\$0	\$0	(\$6,750)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$413,960	\$0	\$231,750	\$0	\$0	\$645,710
Total Expense	\$413,960	\$0	\$225,000	\$0	\$0	\$638,960

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$6,750)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$645,710	\$599,213	\$700,000	\$413,960
Total	\$0	\$638,960	\$599,213	\$700,000	\$413,960

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$6,750)	\$6,750
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$286,040	\$225,000	\$231,750	\$279,290
Total	\$286,040	\$225,000	\$225,000	\$286,040

NARRATIVES

WLCF KC GR MID NEWAUKUM SP CK

1126744

1. CURRENT PROJECT SCOPE

Conservation Futures King County - Middle Newaukum/Big Spring Creek: This project is an ongoing multiple-parcel riparian habitat acquisition project that will provide additions to the Big Spring/Newaukum Creek Natural Area. The 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.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC GR MID NEWAUKUM SP CK

1126744

5. BUDGET REQUEST BASIS

The recommended award will provide funding to acquire a few parcels in several stretches of Newaukum and Big Spring Creek, to remove structures built in or near wetlands and allow for restoration.

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 CO2 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC GR MID NEWAUKUM SP CK

1126744

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLCF KC COUGAR MTN PARK ADDITIONS (WLCF KC COUGAR MTN PARK ADD)

1129253

Department	NATURAL RESOURCES AND PARKS
Council District(s)	9
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	Cougar Mountain is located in unincorporated King County near Issaquah and Bellevue. Potential acquisitions are identified in multiple locations including the northeast and south side of Cougar Mountain Park.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$190,000	\$1,050,000	\$0	\$0	\$1,240,000
Total Budget	\$190,000	\$1,050,000	\$0	\$0	\$1,240,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$1,050,000	\$0	\$0	\$1,050,000
Total Revenue	\$1,050,000	\$0	\$0	\$1,050,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		WLCF KC COUGAR MTN PARK ADD				1129253
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$140,000	\$1,050,000	\$0	\$0	\$1,190,000
Total Expense	\$0	\$140,000	\$1,050,000	\$0	\$0	\$1,190,000

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$1,199,000	\$0	\$190,000	\$140,000
Total	\$0	\$1,199,000	\$0	\$190,000	\$140,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$1,050,000	\$1,050,000	\$50,000
Total	\$50,000	\$1,050,000	\$1,050,000	\$50,000

NARRATIVES WLCF KC COUGAR MTN PARK ADD 1129253

1. CURRENT PROJECT SCOPE

Conservation Futures King County - Cougar Mountain Regional Wildland Park Additions: This project generally seeks to add to the 3,000+ acres already preserved at Cougar Mountain, which together with adjacent Squak and Tiger Mountains in the Issaquah Alps provides important wildlife habitat outside of developing urban areas in Bellevue and Issaquah.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC COUGAR MTN PARK ADD

1129253

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

5. BUDGET REQUEST BASIS

This proposal targets 108 acres (022305-9001, -9002, and -9004) that are part of a historic family landholding on the south side of Cougar Mountain. These parcels contain mature forest, tributaries to May Creek, and trails that connect to Cougar Mountain and to a public road. There are additional parcels adjacent and nearby which may be of future interest to the County. During the Committee review process, King County received approval for a scope addition adding nearby parcels to the scope of current funds already awarded at Cougar Mountain (352405-9010, -9022, -9034, -9021, and 022305-9022).

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC COUGAR MTN PARK ADD

1129253

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 CO2 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

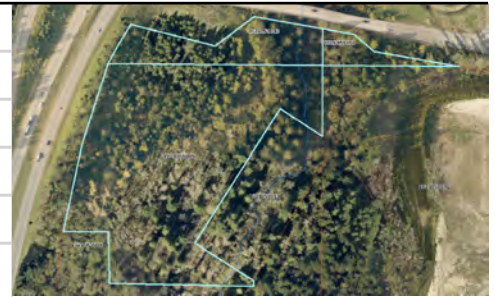
Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLCF KC LOWER SOOS CREEK

1129256

Department	NATURAL RESOURCES AND PARKS
Council District(s)	7
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	Along Soos Creek and tributaries, in vicinity of SE Auburn Black Diamond Road and 148th Way SE, and SE 304th Street and SR 18.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 LOWER SOOS CREEK 1129256

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$7,500)	\$0	\$0	(\$7,500)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$257,500	\$0	\$0	\$257,500
Total Expense	\$0	\$0	\$250,000	\$0	\$0	\$250,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$7,500)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$257,500	\$0	\$0	\$0
Total	\$0	\$250,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$7,500)	\$7,500
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$250,000	\$257,500	(\$7,500)
Total	\$0	\$250,000	\$250,000	\$0

NARRATIVES

WLCF KC LOWER SOOS CREEK

1129256

1. CURRENT PROJECT SCOPE

Conservation Futures King County - Lower Soos Creek: This project focuses on protecting land in the lower reaches of Soos Creek and its tributaries. The lower three miles of Soos Creek are core spawning and rearing areas for Green River fall chinook salmon and steelhead, and are an important corridor for other fish and wildlife species. The character of the creek varies through this reach, at some points meandering with off-channel wetlands and at other points located in more of a forested ravine. This area is impacted by noise from adjacent Pacific Raceways. Soos Creek is on the Clean Water Act Section 303(d) list for not meeting various water quality standards including temperature. Preserving forest cover potentially helps improve water quality. Development is scattered along these reaches of Soos Creek, with homes on both sides of the creek (requiring bridges to cross the creek at various points).

2. PROGRAMMATIC PROJECT DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC LOWER SOOS CREEK

1129256

5. BUDGET REQUEST BASIS

Acquisition helps prevent construction of new homes and access routes, or allows for removal of existing structures and site restoration. The recommended funding should allow acquisition of one or two parcels.

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 CO2 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC LOWER SOOS CREEK	1129256
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	The Piner Point Natural Area project is a multiple-parcel acquisition project that will acquire approximately 1,000 feet of shoreline and bluff habitat lying between King County's Piner Point Natural Area and Northilla Beach Natural Area. Located on the southernmost tip of Maury Island.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$400,000	\$0	\$0	\$650,000
Total Budget	\$250,000	\$400,000	\$0	\$0	\$650,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$400,000	\$0	\$0	\$400,000
Total Revenue	\$400,000	\$0	\$0	\$400,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		WLCF KC PINER POINT NAT AREA				1129267
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$12,000)	\$0	\$0	(\$12,000)
5 Closeout	\$128,278	\$0	\$0	\$0	\$0	\$128,278
6 Acquisition	\$3,403	\$0	\$412,000	\$0	\$0	\$415,403
Total Expense	\$131,680	\$0	\$400,000	\$0	\$0	\$531,680

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$12,000)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$245,722	\$0	\$128,278
6 Acquisition	\$0	\$543,680	\$7,018	\$250,000	\$3,403
Total	\$0	\$531,680	\$252,740	\$250,000	\$131,681

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$12,000)	\$12,000
5 Closeout	(\$128,278)	\$0	\$0	(\$128,278)
6 Acquisition	\$246,598	\$400,000	\$412,000	\$234,598
Total	\$118,320	\$400,000	\$400,000	\$118,320

NARRATIVES

WLCF KC PINER POINT NAT AREA

1129267

1. CURRENT 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. 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.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC PINER POINT NAT AREA

1129267

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

5. BUDGET REQUEST BASIS

The current proposal seeks funds to continue to acquire small inholding parcels between Piner Point and Northilla Natural Areas – targeting 1.75 acres across five parcels. The applicant has been successful in securing significant state RCO funding for this project. The recommended award is entirely Conservation Futures funding, as RCO funds serve as match.

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 CO2 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC PINER POINT NAT AREA	1129267
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,005,000	\$500,000	\$0	\$0	\$1,505,000
Total Budget	\$1,005,000	\$500,000	\$0	\$0	\$1,505,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 KC FARMLAND ENUM APD/TDR 1129269

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$15,000)	\$0	\$0	(\$15,000)
5 Closeout	\$188,502	\$0	\$0	\$0	\$0	\$188,502
6 Acquisition	\$95	\$815,000	\$515,000	\$0	\$0	\$1,330,095
Total Expense	\$188,597	\$815,000	\$500,000	\$0	\$0	\$1,503,597

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$15,000)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$215,738	\$0	\$188,502
6 Acquisition	\$0	\$1,518,597	\$535	\$1,005,000	\$815,095
Total	\$0	\$1,503,597	\$216,273	\$1,005,000	\$1,003,597

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$15,000)	\$15,000
5 Closeout	(\$188,502)	\$0	\$0	(\$188,502)
6 Acquisition	\$189,905	\$500,000	\$515,000	\$174,905
Total	\$1,403	\$500,000	\$500,000	\$1,403

NARRATIVES

WLCF KC FARMLAND ENUM APD/TDR

1129269

1. CURRENT 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. The matching funds for the project are Transfer of Development Rights funds.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC FARMLAND ENUM APD/TDR

1129269

5. BUDGET REQUEST BASIS

The current project scope includes fourteen farms totaling 735 acres. The full funding request would have funded five to seven transactions, on which the County would acquire conservation easements and transfer development rights on a few of the farms in the full scope. Many of these lands are farms which grow food or flowers, or which support the local dairy industry through hay production, livestock grazing, or other dairy infrastructure.

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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC FARMLAND ENUM APD/TDR	1129269
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLCF KC FARMLAND ACQ GREEN APD/TDR (WLCF KC FARMLAND GREEN APD/TDR)

1129272

Department	NATURAL RESOURCES AND PARKS
Council District(s)	5
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	West Valley Highway south south of S. 277th Street, in unincorporated King County north of Auburn and south of Kent.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$450,000	\$235,000	\$0	\$0	\$685,000
Total Budget	\$450,000	\$235,000	\$0	\$0	\$685,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$235,000	\$0	\$0	\$235,000
Total Revenue	\$235,000	\$0	\$0	\$235,000

EXPENSE WLCF KC FARMLAND GREEN APD/TDR 1129272

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$7,050)	\$0	\$0	(\$7,050)
5 Closeout	\$31,812	\$0	\$0	\$0	\$0	\$31,812
6 Acquisition	\$61	\$325,000	\$242,050	\$0	\$0	\$567,111
Total Expense	\$31,872	\$325,000	\$235,000	\$0	\$0	\$591,872

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$7,050)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$31,812	\$0	\$31,812
6 Acquisition	\$0	\$598,922	\$61	\$450,000	\$325,061
Total	\$0	\$591,872	\$31,873	\$450,000	\$356,873

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$7,050)	\$7,050
5 Closeout	(\$31,812)	\$0	\$0	(\$31,812)
6 Acquisition	\$124,939	\$235,000	\$242,050	\$117,889
Total	\$93,127	\$235,000	\$235,000	\$93,127

NARRATIVES

WLCF KC FARMLAND GREEN APD/TDR

1129272

1. CURRENT PROJECT SCOPE

Conservation Futures King County - Lower Green River Valley Farmland Sander's Estate: This project has a goal of helping to preserve farmland in the Lower Green River Plateau APD between Kent and Auburn. This project supports the King County Executive's local food initiative goal of returning 400 acres of fallow farmland per year back into active farming. The farms are located between Kent and Auburn, and they serve as an important and scenic urban separator that prevents the two cities from merging into one continuous band of urban development.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC FARMLAND GREEN APD/TDR

1129272

5. BUDGET REQUEST BASIS

This project seeks to acquire a conservation easement and transfer development rights to permanently protect one farm and its forested wetlands in the Lower Green River APD. The Sanders Estate is a 23-acre parcel (352204-9019) located on S. 277th Street. The parcel mostly is located within the Lower Green River APD, with a portion located in unincorporated urban King County just east of Kent. The Sanders Estate is a wedding venue, where the landowners seek to return 5-6 acres of the property to agricultural uses, as a potential source for flowers and produce used for wedding activities. The easement would cover up to 20 acres of the property, encompassing some of the wetlands on site.

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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC FARMLAND GREEN APD/TDR	1129272
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

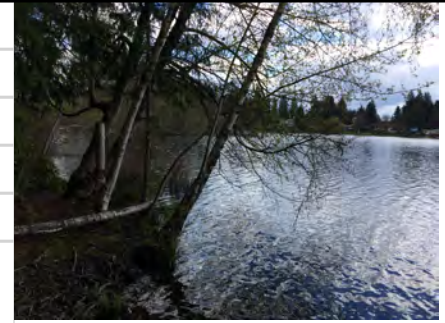
Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLCF FED HYLEBOS W/SHED CONS

1132069

Department	NATURAL RESOURCES AND PARKS
Council District(s)	7
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	In eastern Federal Way, northeast of the I-5 & SR 18 interchange. Target parcels located between Weyerhaeuser Way S and the western shoreline of North Lake.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$500,000	\$0	\$0	\$1,500,000
Total Budget	\$1,000,000	\$500,000	\$0	\$0	\$1,500,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 FED HYLEBOS W/SHED CONS 1132069

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$15,000)	\$0	\$0	(\$15,000)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$1,000,000	\$515,000	\$0	\$0	\$1,515,000
Total Expense	\$0	\$1,000,000	\$500,000	\$0	\$0	\$1,500,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$15,000)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$1,515,000	\$0	\$1,000,000	\$1,000,000
Total	\$0	\$1,500,000	\$0	\$1,000,000	\$1,000,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$15,000)	\$15,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$500,000	\$515,000	(\$15,000)
Total	\$0	\$500,000	\$500,000	\$0

NARRATIVES

WLCF FED HYLEBOS W/SHED CONS

1132069

1. CURRENT PROJECT SCOPE

Conservation Futures Federal Way - Hylebos Watershed Conservation: The City of Federal Way, with strong support from the community and the Save Weyerhaeuser Campus group, is working on a regionally significant project to protect open space on the former Weyerhaeuser campus. The project targets about 54 acres of Category 1 wetland, wetland buffer, lakefront, and associated forests along North Lake in the headwaters of the East Hylebos Watershed. The campus functions as a community separator near the edge of the urban growth area. The acquisition would preserve a popular trail system adjacent to a WDFW boat launch. The long-term vision for conservation of this campus is still being developed (e.g. as related to the nearby bonsai and rhododendron gardens that are outside of the current project scope).

2. PROGRAMMATIC PROJECT DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF FED HYLEBOS W/SHED CONS

1132069

5. BUDGET REQUEST BASIS

Federal Way was already awarded \$1 million in 2018 CFT funding, matched with \$1 million in city surface water management funds. Federal Way and Forterra have received \$500,000 in state legislative appropriation toward acquisition. The recommended 2019 CFT award of \$500,000 would bring the total amount of funds raised to \$3 million. The City has applied this spring for a matching \$3 million from the state Recreation and Conservation Office, which would result in \$6 million total if awarded. The CFT Committee recognizes that this is a multi-year project, the costs of which may exceed \$6 million, and invites Federal Way to return with additional funding requests if more project funding is needed.

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

The City of Federal Way.

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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF FED HYLEBOS W/SHED CONS	1132069
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17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLCF KC FROG HOLLER FOREST VI

1132091

Department	NATURAL RESOURCES AND PARKS
Council District(s)	8
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	Southwestern Vashon Island, on Wax Orchard Road SW and north of SW 264th Street.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$500,000	\$0	\$0	\$550,000
Total Budget	\$50,000	\$500,000	\$0	\$0	\$550,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 KC FROG HOLLER FOREST VI 1132091

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$15,000)	\$0	\$0	(\$15,000)
5 Closeout	\$100	(\$100)	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$50,000	\$515,000	\$0	\$0	\$565,000
Total Expense	\$100	\$49,900	\$500,000	\$0	\$0	\$550,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$15,000)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$208	\$0	\$0
6 Acquisition	\$0	\$565,100	\$0	\$50,000	\$50,000
Total	\$0	\$550,100	\$208	\$50,000	\$50,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$15,000)	\$15,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$500,000	\$515,000	(\$15,000)
Total	\$0	\$500,000	\$500,000	\$0

NARRATIVES

WLCF KC FROG HOLLER FOREST VI

1132091

1. CURRENT PROJECT SCOPE

Conservation Futures King County - Frog Holler Forest Vashon Island: The County has recently started a multi-year project to conserve more than 500 acres of upland forest on the south end of Vashon Island, creating a community forest with passive recreational opportunities. The vision is to extend trails to the north, connecting via fee and easement acquisitions to Fisher Creek Forest and Misty Isle Farm. The vision also includes conservation of additional large forested landholdings with trail opportunities to the south of Frog Holler Forest. This site contains mature Douglas-fir and Pacific Madrone forests, offering significant wildlife habitat opportunity as part of the hundreds of forested acres in this part of Vashon Island. These forested uplands help support the water quality and quantity of tributary streams draining to Puget Sound. These acquisitions would preserve local-use trails in permanent public ownership, and expand the new community forest.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC FROG HOLLER FOREST VI

1132091

5. BUDGET REQUEST BASIS

This year's application targets a 39-acre parcel 242202-9016 (with 5-acre parcel 242202-9052 also in the scope).

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 CO2 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC FROG HOLLER FOREST VI	1132091
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLCF KC KEEVIE LAKE

1132092

Department	NATURAL RESOURCES AND PARKS
Council District(s)	7
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	West of Black Diamond, near SE Auburn Black Diamond Road and SE 328th Street
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$200,000	\$0	\$0	\$600,000
Total Budget	\$400,000	\$200,000	\$0	\$0	\$600,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$200,000	\$0	\$0	\$200,000
Total Revenue	\$200,000	\$0	\$0	\$200,000

EXPENSE WLCF KC KEEVIE LAKE 1132092

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$6,000)	\$0	\$0	(\$6,000)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$400,000	\$206,000	\$0	\$0	\$606,000
Total Expense	\$0	\$400,000	\$200,000	\$0	\$0	\$600,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$6,000)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$606,000	\$0	\$400,000	\$400,000
Total	\$0	\$600,000	\$0	\$400,000	\$400,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$6,000)	\$6,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$200,000	\$206,000	(\$6,000)
Total	\$0	\$200,000	\$200,000	\$0

NARRATIVES

WLCF KC KEEVIE LAKE

1132092

1. CURRENT PROJECT SCOPE

Conservation Futures King County - Keevie Lake: This request is part of a multi-year project to protect approximately 170 acres at Keevie Lake (with a broader scope that includes adjacent forested lands). Keevie Lake is located west of Black Diamond in the headwaters of Crisp Creek, where the Muckleshoot Indian Tribe has its Keta Creek Hatchery downstream. The lake offers habitat for a diversity of bird species, and is located within several hundred acres of forest which offer wildlife habitat for large and small mammals and other species. Scenic Keevie Lake is relatively undeveloped which is rare in the county, and this is a unique opportunity to preserve this lake in its entirety. Immediately north of the target parcels the headwaters of Crisp Creek and associated wetlands are already preserved in more than 200 acres of land held as sensitive area tracts in Homeowner Association ownership. This land is located very close to where 6,000 new homes are being built in Black Diamond. King County Parks would manage the site as a natural area with appropriately sited backcountry trails.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC KEEVIE LAKE

1132092

5. BUDGET REQUEST BASIS

The recommended award for FY 2019 funding adds to the \$1,000,000 FY 2018 funding previously awarded (including Parks Levy and CFT). The Committee anticipates additional applications as the County works on the next phases of its purchase.

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 CO2 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC KEEVIE LAKE	1132092
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLCF DEM VAN GASKEN PROP WATERFRONT OS (WLCF DEM VAN GASKEN PROP)

1133801

Department	NATURAL RESOURCES AND PARKS
Council District(s)	5
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	402 S. 222nd St., Des Moines, WA, 98198
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$594,000	\$0	\$0	\$594,000
Total Budget	\$0	\$594,000	\$0	\$0	\$594,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$594,000	\$0	\$0	\$594,000
Total Revenue	\$594,000	\$0	\$0	\$594,000

EXPENSE WLCF DEM VAN GASKEN PROP 1133801

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$17,820)	\$0	\$0	(\$17,820)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$611,820	\$0	\$0	\$611,820
Total Expense	\$0	\$0	\$594,000	\$0	\$0	\$594,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$17,820)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$611,820	\$0	\$0	\$0
Total	\$0	\$594,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$17,820)	\$17,820
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$594,000	\$611,820	(\$17,820)
Total	\$0	\$594,000	\$594,000	\$0

NARRATIVES

WLCF DEM VAN GASKEN PROP

1133801

1. CURRENT PROJECT SCOPE

Conservation Futures Des Moines - Van Gasken Property Waterfront Open Space: The City of Des Moines seeks to acquire 0.67-acre parcel 200900-3295 located on a bluff above Puget Sound, with sweeping views of the Olympics, Vashon Island, and city waterfront. The parcel will add to dozens of acres protected at nearby parks, which already offer shoreline access, forested habitat, and trails that will include the western terminus of the Lake to Sound Regional Trail. The acquisition will add a new viewpoint to the nearby parks, and offers opportunity for interpretive signage. The property has an older home and a rich history, and cultural resources consultation is underway to help inform the future of the property. The City may consider converting the home to a viewpoint shelter, or creating a new shelter to serve that purpose. To meet impervious surface requirements for CFT funds, the City has removed the footprint of the home and the garage from the CFT-funded portion of the site, which would reduce the estimated CFT-eligible costs to \$594,000. The City has worked with Forterra to buy and hold the property, to ensure it was not sold on the private market before funds could be raised. The City is seeking state Recreation and Conservation Office (RCO) funds as a match to CFT funds. The City indicated that local funds could be used short-term and/or to fill a funding gap in fundraising.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF DEM VAN GASKEN PROP

1133801

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

For this project, the CFT award is anticipated to be a one-time award to this project, matched with city funding or RCO funding. Funding is anticipated to be expended in 2019 to complete the acquisition.

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

The City of Des Moines

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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF DEM VAN GASKEN PROP	1133801
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	18918 73rd Ave NE, Kenmore, WA 98028
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$850,000	\$0	\$0	\$850,000
Total Budget	\$0	\$850,000	\$0	\$0	\$850,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$850,000	\$0	\$0	\$850,000
Total Revenue	\$850,000	\$0	\$0	\$850,000

EXPENSE WLCF KEN SWAMP CREEK 1133802

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$25,500)	\$0	\$0	(\$25,500)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$875,500	\$0	\$0	\$875,500
Total Expense	\$0	\$0	\$850,000	\$0	\$0	\$850,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$25,500)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$875,500	\$0	\$0	\$0
Total	\$0	\$850,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$25,500)	\$25,500
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$850,000	\$875,500	(\$25,500)
Total	\$0	\$850,000	\$850,000	\$0

NARRATIVES

WLCF KEN SWAMP CREEK

1133802

1. CURRENT 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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KEN SWAMP CREEK

1133802

5. BUDGET REQUEST BASIS

Kenmore seeks to acquire two parcels that contain about 5.8 acres, with additional long-term targets nearby. The City will match awarded CFT funds with city funding, plus the value of a land trade on an additional 0.6-acre parcel that was acquired recently with non-CFT funds at the mouth of Swamp Creek (which will be encumbered with CFT deed restrictions when used as a land match).

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

The 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 CO2 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KEN SWAMP CREEK

1133802

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLCF KNT UPPER MILL CREEK CANYON (WLCF KNT UPPER MILL CR CANYON)

1133803

Department	NATURAL RESOURCES AND PARKS
Council District(s)	5
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	10040 SE 267th St, Kent, WA 98030
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$445,000	\$0	\$0	\$445,000
Total Budget	\$0	\$445,000	\$0	\$0	\$445,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$445,000	\$0	\$0	\$445,000
Total Revenue	\$445,000	\$0	\$0	\$445,000

EXPENSE WLCF KNT UPPER MILL CR CANYON 1133803

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$13,350)	\$0	\$0	(\$13,350)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$458,350	\$0	\$0	\$458,350
Total Expense	\$0	\$0	\$445,000	\$0	\$0	\$445,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$13,350)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$458,350	\$0	\$0	\$0
Total	\$0	\$445,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$13,350)	\$13,350
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$445,000	\$458,350	(\$13,350)
Total	\$0	\$445,000	\$445,000	\$0

NARRATIVES

WLCF KNT UPPER MILL CR CANYON

1133803

1. CURRENT PROJECT SCOPE

Conservation Futures Kent – Upper Mill Creek Canyon: Kent seeks CFT funding reimbursement for the 3-acre parcel 292205-9211, adding to 107-acre Mill Creek Earthworks Park. This acquisition satisfies a long-term park development goal to create a southern trailhead and entry point the park. The park links Kent’s East Hill neighborhood to Kent’s downtown. In the north end of the park there is a renowned landscape Earthworks sculpture (the city’s first designated landmark). A 1.5-mile long trail will lead down the length of the canyon from this parcel to the Earthworks. The acquisition preserves mature second-growth forest, adding to wildlife habitat and forest canopy already protected in Mill Creek Earthworks Park. The parcel could have been subdivided into 13 home sites. The parcel is located within 70 feet of Mill Creek. Preservation of the forest and future restoration supports the aquatic health of the upper reaches of this salmon-bearing stream.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KNT UPPER MILL CR CANYON

1133803

5. BUDGET REQUEST BASIS

The property has been acquired by Kent, and City of Kent CIP funds provide the match to CFT. Kent may choose to exclude a small square footage of the property from CFT restrictions for more intensive development than typically allowed under CFT. That determination will be made prior to CFT funding reimbursement in 2019.

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

The 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 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 CO2 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KNT UPPER MILL CR CANYON	1133803
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLCF SEA AURORA-LICTON SPRINGS UVP (WLCF SEA AURORA-LICTON SPR UVP)

1133804

Department	NATURAL RESOURCES AND PARKS
Council District(s)	4
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	8551 Midvale Ave N, Seattle, WA 98103
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 SEA AURORA-LICTON SPR UVP 1133804

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$15,000)	\$0	\$0	(\$15,000)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$515,000	\$0	\$0	\$515,000
Total Expense	\$0	\$0	\$500,000	\$0	\$0	\$500,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$15,000)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$515,000	\$0	\$0	\$0
Total	\$0	\$500,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$15,000)	\$15,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$500,000	\$515,000	(\$15,000)
Total	\$0	\$500,000	\$500,000	\$0

NARRATIVES

WLCF SEA AURORA-LICTON SPR UVP

1133804

1. CURRENT PROJECT SCOPE

Conservation Futures Seattle – Aurora-Licton Springs Urban Village Park: Seattle seeks to acquire 0.29-acre parcel 099300-1605 in the rapidly developing Aurora-Licton Springs Residential Urban Village in north Seattle. In the City's 2017 Parks and Open Space Plan, this urban village is identified as having one of the largest open space gaps in the city, with over half of the urban village not served by a park. There is strong community support for creating additional park space in this area. The parcel is sizeable, mostly open grass and landscaping with an older home on one side of the lot. The parcel is surrounded by recently built townhouses and multi-story apartment buildings, with additional buildings under construction. In this challenging real estate market, the City has a unique opportunity to work with a landowner who is interested in seeing the property preserved as a park rather than redeveloped.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF SEA AURORA-LICTON SPR UVP

1133804

5. BUDGET REQUEST BASIS

Seattle proposes to match CFT funding with Seattle Park District 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

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

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 CO2 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF SEA AURORA-LICTON SPR UVP	1133804
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18. PROJECT RISKS

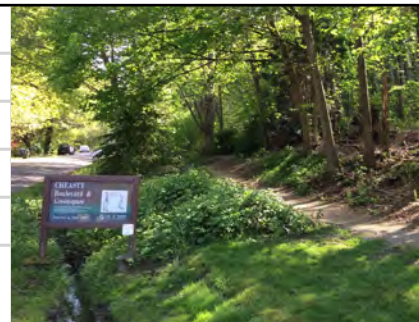
Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLCF SEA CHEASTY GREENSPACE ADD (WLCF SEA CHEASTY GREEN ADD)

1133805

Department	NATURAL RESOURCES AND PARKS
Council District(s)	2
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	In Seattle, east of Beacon Ave S., west of Martin Luther King Jr Way, near the intersection of Cheasty Blvd S. and S. Della St.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$125,000	\$0	\$0	\$125,000
Total Budget	\$0	\$125,000	\$0	\$0	\$125,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$125,000	\$0	\$0	\$125,000
Total Revenue	\$125,000	\$0	\$0	\$125,000

EXPENSE WLCF SEA CHEASTY GREEN ADD 1133805

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$3,750)	\$0	\$0	(\$3,750)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$128,750	\$0	\$0	\$128,750
Total Expense	\$0	\$0	\$125,000	\$0	\$0	\$125,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$3,750)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$128,750	\$0	\$0	\$0
Total	\$0	\$125,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$3,750)	\$3,750
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$125,000	\$128,750	(\$3,750)
Total	\$0	\$125,000	\$125,000	\$0

NARRATIVES

WLCF SEA CHEASTY GREEN ADD

1133805

1. CURRENT PROJECT SCOPE

Conservation Futures Seattle – Cheasty Greenspace Addition: The City seeks to add 0.24-acre parcel 162404-9095 to the Cheasty Greenspace in southeast Seattle, which provides open space and wildlife habitat on the eastern side of Beacon Hill. The greenspace encompasses the historic and scenic Olmstead-designed Cheasty Boulevard, a scenic corridor which supports soft-surface trails instead of paved sidewalks, and which provides significant visual relief to visitors and drivers as a protected green corridor in a dense urban landscape. Cheasty Greenspace contains about 65 acres, with additional protected lands at adjacent Jefferson Park Golf Course. This area of southeast Seattle is designated as a Neighborhood Revitalization Area where the City strives to achieve revitalization by providing recreation and environmental amenities. The acquisition of this 0.24-acre inholding parcel would prevent development of two homes, and avoid disturbance to the boulevard greenway and the trail from two new driveway crossings. As part of the Green Seattle partnership, this parcel would be revegetated and restored when it is added to the protected corridor.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF SEA CHEASTY GREEN ADD

1133805

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Seattle would match CFT with Seattle Park District 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

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

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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF SEA CHEASTY GREEN ADD	1133805
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$300,000	\$0	\$0	\$300,000
Total Budget	\$0	\$300,000	\$0	\$0	\$300,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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)	\$0	\$0	(\$9,000)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$309,000	\$0	\$0	\$309,000
Total Expense	\$0	\$0	\$300,000	\$0	\$0	\$300,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$9,000)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$309,000	\$0	\$0	\$0
Total	\$0	\$300,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$9,000)	\$9,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$300,000	\$309,000	(\$9,000)
Total	\$0	\$300,000	\$300,000	\$0

NARRATIVES

WLCF SEA COLLEGE ST RAVINE ADD

1133806

1. CURRENT 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. Portions of Duwamish Head Greenbelt are visible from downtown Seattle. This ravine and the adjacent Duwamish Head Greenbelt provide important habitat for many birds and small mammals in a dense urban environment, and provide neighborhood separators between residential and commercial/industrial areas. At College Street Ravine, trails lead through a forested landscape that is actively being restored and maintained by neighborhood and stewardship groups such as Green Seattle Partnership and the Nature Consortium. The City owns most of property on both sides of the ravine. Acquisition of the target parcels located on the edges of the ravine would help preserve the character of this forested corridor, and prevent development of homes that visually impact the greenspace experience of the College Street Ravine (as has happened on one or two nearby parcels along the corridor).

2. PROGRAMMATIC PROJECT DISCUSSION

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF SEA COLLEGE ST RAVINE ADD

1133806

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Seattle would match CFT with Seattle Park District 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

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

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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF SEA COLLEGE ST RAVINE ADD	1133806
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$550,000	\$0	\$0	\$550,000
Total Revenue	\$550,000	\$0	\$0	\$550,000

EXPENSE WLCF SEA DUWAMISH WATERWAY PK 1133807

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$16,500)	\$0	\$0	(\$16,500)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$566,500	\$0	\$0	\$566,500
Total Expense	\$0	\$0	\$550,000	\$0	\$0	\$550,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$16,500)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$566,500	\$0	\$0	\$0
Total	\$0	\$550,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$16,500)	\$16,500
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$550,000	\$566,500	(\$16,500)
Total	\$0	\$550,000	\$550,000	\$0

NARRATIVES

WLCF SEA DUWAMISH WATERWAY PK

1133807

1. CURRENT 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. This area is the site of an old oxbow lake which was filled in during the 1920s. The County has owned this parcel since the early 1900s, operating a dock on this property for the first few decades of its ownership. The site has been used as a park since the 1970s, managed by Seattle Parks under an agreement with King County. In 1974, the City installed a carved wooden whale sculpture and dedicated the park to the Duwamish Indian Tribe as part of the “Rediscover the Duwamish Festival.” In addition to this County-owned parcel, the park acreage and protected Duwamish River shorelines enjoyed by visitors includes land owned by Seattle Parks and Recreation, Port of Seattle, and unopened Seattle Department of Transportation rights-of-way. 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.

2. PROGRAMMATIC PROJECT DISCUSSION

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. The Friends of Waterway Park and more than a dozen other community groups have already been involved in discussions of redesign of the park.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF SEA DUWAMISH WATERWAY PK

1133807

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The City of Seattle is seeking funding to acquire the 1.26-acre parcel from King County, matching CFT with Seattle Park District 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

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

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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF SEA DUWAMISH WATERWAY PK	1133807
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLCF SEA MADRONA RAV ADD

1133808

Department	NATURAL RESOURCES AND PARKS
Council District(s)	2
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	920 Randolph Ave, Seattle, WA 98122
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$450,000	\$0	\$0	\$450,000
Total Budget	\$0	\$450,000	\$0	\$0	\$450,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$450,000	\$0	\$0	\$450,000
Total Revenue	\$450,000	\$0	\$0	\$450,000

EXPENSE WLCF SEA MADRONA RAV ADD 1133808

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$13,500)	\$0	\$0	(\$13,500)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$463,500	\$0	\$0	\$463,500
Total Expense	\$0	\$0	\$450,000	\$0	\$0	\$450,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$13,500)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$463,500	\$0	\$0	\$0
Total	\$0	\$450,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$13,500)	\$13,500
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$450,000	\$463,500	(\$13,500)
Total	\$0	\$450,000	\$450,000	\$0

NARRATIVES

WLCF SEA MADRONA RAV ADD

1133808

1. CURRENT PROJECT SCOPE

Conservation Futures Seattle – Madrona Ravine Addition: Seattle seeks funding to complete a long-sought acquisition of 0.6-acre parcel 142220-0501 in the Madrona Ravine. This one parcel had been held out of the purchase agreement when a family sold several adjacent properties to the City in recent years. This parcel currently has a small house. Recent redevelopment proposals include a multi-story home set on the edge of the forested ravine, which would change the character of the site. Acquisition would allow removal of the home and would complete the vision to protect the site. Madrona Creek flows through this forested ravine, through Madrona Park, to Lake Washington. More than a decade ago, a community-initiated project funded in part by WRIA 8 helped to daylight the creek, restore the shoreline, establish creek culverts to allow fish passage, and build new pedestrian paths and bridges. This urban greenspace is an important wildlife corridor supporting small mammals and many bird species (including nesting eagles and Coopers hawks), serving as an upland extension of the 31-acre Madrona Park on the Lake Washington shoreline. Friends of Madrona Woods is actively involved in stewarding the Madrona Ravine greenspace.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF SEA MADRONA RAV ADD

1133808

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The City of Seattle will match CFT with Seattle Park District 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

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

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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF SEA MADRONA RAV ADD	1133808
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17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLCF SEA ORCHARD ST RAVINE ADD (WLCF SEA ORCHARD ST RAV ADD)

1133809

Department	NATURAL RESOURCES AND PARKS
Council District(s)	8
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	7137 38th Ave SW, Seattle, WA 98126
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$125,000	\$0	\$0	\$125,000
Total Budget	\$0	\$125,000	\$0	\$0	\$125,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$125,000	\$0	\$0	\$125,000
Total Revenue	\$125,000	\$0	\$0	\$125,000

EXPENSE WLCF SEA ORCHARD ST RAV ADD

1133809

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$3,750)	\$0	\$0	(\$3,750)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$128,750	\$0	\$0	\$128,750
Total Expense	\$0	\$0	\$125,000	\$0	\$0	\$125,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$3,750)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$128,750	\$0	\$0	\$0
Total	\$0	\$125,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$3,750)	\$3,750
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$125,000	\$128,750	(\$3,750)
Total	\$0	\$125,000	\$125,000	\$0

NARRATIVES

WLCF SEA ORCHARD ST RAV ADD

1133809

1. CURRENT PROJECT SCOPE

Conservation Futures Seattle – Orchard Street Ravine Addition: The Orchard Street Ravine is a pocket of open space within a West Seattle neighborhood which serves as visual respite and a neighborhood connector. The undeveloped Orchard Street right-of-way is bordered on both sides by 2.2 acres of Seattle Parks land. The property was acquired in the 1990s to conserve the unique conifer-madrone forest on site (a habitat type present on only 52 acres out of 2,700 acres owned by Seattle Parks). The community actively stewards the park, and helps maintains a network of trails through the site. The City seeks to purchase 0.13-acre parcel 431920-0080 with an abandoned home adjacent to the park that will help buffer the site from adjacent development and allow for restoration.

2. PROGRAMMATIC PROJECT DISCUSSION

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

5. BUDGET REQUEST BASIS

The City of Seattle will match CFT with Seattle Park District funds.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF SEA ORCHARD ST RAV ADD

1133809

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

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 CO2 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLCF TUK DUWAMISH RIVER HABITAT CORRIDOR (WLCF TUK DUWAMISH RIV HAB CORR)

1133810

Department	NATURAL RESOURCES AND PARKS
Council District(s)	8
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	3540 S 116th St, Tukwila, WA 98168
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$335,000	\$0	\$0	\$335,000
Total Budget	\$0	\$335,000	\$0	\$0	\$335,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$335,000	\$0	\$0	\$335,000
Total Revenue	\$335,000	\$0	\$0	\$335,000

EXPENSE WLCF TUK DUWAMISH RIV HAB CORR 1133810

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$10,050)	\$0	\$0	(\$10,050)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$345,050	\$0	\$0	\$345,050
Total Expense	\$0	\$0	\$335,000	\$0	\$0	\$335,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$10,050)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$345,050	\$0	\$0	\$0
Total	\$0	\$335,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$10,050)	\$10,050
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$335,000	\$345,050	(\$10,050)
Total	\$0	\$335,000	\$335,000	\$0

NARRATIVES

WLCF TUK DUWAMISH RIV HAB CORR

1133810

1. CURRENT PROJECT SCOPE

Conservation Futures Tukwila – Duwamish River Habitat Corridor: Tukwila is proposing to acquire 0.93-acre parcel 073300-0225 located next to the Green River Trail to provide riverfront public access and restoration opportunity along the Duwamish River. The property owner has actively worked with public agencies to try to conserve the parcel for public use as open space, rather than pursuing private sale and redevelopment. This site offers passive park opportunity, with trails and viewpoints, in a neighborhood with no other passive parks. The acquisition would allow the removal of two structures, invasive weed control, and restoration. The City will preserve mature trees that shade the southern riverbank, where the property contains 160 feet of tidally influenced shoreline within the Duwamish River transition zone. Public ownership could facilitate shoreline restoration to further salmon recovery efforts (nearby restoration project sites just downstream include Duwamish Gardens, Chinook Wind, and North Winds Weir). The property has scenic resource value because of the Duwamish River and the views of the Duwamish Hill Preserve – another CFT-funded purchase which contains the opposite shoreline and the geologically unique and culturally important hill rising in view across the river.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF TUK DUWAMISH RIV HAB CORR

1133810

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The source of match funding is still to be determined.

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

The City of Tukwila

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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF TUK DUWAMISH RIV HAB CORR	1133810
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLCF KC MOSS LAKE NA ADD

1133811

Department	NATURAL RESOURCES AND PARKS
Council District(s)	3
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	Northeast of the City of Carnation and immediately north of the Moss Lake Natural Area
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 MOSS LAKE NA ADD 1133811

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 MOSS LAKE NA ADD

1133811

1. CURRENT PROJECT SCOPE

Conservation Futures King County - Moss Lake Natural Area Additions: More than a decade ago, King County purchased the development rights from the 90,000-acre Snoqualmie Forest. This project is located at the western edge of the Snoqualmie Forest, where lands encumbered by the forest conservation easement extend between Moss Lake Natural Area, the Tolt Pipeline Road, and Marckworth State Forest. King County seeks to acquire the underlying fee to one or more of these parcels on the western edge of Snoqualmie Forest. This acquisition would provide significant public benefit by permanently protecting the trail connections that already exist on these parcels – used by mountain bikers, hikers, and equestrians under a permit-based system. These lands would need forest stewardship as there have been recent harvests. The lands contain ecologically important systems such as the drainage upstream of Moss Lake bog and the upper reaches of Stossel Creek. They support wildlife habitat as part of the larger protected forest system. The price of the property should be relatively low as development rights have been removed from the property. King County is exploring whether to pursue additional parcels in future years based on landowner interest, and with possible partnership with Washington State Department of Natural Resources.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC MOSS LAKE NA ADD

1133811

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This project is awarded start-up funding to help with title, appraisal, and due diligence. The Committee supports this project, and anticipates additional funding request next year as the County makes progress with the landowner to understand full scope and cost of targeted acquisitions.

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 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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC MOSS LAKE NA ADD	1133811
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLCF KC SNOQUALMIE VALLEY TRAIL NORTH (WLCF KC SNOQ VALLEY TR NORTH)

1133812

Department	NATURAL RESOURCES AND PARKS
Council District(s)	3
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	20226 Duvall Monroe Rd NE, Duvall, WA 98019
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$106,000	\$0	\$0	\$106,000
Total Budget	\$0	\$106,000	\$0	\$0	\$106,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$106,000	\$0	\$0	\$106,000
Total Revenue	\$106,000	\$0	\$0	\$106,000

EXPENSE WLCF KC SNOQ VALLEY TR NORTH 1133812

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$3,180)	\$0	\$0	(\$3,180)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$109,180	\$0	\$0	\$109,180
Total Expense	\$0	\$0	\$106,000	\$0	\$0	\$106,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$3,180)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$109,180	\$0	\$0	\$0
Total	\$0	\$106,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$3,180)	\$3,180
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$106,000	\$109,180	(\$3,180)
Total	\$0	\$106,000	\$106,000	\$0

NARRATIVES

WLCF KC SNOQ VALLEY TR NORTH

1133812

1. CURRENT PROJECT SCOPE

Conservation Futures King County - Snoqualmie Valley Trail North: King County seeks to secure an easement or fee ownership on 0.34 miles of parcel 062607-9027, a former railroad right-of-way. This acquisition would complete the northern end of the 31-mile long Snoqualmie Valley Trail corridor, near the Snohomish-King County line.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC SNOQ VALLEY TR NORTH

1133812

5. BUDGET REQUEST BASIS

While King County used to own fee title to the railroad right-of-way, the prior landowner of the adjacent property built a dairy barn and outbuildings on the right-of-way. A court settlement granted him ownership of the right-of-way through the parcel, and gave King County a term-limited easement (expiring in September 2019) to route the trail along the banks of the Snoqualmie River. The riverfront route is infeasible due to bank erosion, flood risk, environmental impacts, and negative impacts on working farmlands. The current landowner seems willing to work with King County to resolve the issue. The County received \$25,000 in 2018 PL funds for start-up work. The Committee recommends full funding in 2019, recognizing the importance of connecting the regional trail corridor between King and Snohomish County, and the time-sensitivity of resolving this issue in the next year. The Committee encourages ongoing work between King and Snohomish Counties to ensure that Snohomish County works to secure the necessary portions of the Snoqualmie Valley Trail right-of-way north of the county line.

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 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 CO2 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC SNOQ VALLEY TR NORTH	1133812
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$60,000	\$0	\$0	\$60,000
Total Budget	\$0	\$60,000	\$0	\$0	\$60,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$60,000	\$0	\$0	\$60,000
Total Revenue	\$60,000	\$0	\$0	\$60,000

EXPENSE WLCF KC THREE FORKS NA ADD 1133813

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$1,800)	\$0	\$0	(\$1,800)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$61,800	\$0	\$0	\$61,800
Total Expense	\$0	\$0	\$60,000	\$0	\$0	\$60,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$1,800)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$61,800	\$0	\$0	\$0
Total	\$0	\$60,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$1,800)	\$1,800
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$60,000	\$61,800	(\$1,800)
Total	\$0	\$60,000	\$60,000	\$0

NARRATIVES

WLCF KC THREE FORKS NA ADD

1133813

1. CURRENT 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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC THREE FORKS NA ADD

1133813

5. BUDGET REQUEST BASIS

For this project, King County will acquire a five acre portion of a larger parcel. The portion King County will acquire has significant constraints. The King County Parks levy will match awarded CFT 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

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 CO2 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC THREE FORKS NA ADD	1133813
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 KC CEDAR RIVER OPP FUND 1133814

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$15,000)	\$0	\$0	(\$15,000)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$515,000	\$0	\$0	\$515,000
Total Expense	\$0	\$0	\$500,000	\$0	\$0	\$500,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$15,000)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$515,000	\$0	\$0	\$0
Total	\$0	\$500,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$15,000)	\$15,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$500,000	\$515,000	(\$15,000)
Total	\$0	\$500,000	\$500,000	\$0

NARRATIVES

WLCF KC CEDAR RIVER OPP FUND

1133814

1. CURRENT PROJECT SCOPE

Conservation Futures King County - Cedar River Additions: This project includes priority parcels along several miles of the Cedar River between Elliott Bridge Reach and Mouth of Taylor Reach. These areas were identified for habitat restoration and preservation in the Cedar River Legacy program, the WRIA 8 Salmon Conservation Plan, and the King County Flood Hazard Reduction Plan. 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 would add to acreage already protected in a natural state along the river. Many lands along the Cedar River offer passive recreation opportunity on backcountry trails, easy access off of the popular Cedar River Trail, and visual and physical access to the river.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC CEDAR RIVER OPP FUND

1133814

5. BUDGET REQUEST BASIS

This funding will allow for the purchase of one or more parcels, likely consisting of 1-5 acres total, within the target areas.

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 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 CO2 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC CEDAR RIVER OPP FUND	1133814
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 MOLASSES CREEK 1133816

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$750)	\$0	\$0	(\$750)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$25,750	\$0	\$0	\$25,750
Total Expense	\$0	\$0	\$25,000	\$0	\$0	\$25,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$750)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$25,750	\$0	\$0	\$0
Total	\$0	\$25,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$750)	\$750
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$25,000	\$25,750	(\$750)
Total	\$0	\$25,000	\$25,000	\$0

NARRATIVES

WLCF KC MOLASSES CREEK

1133816

1. CURRENT 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. 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

3. PROJECT JUSTIFICATION

Councilmember Reagan Dunn sponsored Motion 14957 which recommends that the Committee give this project priority consideration during the project review process. 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC MOLASSES CREEK

1133816

5. BUDGET REQUEST BASIS

The Committee recommended \$25,000 CFT at this time, which could help preserve the northern target parcel 282305-9126 that is adjacent to Soos Creek Park and Trail. The Committee recognizes and supports King County DNR's general intent to preserve open space in urban unincorporated areas. The Committee would appreciate information about the broader set scope, timing, and cost/value of Road surplus properties – in particular mitigation sites such as these – to better understand the strategy for management, what covenants to protect the mitigation footprint, and appropriate planning for maintenance. The Committee would consider another request for funding on this project 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

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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC MOLASSES CREEK	1133816
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17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLCF KC MID GREEN RIVER OS EXPAND (WLCF KC MID GREEN RIV OS EXP)

1133817

Department	NATURAL RESOURCES AND PARKS
Council District(s)	9
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	Multiple parcels southeast of the City of Black Diamond
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 MID GREEN RIV OS EXP

1133817

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$7,500)	\$0	\$0	(\$7,500)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$257,500	\$0	\$0	\$257,500
Total Expense	\$0	\$0	\$250,000	\$0	\$0	\$250,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$7,500)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$257,500	\$0	\$0	\$0
Total	\$0	\$250,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$7,500)	\$7,500
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$250,000	\$257,500	(\$7,500)
Total	\$0	\$250,000	\$250,000	\$0

NARRATIVES

WLCF KC MID GREEN RIV OS EXP

1133817

1. CURRENT PROJECT SCOPE

Conservation Futures King County - Middle Green River Open Space Expansions: The County is exploring forest land protection in several areas of southeast King County, primarily southeast of Black Diamond, with a landowner with significant landholdings in the area. Across the landscape, these areas offer scenic benefits, provide habitat to many kinds of wildlife, and provide water quality and water quantity benefits within their watersheds. There may be potential to enroll these lands in a carbon credit program that is under development by the County, and to transfer development rights off of the properties.

2. PROGRAMMATIC PROJECT DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC MID GREEN RIV OS EXP

1133817

5. BUDGET REQUEST BASIS

This is an initial funding request to help develop the proposal, which could lead to a longer-term project that helps to preserve thousands of acres of forest. These properties are part of the working forest landscape in this area, however the lands could be sold for residential uses in the future, resulting in a loss of working forest land base and habitat fragmentation. The County is still developing a strategy to protect these lands as working forest over the long term, which may include easement or fee acquisition, and may include partners such as Washington State agencies or private partners. Depending on the acquisition strategy that is developed, these lands could offer trail opportunities. Many of these properties connect to publicly owned lands under Washington State or King County ownership.

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 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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC MID GREEN RIV OS EXP	1133817
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 KC SNOQUALMIE VALLEY FARM 1133819

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	(\$15,000)	\$0	\$0	(\$15,000)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$515,000	\$0	\$0	\$515,000
Total Expense	\$0	\$0	\$500,000	\$0	\$0	\$500,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$15,000)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$515,000	\$0	\$0	\$0
Total	\$0	\$500,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$15,000)	\$15,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$500,000	\$515,000	(\$15,000)
Total	\$0	\$500,000	\$500,000	\$0

NARRATIVES

WLCF KC SNOQUALMIE VALLEY FARM

1133819

1. CURRENT 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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC SNOQUALMIE VALLEY FARM

1133819

5. BUDGET REQUEST BASIS

The current project scope includes fourteen farms totaling 950 acres. The full funding request would have funded five to seven transactions, on which the County would acquire conservation easements and transfer development rights on a few of the farms in the full scope. Many of these lands are farms which grow food or flowers, or which support the local dairy industry through hay production, livestock grazing, or other dairy infrastructure. A small amount of Parks Levy funding will contribute to a trail easement in the Fall City area which will help connect Fall City Park to the Snoqualmie Valley Trail.

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 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 CO2 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC SNOQUALMIE VALLEY FARM	1133819
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$300,000	\$0	\$0	\$300,000
Total Budget	\$0	\$300,000	\$0	\$0	\$300,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 KC VASHON MAURY ISL FARM 1133820

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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)	\$0	\$0	(\$9,000)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$309,000	\$0	\$0	\$309,000
Total Expense	\$0	\$0	\$300,000	\$0	\$0	\$300,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$9,000)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$309,000	\$0	\$0	\$0
Total	\$0	\$300,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$9,000)	\$9,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$300,000	\$309,000	(\$9,000)
Total	\$0	\$300,000	\$300,000	\$0

NARRATIVES

WLCF KC VASHON MAURY ISL FARM

1133820

1. CURRENT 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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC VASHON MAURY ISL FARM

1133820

5. BUDGET REQUEST BASIS

The project scope includes ten farms totaling 104 acres on Vashon and Maury Islands where there are clusters of agricultural land uses. The requested funding would allow the project to complete one or two transactions, on which the County would acquire conservation easements and transfer development rights on a portion of the farms in the full scope.

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 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 CO2 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC VASHON MAURY ISL FARM	1133820
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLCF KC MASTER 2020 BOND

1134923

Art Eligible

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 06/2018	FY19-20	FY21-22	FY23-24	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 - 12/31/24	\$0	\$24,000,000	\$20,000,000	\$20,000,000	\$64,000,000
Total Budget	\$0	\$24,000,000	\$20,000,000	\$20,000,000	\$64,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$24,000,000	\$20,000,000	\$20,000,000	\$64,000,000
Total Revenue	\$24,000,000	\$20,000,000	\$20,000,000	\$64,000,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WLCF KC MASTER 2020 BOND				1134923
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$24,000,000	\$20,000,000	\$20,000,000	\$64,000,000
Total Expense	\$0	\$0	\$24,000,000	\$20,000,000	\$20,000,000	\$64,000,000

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$24,000,000	\$24,000,000	\$0
Total	\$0	\$24,000,000	\$24,000,000	\$0

NARRATIVES

1. CURRENT PROJECT SCOPE

Conservation Futures King County Master - 2020 Bond Project: This project holds the Conservation Futures Bond proceeds budget appropriations to be allocated by the Conservation Futures Citizens Committee through an application process, with budget appropriation approval through King County Council consent agenda.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC MASTER 2020 BOND

1134923

3. PROJECT JUSTIFICATION

This project was created as a result of the advice of the Land Conservation Advisory Group's report in 2017 that conservation lands may be lost forever once they are developed, that the county's growing population needs more and better access to urban greenspaces, and that land values are rising. The advisory group recommended that the county pursue opportunities to accelerate the pace of acquiring conservation lands. Issuing bonds can 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.

4. PROJECT BENEFITS/OUTCOMES

N/A

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 – as authorized in July 2018 by Ordinance 18774 – open space equity lands in underserved communities. The actual project list and distributions will be determined by mid-2019. The Citizen Oversight 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 consent agenda process.

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 required ongoing maintenance.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single alternative.

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

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 CO2 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLCF KC MASTER 2020 BOND	1134923
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLCF KC CFT DEBT SERVICE PYMTS

1134983

Art Eligible

Department	NATURAL RESOURCES AND PARKS
Council District(s)	
Fund	3151 CONSERV FUTURES SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$17,731,369	\$21,293,673	\$23,112,749	\$62,137,791
Total Budget	\$0	\$17,731,369	\$21,293,673	\$23,112,749	\$62,137,791

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31117 - CONSERV FUTURE LEVY CURRENT	\$17,731,369	\$21,293,673	\$23,112,749	\$62,137,791
Total Revenue	\$17,731,369	\$21,293,673	\$23,112,749	\$62,137,791

EXPENSE WLCF KC CFT DEBT SERVICE PYMTS 1134983

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$17,731,369	\$21,293,673	\$23,112,749	\$62,137,791
Total Expense	\$0	\$0	\$17,731,369	\$21,293,673	\$23,112,749	\$62,137,791

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$17,731,369	\$17,731,369	\$0
Total	\$0	\$17,731,369	\$17,731,369	\$0

NARRATIVES

WLCF KC CFT DEBT SERVICE PYMTS

1134983

1. CURRENT 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 was created as a result of a policy change to house debt service payments related to conservation futures taxes in the Conservation Futures Tax Fund rather than centrally in the King County Bond Fund.

4. PROJECT BENEFITS/OUTCOMES

N/A

5. BUDGET REQUEST BASIS

Debt service payments related to prior and proposed issuance 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. The budget was developed using the forecast for existing bonds and future bonds starting in 2020 with a 30-year repayment period and 4.1% interest rate.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLCF KC CFT DEBT SERVICE PYMTS

1134983

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single alternative.

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 debt service payments 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 CO2 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS GREEN RIVER TRAIL

1039557

Master Project, TA

Department	NATURAL RESOURCES AND PARKS
Council District(s)	5
Fund	3160 FMD-PARKS,REC,OPEN SPACE
Class Code	PKS GREEN RIVER TRAIL
Substantial Completion	
Location	Green River
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$105,848	\$0	\$0	\$0	\$105,848
4 Implementation	\$1,600,997	(\$1,130,023)	\$0	\$0	\$470,974
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$28,111	\$0	\$0	\$0	\$28,111
Total Budget	\$1,734,957	(\$1,130,023)	\$0	\$0	\$604,934

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39789 - CONTRIB REET #1	(\$1,130,023)	\$0	\$0	(\$1,130,023)
Total Revenue	(\$1,130,023)	\$0	\$0	(\$1,130,023)

EXPENSE

PKS GREEN RIVER TRAIL

1039557

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$13,447	\$0	\$0	\$0	\$0	\$13,447
2 Prelim Design	\$103	\$0	\$0	\$0	\$0	\$103
3 Final Design	\$263,800	\$0	\$0	\$0	\$0	\$263,800
4 Implementation	\$296,473	\$0	\$0	\$0	\$0	\$296,473
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$31,110	\$0	\$0	\$0	\$0	\$31,110
Total Expense	\$604,934	\$0	\$0	\$0	\$0	\$604,934

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$13,447	\$0	\$13,447
2 Preliminary Design	\$0	\$0	\$103	\$0	\$103
3 Final Design	\$0	\$0	\$263,800	\$105,848	\$263,800
4 Implementation	\$0	\$0	\$296,473	\$1,600,997	\$296,473
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$31,110	\$28,111	\$31,110
Total	\$0	\$0	\$604,933	\$1,734,956	\$604,933

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$13,447)	\$0	\$0	(\$13,447)
2 Preliminary Design	(\$103)	\$0	\$0	(\$103)
3 Final Design	(\$157,952)	\$0	\$0	(\$157,952)
4 Implementation	\$1,304,524	(\$1,130,023)	\$0	\$174,501
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	(\$2,999)	\$0	\$0	(\$2,999)
Total	\$1,130,023	(\$1,130,023)	\$0	\$0

NARRATIVES

PKS GREEN RIVER TRAIL

1039557

1. CURRENT PROJECT SCOPE

Green River Bridge - This project provides funding for design of the Green River Bridge. The Green River Bridge is a link in the Green River Trail between Kent and Auburn.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate remaining balance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS GREEN RIVER TRAIL	1039557
9. ALTERNATIVES ANALYSIS		
10. OTHER AGENCY INVOLVEMENT		
11. ART ELIGIBILITY		
Disappropriation		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	
Location	General
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$23,719	\$15,544	\$0	\$0	\$39,263
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$32,014	\$15,544	\$0	\$0	\$47,559

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	\$10,544	\$0	\$0	\$10,544
39776 - CONTRIB REET #2	\$5,000	\$0	\$0	\$5,000
Total Revenue	\$15,544	\$0	\$0	\$15,544

EXPENSE

PKS AUDITOR CPO

1039583

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$21,954	\$3,500	\$22,068	\$0	\$0	\$47,522
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$21,972	\$3,500	\$22,068	\$0	\$0	\$47,540

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$18	\$8,295	\$18
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$21,954	\$23,719	\$25,454
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$21,972	\$32,014	\$25,472

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	(\$1,735)	\$15,544	\$22,068	(\$8,258)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$6,542	\$15,544	\$22,068	\$19

NARRATIVES

PKS AUDITOR CPO

1039583

1. CURRENT PROJECT SCOPE

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The amount is from PSB based on prior biennium actuals.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

N/A

9. ALTERNATIVES ANALYSIS

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS AUDITOR CPO	1039583
10. OTHER AGENCY INVOLVEMENT		
N/A		
11. ART ELIGIBILITY		
Project not visible to the public (Administrative project).		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$2,301,825	\$400,000	\$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	\$6,418,961	\$3,070,906	\$5,900,000	\$9,700,000	\$25,089,867
5 Closeout	\$8,935	\$0	\$0	\$0	\$8,935
6 Acquisition	\$4	\$0	\$0	\$0	\$4
Total Budget	\$9,285,265	\$3,470,906	\$5,900,000	\$9,700,000	\$28,356,171

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$185,000)	\$0	\$0	(\$185,000)
39776 - CONTRIB REET #2	\$2,417,553	\$4,000,000	\$7,000,000	\$13,417,553
39789 - CONTRIB REET #1	\$1,238,353	\$1,900,000	\$2,700,000	\$5,838,353
Total Revenue	\$3,470,906	\$5,900,000	\$9,700,000	\$19,070,906

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		PKS M:PARKS FACILITY REHAB				1039611
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$542,905	\$0	\$400,000	\$0	\$0	\$942,905
2 Prelim Design	\$197,916	\$0	\$0	\$0	\$0	\$197,916
3 Final Design	\$1,094,381	\$0	\$0	\$0	\$0	\$1,094,381
4 Implementation	\$4,788,899	\$800,000	\$3,960,000	\$5,900,000	\$9,700,000	\$25,148,899
5 Closeout	\$472,950	\$0	\$20,000	\$0	\$0	\$492,950
6 Acquisition	\$2,009	\$0	\$0	\$0	\$0	\$2,009
Total Expense	\$7,099,060	\$800,000	\$4,380,000	\$5,900,000	\$9,700,000	\$27,879,060

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$583,760	\$2,301,825	\$542,905
2 Preliminary Design	\$0	\$0	\$208,553	\$4	\$197,916
3 Final Design	\$0	\$0	\$1,173,776	\$555,535	\$1,094,381
4 Implementation	\$0	\$0	\$5,132,337	\$6,418,961	\$5,588,899
5 Closeout	\$0	\$0	\$475,012	\$8,935	\$472,950
6 Acquisition	\$0	\$0	\$2,009	\$4	\$2,009
Total	\$0	\$0	\$7,575,447	\$9,285,264	\$7,899,060

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$1,758,920	\$400,000	\$400,000	\$1,758,920
2 Preliminary Design	(\$197,912)	\$0	\$0	(\$197,912)
3 Final Design	(\$538,846)	\$0	\$0	(\$538,846)
4 Implementation	\$830,063	\$3,070,906	\$3,960,000	(\$59,031)
5 Closeout	(\$464,015)	\$0	\$20,000	(\$484,015)
6 Acquisition	(\$2,005)	\$0	\$0	(\$2,005)
Total	\$1,386,205	\$3,470,906	\$4,380,000	\$477,111

NARRATIVES PKS M:PARKS FACILITY REHAB 1039611

1. CURRENT 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:PARKS FACILITY REHAB

1039611

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 citizens 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

Budget request is based on past program needs adjusted to address rising design and construction costs in the region. It is also based on planning level engineer's estimates, past experience with previous similar projects and on past contractual commitments for design, permitting, engineering, and construction. High Priority 2019-2020 capital projects include, but are not limited to, the following: the program will design and implement capital investments and solutions to emerging major maintenance needs, ADA accessibility, continue work to complete recommendations from 2012 study, prioritize and begin to address new recommendations following completion of the updated study currently planned to be done under Asset Management System project (#1124055). This proposed budget request also includes disappropriation of \$185,000, Youth Athletic Sports Fund Grants awarded to the project for City of Sammamish and Si View Park District. The grants will be distributed directly to the City and District as the projects will be done by them.

6. FUNDING AND REVENUE DISCUSSION

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.

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

It is Parks' emergent maintenance program.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:PARKS FACILITY REHAB

1039611

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 citizens, 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS EMER CONTING FUND 3160

1039826

Master Project, TA, Art Eligible

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 EMER CONTING FUND 3160
Substantial Completion	
Location	General
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$10,135	(\$2,504)	\$0	\$0	\$7,631
4 Implementation	\$272,109	(\$43,049)	\$0	\$0	\$229,060
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$14,396	\$0	\$0	\$0	\$14,396
Total Budget	\$296,640	(\$45,553)	\$0	\$0	\$251,087

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39776 - CONTRIB REET #2	(\$45,553)	\$0	\$0	(\$45,553)
Total Revenue	(\$45,553)	\$0	\$0	(\$45,553)

EXPENSE

PKS EMER CONTING FUND 3160

1039826

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$7,631	\$0	\$0	\$0	\$0	\$7,631
4 Implementation	\$229,060	\$0	\$0	\$0	\$0	\$229,060
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$14,397	\$0	\$0	\$0	\$0	\$14,397
Total Expense	\$251,087	\$0	\$0	\$0	\$0	\$251,087

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$7,631	\$10,135	\$7,631
4 Implementation	\$0	\$0	\$229,060	\$272,109	\$229,060
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$14,397	\$14,396	\$14,397
Total	\$0	\$0	\$251,088	\$296,640	\$251,088

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$2,504	(\$2,504)	\$0	\$0
4 Implementation	\$43,049	(\$43,049)	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	(\$1)	\$0	\$0	(\$1)
Total	\$45,552	(\$45,553)	\$0	(\$1)

NARRATIVES

PKS EMER CONTING FUND 3160

1039826

1. CURRENT PROJECT SCOPE

Emergent Contingency for 3160 - The project provides major maintenance funding to protect previous investments in King County parks system in Fund 3160 Parks, Recreation and Open Space.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

This is a technical correction to delete a duplicate legacy project in Fund 3160 and consolidate funding for the Parks' Facility Rehabilitation program in Fund 3160. Consolidating the funding into one master project will improve efficiency and monitoring as a whole.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate remaining balance. This budget request will consolidate like funds into a single project #1039611, PKS M:PARKS FACILITY REHAB.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS EMER CONTING FUND 3160	1039826
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS M:CMMNTY PRTSHIP GRANT 316

1039848

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 M:CMMNTY PRTSHIP GRANT 316
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1,030,001	\$0	\$0	\$0	\$1,030,001
2 Preliminary Design	\$1	\$0	\$0	\$0	\$1
3 Final Design	\$63,377	\$0	\$0	\$0	\$63,377
4 Implementation	\$6,505,715	\$1,000,000	\$0	\$0	\$7,505,715
5 Closeout	\$1	\$0	\$0	\$0	\$1
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$7,599,097	\$1,000,000	\$0	\$0	\$8,599,097

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39776 - CONTRIB REET #2	\$1,000,000	\$0	\$0	\$1,000,000
Total Revenue	\$1,000,000	\$0	\$0	\$1,000,000

EXPENSE PKS M:CMMNTY PRTSHIP GRANT 316 1039848

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$4,937,677	\$0	\$0	\$0	\$0	\$4,937,677
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$99,500	\$0	\$0	\$0	\$0	\$99,500
4 Implementation	\$1,589,223	\$835,000	\$965,000	\$0	\$0	\$3,389,223
5 Closeout	\$50,000	\$0	\$0	\$0	\$0	\$50,000
6 Acquisition	\$950	\$0	\$0	\$0	\$0	\$950
Total Expense	\$6,677,350	\$835,000	\$965,000	\$0	\$0	\$8,477,350

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$4,937,677	\$1,030,001	\$4,937,677
2 Preliminary Design	\$0	\$0	\$0	\$1	\$0
3 Final Design	\$0	\$0	\$99,500	\$63,377	\$99,500
4 Implementation	\$0	\$0	\$1,589,223	\$6,505,715	\$2,424,223
5 Closeout	\$0	\$0	\$50,000	\$1	\$50,000
6 Acquisition	\$0	\$0	\$950	\$1	\$950
Total	\$0	\$0	\$6,677,350	\$7,599,096	\$7,512,350

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$3,907,676)	\$0	\$0	(\$3,907,676)
2 Preliminary Design	\$1	\$0	\$0	\$1
3 Final Design	(\$36,123)	\$0	\$0	(\$36,123)
4 Implementation	\$4,081,493	\$1,000,000	\$965,000	\$4,116,493
5 Closeout	(\$49,999)	\$0	\$0	(\$49,999)
6 Acquisition	(\$949)	\$0	\$0	(\$949)
Total	\$86,747	\$1,000,000	\$965,000	\$121,747

NARRATIVES

PKS M:CMMNTY PRTSHIP GRANT 316

1039848

1. CURRENT PROJECT SCOPE

Community Partnership Grants - The Community Partnerships and Grants (CPG) Program provides funding for strategic partnerships that result in the development of new regional recreation facilities. The grants allow community based organizations to plan, design, permit, and construct recreation facilities on King County Parks land. This appropriation will fund those grants. The CPG program also handles the program management for these projects. CPG is an ongoing, annual program. It started in 2003.

2. PROGRAMMATIC PROJECT DISCUSSION

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 citizens, in general, whose success is interconnected with the political, financial, and operational success of the County parks, sports, and recreation system.

If CPG was not implemented Parks would lose millions of dollars in leveraged resources. Parks would also lose a large amount of public support from thousands of stakeholders.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:CMMNTY PRTSHIP GRANT 316

1039848

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The amount requested is based on a recommendation from the King County Parks Levy Task Force, which provides direction of the voter-approved 2014-19 Parks, Trails and Open Space Replacement Levy. The proposed amount will provide funding for community based organizations to plan, design, permit, and construct recreation facilities on King County Parks land. CPG is an ongoing, annual program.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

The Northshore Phase 1 project is completed. All the other projects are underway at various stages of completion at this time ranging from planning to design. The balance will be spent in the near future.

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

County's Community partnerships

11. ART ELIGIBILITY

It is a Grant Program for the County's Community partnerships.

12. EQUITY AND SOCIAL JUSTICE IMPACT

The CPG program provides opportunities to develop partnerships with organizations in disadvantaged communities that enhance recreational amenities, which would allow the division to further the principles of equity and social justice in both its operations and capital investments. Future CPG projects are not determined until viable partnership proposals are evaluated for a variety of merits which include, among many other requirements, principles of equity and social justice. In addition to this evaluation process, the CPG program will require a statement on the grant application that addresses the benefits to disadvantaged communities within the scope of the partnership proposal.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The CPG program strives to meet Green Building standards when possible. The facilities that are being built however are not always applicable. For example, when building synthetic turf, we conserve water. Given that this is a grant program and specific projects are not necessarily identified, it is difficult to be specific.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:CMMNTY PRTSHIP GRANT 316

1039848

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$117	\$0	\$0	\$0	\$117
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$51,952	\$0	\$0	\$0	\$51,952
4 Implementation	\$54,512	\$200,000	\$0	\$0	\$254,512
5 Closeout	\$12,511	\$0	\$0	\$0	\$12,511
6 Acquisition	\$1,582,770	\$0	\$0	\$0	\$1,582,770
Total Budget	\$1,701,863	\$200,000	\$0	\$0	\$1,901,863

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39789 - CONTRIB REET #1	\$200,000	\$0	\$0	\$200,000
Total Revenue	\$200,000	\$0	\$0	\$200,000

EXPENSE

PKS ACQN EVALTNS MASTER

1046228

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$121,242	\$0	\$0	\$0	\$0	\$121,242
2 Prelim Design	\$196	\$0	\$0	\$0	\$0	\$196
3 Final Design	\$63,408	\$0	\$0	\$0	\$0	\$63,408
4 Implementation	\$42,093	\$80,000	\$220,000	\$0	\$0	\$342,093
5 Closeout	\$33,166	\$0	\$0	\$0	\$0	\$33,166
6 Acquisition	\$1,320,568	\$0	\$0	\$0	\$0	\$1,320,568
Total Expense	\$1,580,673	\$80,000	\$220,000	\$0	\$0	\$1,880,673

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$121,946	\$117	\$121,242
2 Preliminary Design	\$0	\$0	\$196	\$0	\$196
3 Final Design	\$0	\$0	\$63,408	\$51,952	\$63,408
4 Implementation	\$0	\$0	\$42,093	\$54,512	\$122,093
5 Closeout	\$0	\$0	\$33,166	\$12,511	\$33,166
6 Acquisition	\$0	\$0	\$1,344,551	\$1,582,770	\$1,320,568
Total	\$0	\$0	\$1,605,360	\$1,701,862	\$1,660,673

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$121,125)	\$0	\$0	(\$121,125)
2 Preliminary Design	(\$196)	\$0	\$0	(\$196)
3 Final Design	(\$11,455)	\$0	\$0	(\$11,455)
4 Implementation	(\$67,581)	\$200,000	\$220,000	(\$87,581)
5 Closeout	(\$20,655)	\$0	\$0	(\$20,655)
6 Acquisition	\$262,202	\$0	\$0	\$262,202
Total	\$41,190	\$200,000	\$220,000	\$21,190

NARRATIVES

PKS ACQN EVALTNS MASTER

1046228

1. CURRENT 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

Budget is based on historic spending patterns and future projections.

6. FUNDING AND REVENUE DISCUSSION

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS ACQN EVALTNS MASTER

1046228

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

N/A

11. ART ELIGIBILITY

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 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS M:MAURY ISLAND SITE

1121441

Master Project

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	
Location	Maury Island Natural Area
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1	\$0	\$0	\$0	\$1
2 Preliminary Design	\$1	\$0	\$0	\$0	\$1
3 Final Design	\$1	\$150,000	\$0	\$150,000	\$300,001
4 Implementation	\$3,179,325	\$670,451	\$0	\$840,000	\$4,689,776
5 Closeout	\$1	\$10,000	\$0	\$10,000	\$20,001
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$3,179,330	\$830,451	\$0	\$1,000,000	\$5,009,781

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$169,549)	\$0	\$0	(\$169,549)
39789 - CONTRIB REET #1	\$1,000,000	\$0	\$1,000,000	\$2,000,000
Total Revenue	\$830,451	\$0	\$1,000,000	\$1,830,451

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		PKS M:MAURY ISLAND SITE					1121441
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$47,726	\$0	\$0	\$0	\$0	\$47,726	
2 Prelim Design	\$58,027	\$0	\$0	\$0	\$0	\$58,027	
3 Final Design	\$168,327	\$0	\$110,000	\$50,000	\$150,000	\$478,327	
4 Implementation	\$739,829	\$210,000	\$2,430,000	\$0	\$840,000	\$4,219,829	
5 Closeout	\$1,597	\$0	\$20,000	\$0	\$10,000	\$31,597	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$1,015,506	\$210,000	\$2,560,000	\$50,000	\$1,000,000	\$4,835,506	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$47,726	\$1	\$47,726
2 Preliminary Design	\$0	\$0	\$58,027	\$1	\$58,027
3 Final Design	\$0	\$0	\$198,304	\$1	\$168,327
4 Implementation	\$0	\$0	\$786,303	\$3,179,325	\$949,829
5 Closeout	\$0	\$0	\$1,597	\$1	\$1,597
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$0	\$1,091,957	\$3,179,330	\$1,225,506

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$47,725)	\$0	\$0	(\$47,725)
2 Preliminary Design	(\$58,026)	\$0	\$0	(\$58,026)
3 Final Design	(\$168,326)	\$150,000	\$110,000	(\$128,326)
4 Implementation	\$2,229,496	\$670,451	\$2,430,000	\$469,947
5 Closeout	(\$1,596)	\$10,000	\$20,000	(\$11,596)
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$1,953,824	\$830,451	\$2,560,000	\$224,275

NARRATIVES

PKS M:MAURY ISLAND SITE

1121441

1. CURRENT 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

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:MAURY ISLAND SITE

1121441

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

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. The appropriation in the 2019-2020 budget will allow implementation of the next 3 to 4 acres of revegetation identified in the Cleanup Action Plan approved by Washington Department of Ecology. The budget request includes a disappropriation of \$169,549 for a funding gap between the grant spending authority in year 2014 and the actual grant awarded.

6. FUNDING AND REVENUE DISCUSSION

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 is estimated for 2019 and includes trail capping and capping of the former skeet range property 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.

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 to clean up the 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.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS M:MAURY ISLAND SITE	1121441
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	10/13/2022
Location	Renton
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$3,890,259	\$28,050,000	\$0	\$0	\$31,940,259
5 Closeout	\$1	\$150,000	\$0	\$0	\$150,001
6 Acquisition	\$2,358,546	\$0	\$0	\$0	\$2,358,546
Total Budget	\$12,971,974	\$28,200,000	\$0	\$0	\$41,171,974

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$273,298	\$0	\$0	\$273,298

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$23,900,000	\$0	\$0	\$23,900,000
39776 - CONTRIB REET #2	\$4,300,000	\$0	\$0	\$4,300,000
Total Revenue	\$28,200,000	\$0	\$0	\$28,200,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		PKS CENTRAL MAINT FACILITY				1122161
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$98,096	\$6,000	\$0	\$0	\$0	\$104,096
2 Prelim Design	\$157,634	\$800,000	\$0	\$0	\$0	\$957,634
3 Final Design	\$0	\$1,600,000	\$2,500,000	\$0	\$0	\$4,100,000
4 Implementation	\$106,597	\$0	\$31,690,000	\$1,650,000	\$0	\$33,446,597
5 Closeout	\$0	\$0	\$0	\$150,001	\$0	\$150,001
6 Acquisition	\$2,322,495	\$0	\$0	\$0	\$0	\$2,322,495
Total Expense	\$2,684,821	\$2,406,000	\$34,190,000	\$1,800,001	\$0	\$41,080,822

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$115,561	\$115,561	\$98,302	\$69,776	\$104,096
2 Preliminary Design	\$968,000	\$968,000	\$173,815	\$1,430,254	\$957,634
3 Final Design	\$4,100,000	\$4,100,000	\$1,632	\$5,223,138	\$1,600,000
4 Implementation	\$35,957,085	\$33,515,767	\$106,597	\$3,890,259	\$106,597
5 Closeout	\$150,001	\$150,001	\$0	\$1	\$0
6 Acquisition	\$2,322,645	\$2,322,645	\$2,322,645	\$2,358,546	\$2,322,495
Total	\$43,613,292	\$41,171,974	\$2,702,991	\$12,971,974	\$5,090,822

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$34,320)	\$0	\$0	(\$34,320)
2 Preliminary Design	\$472,620	\$0	\$0	\$472,620
3 Final Design	\$3,623,138	\$0	\$2,500,000	\$1,123,138
4 Implementation	\$3,783,662	\$28,050,000	\$31,690,000	\$143,662
5 Closeout	\$1	\$150,000	\$0	\$150,001
6 Acquisition	\$36,051	\$0	\$0	\$36,051
Total	\$7,881,152	\$28,200,000	\$34,190,000	\$1,891,152

NARRATIVES

PKS CENTRAL MAINT FACILITY

1122161

1. CURRENT 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 phased construction to allow the site to remain in operations during construction and includes demolition of the existing facilities once new areas are occupied.

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 working environments as well as to provide space for relocation of a crew from a satellite facility.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

PKS CENTRAL MAINT FACILITY

1122161

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.

5. BUDGET REQUEST BASIS

The budget request is based on a Class 3 Architect/Engineer's estimate prepared for project baseline, past experience with similar projects, and on contractual commitments for design and engineering. The estimate at completion has a range of costs between \$37.9-43.6 million. This appropriation request is for an additional \$28.2 million for a project total EAC of \$41,171,974 including previous appropriation of \$12.9 million.

6. FUNDING AND REVENUE DISCUSSION

This budget request is funded with a 20-year, \$25 million bond to be backed by Real Estate Excise Taxes. Bond financing is considered appropriate for this project in consideration of the anticipated longevity of the constructed facility. King County's Comprehensive Financial Management Policies sites debt funding as the "preferred option for financing the acquisition and construction of the County's capital assets. Debt financing offers three benefits over the pay-as-you-go financing of capital assets: (1) the County is not forced to postpone capital expenditures until it has accumulated sufficient funds; (2) the repayment of debt over an extended period allows for the cost of assets to be spread over current and future years of those assets; and (3) maximizes the federal government benefit of issuing municipal debt on a tax-exempt basis."

Additional budget request of \$3.2 million to be provided by REET 1.

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 at baseline status (between 30%-60%). Additional work to be performed but not yet started includes design through 100%, permitting, bidding, construction, commissioning, post-construction monitoring, and close out.

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.

11. ART ELIGIBILITY

N/A

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS CENTRAL MAINT FACILITY

1122161

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 may be 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. \$1.2 million in incremental cost is included in the project EAC for a solar panel and battery backup system (3% of project cost). The project intends to utilize 100% on-site renewable energy to for all electricity and use no fossil fuel based heating. The incremental cost of the solar system yields benefits which include an annual savings of 577 metric tons of CO2, a range of operational savings 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

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	General
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$850,830	\$350,000	\$0	\$0	\$1,200,830
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$850,830	\$350,000	\$0	\$0	\$1,200,830

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$200,000	\$1,000,000	\$0	\$0	\$1,200,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$200,000	\$1,000,000	\$0	\$0	\$1,200,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$850,830	\$200,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$850,830	\$200,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$650,830	\$350,000	\$1,000,000	\$830
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$650,830	\$350,000	\$1,000,000	\$830

NARRATIVES

PKS GRANT CONTINGENCY 3160

1129678

1. CURRENT 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

N/A

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), WADNR, 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, and the Cooperative Watershed Management (CWM).

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS GRANT CONTINGENCY 3160	1129678
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7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

N/A

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not visible to the public.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$50,000	\$0	\$0	\$0	\$50,000
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$700,000	\$800,000	\$900,000	\$2,400,000
4 Implementation	\$3,103,597	\$3,500,000	\$4,000,000	\$4,500,000	\$15,103,597
5 Closeout	\$0	\$66,000	\$75,000	\$90,000	\$231,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$3,153,598	\$4,266,000	\$4,875,000	\$5,490,000	\$17,784,598

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39776 - CONTRIB REET #2	\$4,266,000	\$4,875,000	\$5,490,000	\$14,631,000
Total Revenue	\$4,266,000	\$4,875,000	\$5,490,000	\$14,631,000

EXPENSE

PKS M:SMALL CAPITAL

1129686

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$5,843	\$0	\$0	\$0	\$0	\$5,843
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$47,539	\$100,000	\$900,000	\$700,000	\$900,000	\$2,647,539
4 Implementation	\$523,136	\$2,010,000	\$3,740,000	\$2,310,000	\$4,500,000	\$13,083,136
5 Closeout	\$2,432	\$20,000	\$66,000	\$65,000	\$90,000	\$243,432
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$578,950	\$2,130,000	\$4,706,000	\$3,075,000	\$5,490,000	\$15,979,950

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$9,809	\$50,000	\$5,843
2 Preliminary Design	\$0	\$0	\$14,261	\$0	\$0
3 Final Design	\$0	\$0	\$91,241	\$0	\$147,539
4 Implementation	\$0	\$0	\$1,172,615	\$3,103,597	\$2,533,136
5 Closeout	\$0	\$0	\$7,254	\$0	\$22,432
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$1,295,180	\$3,153,597	\$2,708,950

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$44,158	\$0	\$0	\$44,158
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$147,539)	\$700,000	\$900,000	(\$347,539)
4 Implementation	\$570,461	\$3,500,000	\$3,740,000	\$330,461
5 Closeout	(\$22,432)	\$66,000	\$66,000	(\$22,432)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$444,648	\$4,266,000	\$4,706,000	\$4,648

NARRATIVES

PKS M:SMALL CAPITAL

1129686

1. CURRENT PROJECT SCOPE

The Small Capital Program - is an on-going program that funds emergent and time critical small capital construction or major maintenance project design and implementation with the use of in-house county forces. The legacy program is known as Small Contracts and is currently in Fund 3490, Parks Facility Rehab. The current plan is to complete remaining projects in Fund 3490 and add any new projects in the Small Capital program.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:SMALL CAPITAL

1129686

5. BUDGET REQUEST BASIS

Budget is based on Planning Level Engineer's Estimate, past experience, and costs associated with similar past contracts for design, engineering, permitting, and construction. This 2019-2020 capital appropriation request funds the design, permitting, and implementation of emergent priority small projects in the Park System. High Priority 2019-2020 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, park system signage, reroofing projects, fencing, shelters, and kiosks, safety and security repairs and upgrades, gates, installation of survey monument and property boundary markers, and cultural resources survey.

6. FUNDING AND REVENUE DISCUSSION

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

N/A

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS M:SMALL CAPITAL	1129686
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS PRESTON ATHLETIC FIELDS

1130265

TA

Department	NATURAL RESOURCES AND PARKS
Council District(s)	3
Fund	3160 FMD-PARKS,REC,OPEN SPACE
Class Code	STANDALONE
Substantial Completion	
Location	Preston Park
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$650,000	(\$50,000)	\$0	\$0	\$600,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$650,000	(\$50,000)	\$0	\$0	\$600,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39789 - CONTRIB REET #1	(\$50,000)	\$0	\$0	(\$50,000)
Total Revenue	(\$50,000)	\$0	\$0	(\$50,000)

EXPENSE

PKS PRESTON ATHLETIC FIELDS

1130265

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$600,000	\$0	\$0	\$0	\$0	\$600,000
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	\$600,000	\$0	\$0	\$0	\$0	\$600,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$600,000	\$0	\$600,000
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$0	\$650,000	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$600,000	\$650,000	\$600,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$600,000)	\$0	\$0	(\$600,000)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$650,000	(\$50,000)	\$0	\$600,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$50,000	(\$50,000)	\$0	\$0

NARRATIVES

PKS PRESTON ATHLETIC FIELDS

1130265

1. CURRENT PROJECT SCOPE

Preston Athletic Fields - This project funded the timely repair/replacement of synthetic turf at two fields at Preston Athletic Fields in partnership with the Eastside Football Club.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

The budget request is based on remaining funding to be reallocated to other project.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate remaining balance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Completed.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS PRESTON ATHLETIC FIELDS	1130265
9. ALTERNATIVES ANALYSIS		
10. OTHER AGENCY INVOLVEMENT		
11. ART ELIGIBILITY		
Disappropriation		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

E911 Small PSAP Equipmt

1130200

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 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,600,000	\$3,000,000	\$0	\$0	\$4,600,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,600,000	\$3,000,000	\$0	\$0	\$4,600,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39711 - CONTRIB EMERGENCY 911	\$3,000,000	\$0	\$0	\$3,000,000
Total Revenue	\$3,000,000	\$0	\$0	\$3,000,000

EXPENSE E911 Small PSAP Equipmt 1130200

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$500,000	\$4,100,000	\$0	\$0	\$4,600,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$500,000	\$4,100,000	\$0	\$0	\$4,600,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$436	\$1,600,000	\$500,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$436	\$1,600,000	\$500,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$1,100,000	\$3,000,000	\$4,100,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,100,000	\$3,000,000	\$4,100,000	\$0

NARRATIVES

E911 Small PSAP Equipmt

1130200

1. CURRENT PROJECT SCOPE

E911 Small PSAP Equipmt - E911 Small Public Safety Answering Point (PSAP) Equipment - This project is an ongoing equipment refresh project that replaces equipment at the end of its life cycle. The scope of this project has been increased to include additional PSAPs not included in the 2017-2018 Budget Proposal.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

The E-911 Viper equipment is a critical system necessary for the delivery of 911 calls. Some of the current systems are going on 6-7 years old and the manufacturer recommends that the systems are refreshed every 4-5 years. Some of the systems are starting to experience system failures and it is critical that the systems are refreshed before they have an unrecoverable failure.

4. PROJECT BENEFITS/OUTCOMES

The refresh of outdated equipment will allow for the Program Office to maintain service levels until the new platform is implemented. There are risks associated with continuing to use 911 equipment past the manufacturer recommendation. Benefits will be recognized by the Program Office and King County PSAPs in maintaining service levels and reducing risks of equipment failures.

5. BUDGET REQUEST BASIS

The budget request will cover the costs of 3 additional PSAP equipment refreshes during this refresh cycle. Per the strategic plan recommendation, E-911 is working to develop an RFP to modernize the E-911 call delivery technology. In order to ensure continuity of the system and mitigate risks associated with aging equipment, this refresh will enable a functional system through the system modernization process.

6. FUNDING AND REVENUE DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

E911 Small PSAP Equipmt

1130200

7. OPERATING BUDGET AND OTHER IMPACTS

There is no anticipated change to the operational budget as the result of the equipment upgrade. The annual support costs are anticipated to remain steady.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

No alternatives considered. The Program Office has a contract for a specific named system and is required to maintain version and system levels. The Program Office recently completed a 10-year strategic plan and will be requesting proposals for replacing the current system, however the current 9-1-1 equipment must be maintained until that system can be implemented.

10. OTHER AGENCY INVOLVEMENT

911 call centers (PSAPs) will be affected by the equipment refresh and the Program Office will coordinate with the PSAP representatives on project scheduling and implementation.

11. ART ELIGIBILITY

Technology Project

12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

The Equipment Refresh aligns with the Effective Digital Systems strategic initiative by decreasing risk of system failure.

16. PROJECT COMPLEXITY

This project is moderately complex. To mitigate, the Program Office is employing a full-time project manager and has also contracted for project management from both the vendor and manufacturer. Comprehensive project plans have been developed and shared with the PSAPs for review and feedback.

17. CAPACITY TO IMPLEMENT THE PROJECT

The E-911 Program Office has the capacity to implement the project in the given timeframe. Initially, a dedicated Business Analyst will be used to gather and document the system requirements. A King County Project Manager will be dedicated to overseeing and managing this project and interfacing with the Project Review Board.

18. PROJECT RISKS

The biggest risk to this project is not implementing or delaying. The primary mission of the Program Office is the reliable delivery of 9-1-1 calls and the current system is beyond the expected life and needs to be refreshed. The current system is beginning to experience system failures and needs to be refreshed before experiencing an unrecoverable failure.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

E911 Security System

1130202

TA

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 06/2018	FY19-20	FY21-22	FY23-24	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	\$3,500,000	(\$3,500,000)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$3,500,000	(\$3,500,000)	\$0	\$0	\$0

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39711 - CONTRIB EMERGENCY 911	(\$3,500,000)	\$0	\$0	(\$3,500,000)
Total Revenue	(\$3,500,000)	\$0	\$0	(\$3,500,000)

EXPENSE E911 Security System

1130202

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$3,500,000	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$3,500,000	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$3,500,000	(\$3,500,000)	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$3,500,000	(\$3,500,000)	\$0	\$0

NARRATIVES

E911 Security System

1130202

1. CURRENT PROJECT SCOPE

E-911 Security System - This project was developed to engage consultants and vendors to evaluate and execute an improved security system for the 911 technology. However, the Program Office is requesting a disappropriation of funds after a re-evaluation of the project. Security needs will now be embedded in individual projects.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

The Program Office is requesting to disappropriate funds for the E-911 Security System project. After a re-evaluation of the project, the Program Office determined that embedding an assessment of security needs into each individual project and technology is a more practical approach. Traditionally 9-1-1 systems have been architected around closed networks, however the emergence of new requirements, such as text-to-911, require that the systems are opened up to the outside world. The Program Office therefore recognizes that network security is a critical component of system design. Further, it was recognized that it made more sense to develop the security systems as technologies emerge, rather than install a comprehensive security system that may not be applicable as the technology requirements become clearer. This approach also guards against early obsolescence of the security components.

4. PROJECT BENEFITS/OUTCOMES

N/A

5. BUDGET REQUEST BASIS

N/A

6. FUNDING AND REVENUE DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	E911 Security System	1130202
7. OPERATING BUDGET AND OTHER IMPACTS		
N/A		
8. PROJECT STATUS		
Funding for this project will be disappropriated.		
9. ALTERNATIVES ANALYSIS		
N/A		
10. OTHER AGENCY INVOLVEMENT		
The regional 911 centers (PSAPs) have expressed support for the changes in the approach to addressing security needs.		
11. ART ELIGIBILITY		
Technology Project		
12. EQUITY AND SOCIAL JUSTICE IMPACT		
N/A		
13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT		
N/A		
14. OTHER CONSIDERATIONS (OPTIONAL)		
N/A		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

E911 Call Reporting Upgrd

1133687

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	12/31/2019
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$645,000	\$0	\$0	\$645,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$645,000	\$0	\$0	\$645,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39711 - CONTRIB EMERGENCY 911	\$645,000	\$0	\$0	\$645,000
Total Revenue	\$645,000	\$0	\$0	\$645,000

EXPENSE E911 Call Reporting Upgrd 1133687

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$645,000	\$0	\$0	\$645,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$645,000	\$0	\$0	\$645,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$645,000	\$645,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$645,000	\$645,000	\$0

NARRATIVES

E911 Call Reporting Upgrd

1133687

1. CURRENT PROJECT SCOPE

E911 Call Reporting Upgrade - The project will modernize the existing call reporting system at the 13 9-1-1 call answering centers (PSAPs) located throughout King County and legally meet reporting requirements.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

The current call reporting system has been in use since 2008 and is out of date, hard to use and is manufacturer discontinued, with support ending in 2019. As a State excise tax funded 9-1-1 Agency, King County E-911 is legally required to have a call reporting system that accurately reports the number of emergency calls received, answered, and transferred as well as time-to-answer statistics. The call reporting requirements are unique to 9-1-1 and currently there is only a single solution, called PowerMetrics, which will meet the needs of the County and is supported by the current vendor.

4. PROJECT BENEFITS/OUTCOMES

The benefits of the new system will be recognized equally by both internal (KCIT E-911 staff) and external (9-1-1 Center) customers. The current method for generating monthly call statistics is labor intensive, time consuming, and produces inconsistent results. With PowerMetrics, it is expected that Program Office (PO) staff can quickly access and generate call center data and produce more consistent monthly reports. Since E911 is a subscriber to the National Emergency Number Association (NENA) call record requirements, the cloud-based PowerMetrics application will be able to easily migrate E911 from the existing distributed system architecture to the single platform approach as specified in the E-911 Strategic Plan.

5. BUDGET REQUEST BASIS

E-911 is requesting the full budget for the 2019-2020 biennial budget in order to contract with the vendor and implement the new system. There are no additional phases anticipated for this project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

E911 Call Reporting Upgrd

1133687

6. FUNDING AND REVENUE DISCUSSION

N/A

7. OPERATING BUDGET AND OTHER IMPACTS

We anticipate this project to be cost neutral on an ongoing basis.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

No alternatives considered. PowerMetrics is the only call reporting system that is currently certified for use with the 9-1-1 call answering system. The Program Office is contractually obligated to only install components that are certified by the manufacturer.

10. OTHER AGENCY INVOLVEMENT

All of the PSAPs will be affected by this change in that they will need to use a different tool for reports. The PSAPs will receive benefit by reduced report generation time and consistency between the PO and Agency. All agencies have been made aware that a change is coming, and are supportive, however no specific information has yet been provided.

11. ART ELIGIBILITY

Technology project that does not consist of major physical infrastructure construction.

12. EQUITY AND SOCIAL JUSTICE IMPACT

An equity impact review is required for this project and will be completed as part of the project's planning phase.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

14. OTHER CONSIDERATIONS (OPTIONAL)

Critical Success Factors from CIO and PSB:

- 1) KCIT Procurement engagement to assist with RFP is required.
- 2) Evaluate required data migration needs and include in RFP.
- 3) Coordinate with other E-911 projects and report to PRB on any resource contention issues.
- 4) Early change management/training plan with / for PSAPs is required.
- 5) Perform Equity Impact Review (EIR).

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 call management system that will reduce risk associated with an aging program; streamlined reporting; and allow for more tailored reports for our external partners. The project will also address the Data Driven objective by allowing King County and partners to have greater visibility in the call data.

16. PROJECT COMPLEXITY

The complexity of this project is fairly low. The technology is well proven and both the vendor and manufacturer have significant experience with the product. The Program Office will contract with the vendor to install, maintain and train on the application.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

E911 Call Reporting Upgrd

1133687

17. CAPACITY TO IMPLEMENT THE PROJECT

Although E-911 is currently implementing a number of projects, the Program is bringing on additional resources to implement the project. Implementation will be primarily handled by the application vendor. The vendor will install, maintain and train on the application. E911 will also utilize project manager, business analyst, and quality assurance expertise for this project. These resources are included in the project budget.

Implementation for this project is not complex, as the current thick client application is transitioned to a cloud-based application, which does not require a high level of resource commitment. The project implementation is currently slated for Q1/2019 - Q2/2019, a period in which concurrent active project implementations is at a minimum, including both County and vendor resources.

18. PROJECT RISKS

Project risk is low. The new application adheres to national 9-1-1 standards and migrates easily from the existing application. Data migration from the existing application is not in project scope and, therefore, is not a risk. Further, both the new and old applications will run simultaneously for a period of time to ensure that the new application is receiving data and able to report accurately. Once the data has been verified and training is completed, connectivity to the old system will be discontinued for collection of new data. The old system will be maintained for a period of two years for legacy reporting purposes.

Delaying this project past 2019 puts the County at risk, as the current reporting system will no longer be supported and any failure would result in the not being able to provide the state-mandated call statistics.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DPH IT EHS ENVISION CLOUD

1134305

IT Project

Department	PUBLIC HEALTH
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3230 DPH TECHNOLOGY CAPITAL
Class Code	
Substantial Completion	12/31/2020
Location	401 5th Ave Suite 1100, Seattle 98108: Environmental Health offices
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 06/30/19	\$0	\$396,000	\$0	\$0	\$396,000
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/20 - 12/31/20	\$0	\$568,800	\$0	\$0	\$568,800
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/20 - 12/31/20	\$0	\$1,500,000	\$0	\$0	\$1,500,000
Total Budget	\$0	\$2,464,800	\$0	\$0	\$2,464,800

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
17275 - TRANSFERS IN	\$2,464,800	\$0	\$0	\$2,464,800
Total Revenue	\$2,464,800	\$0	\$0	\$2,464,800

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		DPH IT EHS ENVISION CLOUD					1134305
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$390,000	\$0	\$0	\$390,000	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0	
4 Implementation	\$0	\$0	\$574,800	\$0	\$0	\$574,800	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000	
Total Expense	\$0	\$0	\$2,464,800	\$0	\$0	\$2,464,800	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$396,000	\$390,000	\$6,000
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$568,800	\$574,800	(\$6,000)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$1,500,000	\$1,500,000	\$0
Total	\$0	\$2,464,800	\$2,464,800	\$0

NARRATIVES

DPH IT EHS ENVISION CLOUD

1134305

1. CURRENT PROJECT SCOPE

Department of Public Health (DPH) Information Technology (IT) Environmental Health Services (EHS) Envision Cloud - This project will evaluate and upgrade EHS' work management system, Envision Connect, which the vendor is no longer updating. As the system is currently configured, customers have to navigate separate agency platforms, log-ins, and payments to obtain permits. With an enhanced platform, both EHS and the Permitting Division of the Department of Local Services (Permitting) seek to offer more coordinated and standardized public service offerings such as a unified public portal, participation in regional permitting for all services, and enhanced customer service with clear online workflows between combination building/plumbing permits. This project scope allows EHS to explore Accela's new Environmental Health module, release an RFP to leverage Environmental Health and Permitting's combined buying power for an upgrade, complete procurement, and implement the new system.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DPH IT EHS ENVISION CLOUD

1134305

3. PROJECT JUSTIFICATION

Envision Connect is the sole work management tracking system for Environmental Health Services' programs and service delivery. This includes both State and Federally mandated services such as food and restaurant inspections. If this project to evaluate and upgrade Environmental Health's work management system is approved, customers seeking permits with King County will experience enhanced online services across EH programs and benefit from improved workflows between Permitting's building permitting and EH's onsite and plumbing permitting processes.

Environmental Health has used the Envision system since 1998. Typical ERP operating life cycles range from five to ten years. At twenty years, Envision is reaching the end of its useful life as business, customer and technological requirements evolve. When Envision was purchased by Accela in 2015, rather than enhancing Envision, Accela determined to invest their development into building a new Environmental Health software module which will offer a more comprehensive solution than Envision. As KCIT and industry has shifted away from supporting on premise solutions and towards SaaS solutions, Environmental Health seeks to realize the efficiencies of a SaaS, cloud based solution for the future. Furthermore, Accela has a pattern of purchasing smaller software companies, integrating their customers and then phasing out the purchased application within a few years. They have done this with previous mergers such as with Permits Plus. There is a possibility this same pattern will repeat with the purchase of Decade, the creator of Envision Connect. It is in King County's best interest to be proactive in light of this risk as all of Environmental Health's wide-ranging regulatory services are managed through the Envision Connect system.

Since Envision Connect is no longer supported for upgrades or new functionality, EH is limited in its ability to improve service offerings or system processes despite the high costs paid to sustain the system. EH's current 15 month contract costs \$439,000 with an additional \$437,000 for system maintenance, including two dedicated KCIT resources to manage the system's server upgrades, program customizations, requests and maintenance.

The proposed Envision Connect upgrade will involve analysis identifying what system and business tools are going to be required to support the rate and fee based programs in EH and the potential cost and impact on future rates, particularly leading into a rate study in 2019.

This project aligns with King County's strategic goal to be the best run government and adopt new technologies and processes that allow county agencies to work more effectively and efficiently while the county achieves consolidated services. This project seeks to enable a more streamlined process for customers to obtain permits between Permitting and EH including reduced processed steps, reduced number of separate log-ins, an integrated payment option, etc. This project also aligns with the KCIT strategic goal of technology modernization, moving away from on premise applications and towards more efficient SaaS solutions. This will also enhance our ability to enable more efficiencies with remote deployment staffing strategies which is challenged now due to our need for manual synchronization with Envision Connect and Envision Connect Remote, our mobile inspection tablet software.

Envision Connect is a critical system for Public Health that supports Environmental Health programs service delivery. It is an industry specific tool for Public Health regulatory services. Environmental Health operates a separate fund within the Public Health budget.

4. PROJECT BENEFITS/OUTCOMES

1—A more streamlined process for customers to obtain permits between Permitting and EH including reduced processed steps, reduced number of separate log-ins, an integrated payment option, etc.

2- Improved online customer satisfaction with our customer facing portal using a CSAT scoring methodology.

3- A new system will overcome our current software deficiencies which we address through side systems such as our customer-facing web portal and the Envision Connect Remote software which requires manual syncing to the Envision Connect system. In a new software implementation, we seek a single platform system that offers live syncing (and ability to hold and send data), and an integrated customer facing web-portal and the ability to add new capabilities and evolve with business needs on the platform.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DPH IT EHS ENVISION CLOUD

1134305

5. BUDGET REQUEST BASIS

In anticipation of this project, Permitting and EH limited their usual 5-year contracts to 15-month contracts through December 2018, when an RFP will provide details on available solutions. The anticipated cost of this project includes the end-to-end cost of vendor implementation and KCIT support, including \$1.5M for implementation, \$120k for project management, \$60k for business analysis, \$60k for system analysis, \$90k for IT development, \$45k for quality assurance, \$15k for User-Defined Extensions (UDX), and \$6k for contract negotiation support from KCIT. With a 30-percent contingency, the project cost totals \$2,464,800.

6. FUNDING AND REVENUE DISCUSSION

Environmental Health is a rate and fee based division. The costs for the Envision Connect system are recovered through Environmental Health rates. If approved, a rate study analysis will be performed in 2019 to assess the impact of additional costs on EH's rate funded fee-based programs.

7. OPERATING BUDGET AND OTHER IMPACTS

We anticipate the annual operating budget to remain steady with current spending levels. If Public Health and Permitting leverage economies with the vendor and KCIT for Accela system maintenance costs, there is a chance we could even see some margin of decrease.

EH's current 15 month Envision contract costs \$439,000 (\$351,200 annually) with an additional \$437,000 for KCIT managed system maintenance, including two dedicated KCIT resources to deliver system updates, program customizations, requests and maintenance.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

The basis of this project is to perform an RFP and evaluate alternatives for our future Envision Connect work management system. As part of the RFP, Accela, our current vendor, and other comparable Environmental Health regulatory work management systems will be evaluated. Criteria for selection will be based on cost, business needs, improving our customer services offered and the ability to create a streamlined customer experience with Permitting's processes.

10. OTHER AGENCY INVOLVEMENT

This project encompasses all of Environmental Health's programs inspection and regulatory work, ranging from: Food and Facilities, Plumbing, On Site Septic, Solid Waste and Vectors, etc. Permitting will also be directly impacted by this work, should Public Health and Permitting determine to jointly negotiate a contract with Accela with the aim to establish better, more feasible terms and service levels.

11. ART ELIGIBILITY

N/A

12. EQUITY AND SOCIAL JUSTICE IMPACT

An equity impact review is required for this project and will be completed as part of the project's planning phase.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DPH IT EHS ENVISION CLOUD

1134305

14. OTHER CONSIDERATIONS (OPTIONAL)

CIO and PSB Critical Success Factors and Conditions:

- 1) KCIT ART and security review are required
- 2) Engage external Quality Assurance reporting to PRB or the project sponsor
- 3) Collaborate with PRB staff and KCIT Procurement for external QA scope of work and contract
- 4) Review and report to PRB on re-evaluated O&M costs when ready (current estimate is high)
- 5) Coordinate and report to PRB potential integration with DPER solution
- 6) Report on the risk register at each funding release request
- 7) EIR is required

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

N/A

15. STRATEGIC IT PLAN ALIGNMENT

This project aligns with KCIT's strategic goal to enable new technologies and processes that promote effective and efficient consolidated services. This project seeks to enable a more streamlined process for customers to obtain permits between Permitting and EH including reduced processed steps, reduced number of separate log-ins, an integrated payment option, etc.

This project also aligns with the KCIT objective of technology modernization and efficiency, moving from on prem applications towards more cloud based, SaaS solutions. This will also enhance our ability to remotely deploy staff which is challenged now due to the need for manual synchronization with Envision Connect and Envision Connect Remote, our mobile inspection tablet software.

16. PROJECT COMPLEXITY

This project offers a low business complexity and mid-to-low technical complexity. If we stay with our current vendor, Accela, and also wait for their new technology to develop for 1-2 years as they onboard new counties and develop workflows for their new Environmental Health software module, there will be less technical complexity, risk and a lower cost. If we acquire a new vendor, or push for the Accela service immediately, there will be more technological complexity.

Business Impact and Scope 3
Business Leadership and Visibility 1
Technology Impact and Risk 3
Technical Solution Approach 4

17. CAPACITY TO IMPLEMENT THE PROJECT

Environmental Health (EH) has a history of implementing technology projects. The last major work management software to be implemented was in 2000 when Envision was adopted, however there have been major upgrades since, including moving to Envision Connect and implementing other side systems including our customer web portal and Envision Connect Remote.

The division technology capacity currently includes two full time KCIT Systems Specialists who are dedicated to managing Envision Connect, providing data, reporting and system modifications. EH also employs a Sr. Business Analyst and Functional Analyst who will be representatives from within the Division for the overall project implementation. The amount of their FTE to be dedicated to the project will be balanced against other business needs.

The budget also includes adequate one-time KCIT resources to enable the transition including: project management, business analysis, system analysis, developer, quality assurance, and UDX.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DPH IT EHS ENVISION CLOUD

1134305

18. PROJECT RISKS

Vendor readiness – risk occurrence is related to timing. Since Accela’s Environmental Health software is currently under development with only a few counties undergoing implementation in 2018, the risks of schedule delays and complexity of implementation will be higher if pursued immediately. This is especially given EH’s robust reporting requirements that will need to be customized for the new software and the unique format of having a plumbing inspection program within Environmental Health. If EH waits until late 2019-early 2020 to implement, the vendor will be more prepared and the upgrade less risky, complex, and costly.

Change management – risk occurrence is medium. Part of the project manager’s job will be to lead a robust change management effort with tenured workforce, who have been accustomed to the same work management system for 20 years. Within this time, there have been upgrades, process improvements and smaller scale change efforts which have been successful. These indicate a precedent for success, but an intensive change management effort with staff will be crucial to ensure a seamless adoption.

The 30% contingency funding is based on the KCIT standard.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DCHS DO Client Level Program Performance Reporting Tool (DCHS DO CLPPRT)

1134636

IT Project

Department	COMMUNITY AND HUMAN SERVICES
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3240 DCHS TECHNOLOGY CAPITAL
Class Code	STANDALONE
Substantial Completion	12/31/2019
Location	401 5TH AVE, CNK-HS-0500, Seattle 98104: King County Chinook Bldg
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$2,160,000	\$0	\$0	\$2,160,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$2,160,000	\$0	\$0	\$2,160,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39753 - CONTRIB ITS	\$2,160,000	\$0	\$0	\$2,160,000
Total Revenue	\$2,160,000	\$0	\$0	\$2,160,000

EXPENSE DCHS DO CLPPRT 1134636

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$2,160,000	\$0	\$0	\$2,160,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$2,160,000	\$0	\$0	\$2,160,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$2,160,000	\$2,160,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$2,160,000	\$2,160,000	\$0

NARRATIVES

DCHS DO CLPPRT

1134636

1. CURRENT PROJECT SCOPE

DCHS Director's Office (DO) Client Level Program Performance Reporting Tool ("CLPPRT") - This project is an IT solution to compare program performance data to goals based on individual client service and outcome data. It will include data from DCHS's three major levy programs (Best Starts for Kids (BSK); Veterans, Seniors and Human Services Levy (VSHSL); and Mental Illness and Drug Dependency (MIDD)) as well as the Developmental Disabilities and Early Childhood Supports Division, and provide reporting capabilities on required data from contracted agencies and how it compares to contractual performance targets at the client or aggregate level.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This project is addressing a critical system. Currently, there are four DCHS programs that all have their own, disparate processes for reporting on performance data for their services - Best Starts for Kids ("BSK"), the Veterans, Seniors and Human Services Levy ("VSHSL"), MIDD, and Developmental Disabilities ("DD"). These existing processes are poorly documented, non-standardized and do not always provide client-level data on outcomes. The result of the current situation is that DCHS does not have the means to effectively or efficiently report out answers for legally mandated questions in a timely fashion. While the existing systems can produce reports, the process to compile these results requires significant manual labor. This project will significantly decrease the labor required for reporting.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DCHS DO CLPPRT

1134636

4. PROJECT BENEFITS/OUTCOMES

DCHS will gain the ability to run reports on actuals versus targets directly, using the reporting system. Currently, this process requires manually merging data from several systems to complete a single targets vs actuals report.

The quality of DCHS's program performance data will be improved through the usage of automated validation rules that will trigger at time of entry. The current process relies on manual review by staff to make sure that data "looks right" prior to acceptance.

Provider agencies will be able to view the data that they have submitted to DCHS to review and verify for accuracy.

DCHS will be able to meet its legally mandated commitments to provide client level outcome data.

Client data will be able to be reviewed across multiple programs and provider agencies, creating a comprehensive view of the client experience that DCHS provides.

5. BUDGET REQUEST BASIS

This is a new project, so there is no existing appropriation. The current estimate of total project cost for implementation (1 year timeframe) is \$1.8M. With a 20-percent contingency included, this amount becomes \$2.16M. KCIT led the process for developing this cost estimate, and this estimate is based on the preliminary outcome of a procurement process as well as KCIT estimates of equipment and personnel time necessary for both initial implementation as well as ongoing O&M. Because an RFP has already begun and significant early analysis has already been completed by KCIT, these cost estimates are relatively certain, although there is still uncertainty as this is the early phase of a large-scale project. DCHS will fund this cost entirely through an allocation to the BSK, MIDD, VSHSL and Developmental Disabilities (DD) funds.

6. FUNDING AND REVENUE DISCUSSION

DCHS will fund this cost entirely through an allocation to the BSK, MIDD, VSHSL and DD funds.

7. OPERATING BUDGET AND OTHER IMPACTS

The estimate for ongoing O&M is \$220,000 per year. This will represent an increase in the operating budget for the funds that are affected (BSK, MIDD, VSHSL, and DD).

8. PROJECT STATUS

New.

9. ALTERNATIVES ANALYSIS

The alternative to this project is to continue to use the existing data systems that are built on out-of-date technologies. While this would work, these out-of-date technologies are no longer supported by KCIT, and there are significant benefits to be found in application modernization.

10. OTHER AGENCY INVOLVEMENT

N/A

11. ART ELIGIBILITY

This is a technology project that does not have a significant physical infrastructure component.

12. EQUITY AND SOCIAL JUSTICE IMPACT

An equity impact review is required for this project and will be completed as part of the project's planning phase.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DCHS DO CLPPRT

1134636

14. OTHER CONSIDERATIONS (OPTIONAL)

CIO and PSB Critical Success Factors and Conditions:

- 1) KCIT ART and data review are required;
- 2) Security review is required;
- 3) There are vendor provided solutions (i.e., CRM Dynamics); Salesforce is a NOT a solution to go with;
- 4) Use of data platform is a must;
- 5) Use of KCIT contracting is required;
- 6) Up to 12 month duration;
- 7) Equity Impact Review/Report - to be completed by December 2018

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

N/A

15. STRATEGIC IT PLAN ALIGNMENT

Best Run Government: Help transform health and human services by providing a means to track specific, measurable goals through the analysis of performance data provided at the client level. This data will be used to improve program service efficiency and ensure that DCHS is investing in the most effective service strategies.

Building Equity & Opportunity: Will work directly with the VSHSL as well as BSK levies, which are two of the primary pillars of this initiative. Provide the much needed data "window" into the performance and efficiency of a number of programs funded by these levies.

Application Modernization - This project will sunset old tools/databases, and leverage a King County endorsed technology platform (Microsoft Dynamics).

16. PROJECT COMPLEXITY

One area of complexity is that the system is external and contains Health Insurance Portability and Accountability Act (HIPAA) protected data on residents, some of whom represent our most vulnerable populations. The system will therefore need to ensure compliance with strict security standards regarding this personal information. DCHS and KCIT have experience managing complex privacy requirements in other recent data system projects related to health care information. An additional area of complexity is how to communicate and roll out these changes to provider agencies, which can have unsophisticated IT systems. DCHS has experience bringing providers along with technical changes and providing technical assistance when needed.

17. CAPACITY TO IMPLEMENT THE PROJECT

DCHS has extensive experience with complex technology projects, including the recently completed Behavioral Health Integration project, a multi-year project that expanded the Mental Health data system into an integrated system that allows the Behavioral Health and Recovery Division (BHRD) to collect, process and analyze data, and generate payment data to contracted providers. This system submits integrated data to the state for both mental health and substance use disorder activities, rather than separately. The third phase of the project, completed in March 2018, successfully moved the system to the Cloud.

This project required multi-year business commitment and oversight, and is a good example of DCHS's experience working collaboratively with KCIT to launch major systems. For 2019-2020, DCHS is proposing to add a Database Integration Manager position that will provide additional support for these types of large scale IT projects and the overall mission behind them to integrate reporting abilities.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DCHS DO CLPPRT

1134636

18. PROJECT RISKS

(High Risk)

(1) This project will have an aggressive schedule in order for DCHS to meet Executive and Council requirements for reporting on BSK, VSHSL, MIDD, and Developmental Disabilities service success. Since there is a broad range of end users and groups with specific requirements that must be gathered, scheduling conflicts and a general lack of time will be a significant risk to the project timeline. To mitigate this risk, DCHS is planning to engage an experienced vendor who has prior experience with systems of this nature, and who plans to use a King County standard platform (Microsoft Dynamics) to develop the solution.

(2) Competing interests - since so many stakeholders are involved, a DCHS-led Project Steering Committee will keep the scope focused and ensure a common approach to workflows, standardized roles, and metrics.

(3) Latecomer business requirements - MIDD and Developmental Disabilities (DD) were included in this project scope after the needs analysis was performed based on just including BSK and VSHSL information, so less time was spent upfront on understanding MIDD and DD needs. There may be some requirement modifications as more is understood about the needs of these programs.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DCHS DO Case Management Tool Modernization (DCHS DO CMT)

1134637

IT Project

Department	COMMUNITY AND HUMAN SERVICES
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3240 DCHS TECHNOLOGY CAPITAL
Class Code	STANDALONE
Substantial Completion	12/31/2019
Location	401 5TH AVE, CNK-HS-0500, Seattle 98104: King County Chinook Bldg
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,625,000	\$0	\$0	\$1,625,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,625,000	\$0	\$0	\$1,625,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39753 - CONTRIB ITS	\$1,625,000	\$0	\$0	\$1,625,000
Total Revenue	\$1,625,000	\$0	\$0	\$1,625,000

EXPENSE DCHS DO CMT 1134637

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,625,000	\$0	\$0	\$1,625,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$1,625,000	\$0	\$0	\$1,625,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$1,625,000	\$1,625,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,625,000	\$1,625,000	\$0

NARRATIVES

DCHS DO CMT

1134637

1. CURRENT PROJECT SCOPE

DCHS Director's Office (DO) Case Management Tool (CMT) - This project will implement a modernized case management data system that provides real-time dashboards and queryable data, and the ability to process payments, client incentives, and vendor payment vouchers. This system will replace older systems currently used for veterans, education, and employment program case management.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This project is addressing a critical system. Currently, there are several programs within DCHS that use case management software to deliver direct services to clients in the community. These applications are based on archaic technologies that are currently no longer supported by KCIT: VIBE supports the Veteran's, Career Connections, and KCJU programs and was originally built by KCIT using Power Builder in 2009; and WTP, which serves as the Employee Education and Resource Youth Database, was built by KCIT using Microsoft Access. Without the implementation of a modernized case management tool, DCHS will be unable to adequately and efficiently meet the legally mandated program reporting requirements of the VSHSL and BSK levies. Additionally, the existing databases will no longer be supported by KCIT if they are not updated to a modern platform. This project seeks to improve end-user experience; simplify reporting; streamline payment processing through interlinking with Oracle EBS; and provide an improved process for entering work training intern time into PeopleSoft.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DCHS DO CMT

1134637

4. PROJECT BENEFITS/OUTCOMES

This project will replace outdated technologies that are expensive to maintain and modify with more modern technology that will be fully supported by the County's central IT department.

The merging of the two distinct databases will reduce the number of "data silos" within DCHS by creating a single system which will track data from multiple programs.

Reporting capabilities will be improved based on the requirements of the programs, rather than based on the capabilities of the outdated technologies that are currently in use - Employment and Education Resources programs funded by Best Starts' for Kids and the new programs funded by the Veterans, Seniors and Human Services Levy ("VSHSL") will be able to more efficiently meet their reporting needs.

5. BUDGET REQUEST BASIS

This is a new project, so there is no existing appropriation. The current estimate of total project cost for implementation (1 year timeframe) is \$1.25M. With a 30-percent contingency included, this amount becomes \$1.6M. The estimate for ongoing O&M is \$240k per year. KCIT led the process for developing this cost estimate, and this estimate is based on the preliminary outcome of a procurement process as well as KCIT estimates of equipment and personnel time necessary for both initial implementation as well as ongoing O&M. Because an RFP has already begun and significant early analysis has already been completed by KCIT, these cost estimates are relatively certain, although there is still uncertainty as this is the early phase of a large-scale project. DCHS will fund this cost entirely through an allocation to the BSK, Employment and Education Resources, and VSHSL funds.

6. FUNDING AND REVENUE DISCUSSION

N/A

7. OPERATING BUDGET AND OTHER IMPACTS

The estimate for ongoing O&M is \$240,000 per year. This will represent an increase in the operating budget for the funds that are affected.

8. PROJECT STATUS

New.

9. ALTERNATIVES ANALYSIS

The alternative to this project is to continue to use the existing data systems that are built on out-of-date technologies. While this would work, these out-of-date technologies are no longer supported by KCIT, and there are significant benefits to be found in application modernization.

10. OTHER AGENCY INVOLVEMENT

N/A

11. ART ELIGIBILITY

This is a technology project that does not have a significant physical infrastructure component.

12. EQUITY AND SOCIAL JUSTICE IMPACT

An equity impact review is required for this project and will be completed as part of the project's planning phase.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DCHS DO CMT

1134637

14. OTHER CONSIDERATIONS (OPTIONAL)

CIO and PSB Critical Success Factors:

- 1) KCIT ART and Data review are required;
- 2) Security review is required;
- 3) Recommended is vendor SaaS solution;
- 4) Evaluate using CRM Dynamics or other county platforms;
- 5) Leverage client lookup being implemented with two projects: FIMC and data Integration;
- 6) Equity Impact Review/Report - to be completed by December 2018.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

N/A

15. STRATEGIC IT PLAN ALIGNMENT

Best Run Government - This project will help to transform health and human services by building community equity, improving services efficiency, and providing the means to measure program efficacy to invest in what works.

Building Equity & Opportunity - This project will work directly with the VSHSL as well as BSK levies, which are two of the primary pillars of this initiative. This project will provide the much needed data "window" into the performance and efficiency of a number of programs funded by these levies.

Application Modernization - This project will sunset old tools/databases, and leverage a King County endorsed technology platform (Microsoft Dynamics).

16. PROJECT COMPLEXITY

A significant source of complexity in this project will be the migration from the two existing data systems to a single data system. There will be technological complexities due to the need to create a new system that provides a unified data structure. There will be business driven complexities due to the need to train users on the use of a new system and to ensure proper processes and procedures surrounding data entry.

To ensure a successful outcome, we will invest time and effort to define a case management solution that has a consistent workflow for both Veteran's and Workforce Training programs, and considers the addition of future programs. The planned solution will use Microsoft Dynamics, a tool which KCIT has extensive experience with, and which can be configured to meet DCHS's case management needs. KCIT will leverage external vendors, as needed, to supplement internal capacity and skills.

17. CAPACITY TO IMPLEMENT THE PROJECT

DCHS has extensive experience with complex technology projects, including the recently completed Behavioral Health Integration project, a multi-year project that expanded the Mental Health data system into an integrated system that allows Behavioral Health and Recovery Division (BHR) to collect, process and analyze data, and generate payment data to contracted providers. The system will be able to submit integrated data to the state for both mental health and substance use disorder activities, rather than separately. The third phase of the project, completed in March 2018, successfully moved the system to the Cloud. This project required multi-year business commitment and oversight, and is a good example of DCHS's experience working collaboratively with KCIT to launch major systems. For 2019-2020, DCHS is proposing to add a Database Integration Manager position that will provide additional support for these types of large scale IT projects and the overall mission behind them to integrate reporting abilities.

18. PROJECT RISKS

This project is relatively low risk. The primary risk to this project is the potential for ending up with case management solutions customized to each program. A DCHS-led Project Steering Committee will drive the effort to develop a common approach to case management workflows, standardized roles, and common metrics. The Committee will decide, with input from Program Managers, if there are some unique requirements that need to be included.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FBOD PROCUREMENT MODERNIZATION (DES FBOD PROCURE MODERN)

1133879

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	12/31/2019
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$5,434,800	\$0	\$0	\$5,434,800
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$5,434,800	\$0	\$0	\$5,434,800

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$5,434,800	\$0	\$0	\$5,434,800
Total Revenue	\$5,434,800	\$0	\$0	\$5,434,800

EXPENSE DES FBOD PROCURE MODERN 1133879

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$5,434,800	\$0	\$0	\$5,434,800
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$5,434,800	\$0	\$0	\$5,434,800

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$5,434,800	\$5,434,800	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$5,434,800	\$5,434,800	\$0

NARRATIVES

DES FBOD PROCURE MODERN

1133879

1. CURRENT PROJECT SCOPE

Finance and Business Operations Division (FBOD) Procurement and Payables System Modernization -- This project will replace and supplement the systems currently used to support the procure-to-pay value stream. Through the modernization of these systems, the way in which participants in the procure-to-pay value stream interact will be transformed. Other County departments and agencies will have transparent access to where their procurement request is in the process. Suppliers will have a single point of entry for registering to do business with the County, applying for certification, reporting data for contract compliance purposes, submitting invoices, obtaining public procurement records, and signing contracts. Overall, the procurement process will become transparent to all its customers, from internal agencies/departments to suppliers to other public agencies. This project will be executed within two years of the start date, ending no later than December 31, 2020.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FBOD PROCURE MODERN

1133879

3. PROJECT JUSTIFICATION

Procurement & Payables relies on aging applications to support the County's procure-to-pay business process. Users of the County's procure-to-pay systems (internal staff, external agencies, and outside suppliers) experience difficulty in use, inefficient processes, duplicate data entry, inaccessibility of information needed to various stakeholders at the right time (if at all), and numerous work-arounds in the process. These suite of systems are essential services, and this is the highest priority project for FBOD. This project will solve a number of pain points by all stakeholders to the procure-to-pay process; among them:

Suppliers - Vendors want easy access to County bidding opportunities, and to be provided notice when a bid is posted that they might be qualified for. The current system the County uses to offer this functionality ("OVR" or Online Vendor Registration) is antiquated and extremely convoluted. There are multiple steps in order to be registered with the County, none of which are intuitive to the common user. There is a 70% failure rate for vendors attempting to register for "push" email notices from the County when bids are published. This project would streamline the registration process by offering a single point of entry with an intuitive platform.

County Agencies - Agencies want easy access to the status of their procurements and contracts. Currently, agencies submit an online "service request" which hands a procurement off to the procurement team. However, to know where it is in the pipeline after that service request requires manual follow up, and often, the agency does not know who to call. Agencies are frustrated with not having easy access to know where their project is in process. This project will allow for requests to be tracked through Oracle, and provide online access to all associated procurement and contract documents.

Procurement & Payables staff - Procure-to-pay staff want to shorten cycle time and reduce errors by eliminating the double and triple entry points for data that currently exists. For instance, service requests for solicitations are received through the Service Request Module. The information received there is then transferred into a separate document in Microsoft Word. Once the Word document is finalized, it is uploaded to SharePoint so that it can be uploaded to yet another system, Online Vendor Registration ("OVR"). This project would allow requests to be submitted in Oracle and transferred directly into procurement documents that are also housed in Oracle. The push of this information out to vendors would also occur from Oracle therefore moving closer to a single point of truth for data. The consultant report and recommendations for improvement are available and will be submitted with this appropriation request.

4. PROJECT BENEFITS/OUTCOMES

Moving forward with the Oracle Centric options, the County will realize multiple benefits, including:

- Enhancing current use of Oracle iProcurement and implementing additional Oracle modules will further streamline how users interact with procurement & payables as well as accessing existing information to fulfill their purchasing needs. Modules will allow for electronic bidding, a shopping basket model, and a single repository for all documents
- Implementing iSupplier Portal will give vendors a user-friendly method to register with the County, receive bid opportunities, access purchase orders and contracts, and submit invoices
- Contract Agreements (CPA) created for a specific project/grant
- P-Card reporting, tracking and reconciliation
- Travel/Employee Reimbursement front end
- House backup documentation in Oracle
- Grants improvements
- LCP tracker allows ESJ reporting on contracts, priority hire, and other Exec priorities
- Various efficiencies and revenue enhancements

5. BUDGET REQUEST BASIS

FBDO requested this project during the 2017-2018 budget cycle, however the project was not included in the 2017-2018 Proposed Budget due to insufficiently defined value proposition. In preparation for the 2019-2020 budget request, FBOD partnered with the Huron consulting firm, the BRC, and KCIT to create a procurement modernization roadmap addressing PSB and KCIT concerns. Additionally, FBOD and the BRC team are progressing with a fit-gap analysis that will give the optimal sequencing of Oracle modules and other software seen as best practices in the industry. The total for the project is estimated to be \$5,434,800, which includes a 20-percent contingency.

6. FUNDING AND REVENUE DISCUSSION

The entirety of the project will be debt financed over a seven year period, with FBOD paying roughly \$500,000 in debt service in 2019 - 2020. Bond proceeds will be deposited into the DES IT Fund.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FBOD PROCURE MODERN

1133879

7. OPERATING BUDGET AND OTHER IMPACTS

FBOD operating budget will see increases due to increased support costs in the BRC and Oracle licenses. Total Annual Ongoing Cost: \$105,600, calculated as follows:

KCIT Ongoing Support:

283,500 - Oracle Sourcing and Procurement Contracts

28,800 - Oracle Procurement & Spend Analytics

15,300 - Oracle Character Recognition (OCR)

117,000 - Concur P-Card

- LCP Tracker

67,500 - CX Service Cloud

(171,500) - less 2.0 FTE in procurement

(55,000) - less reduction in KCIT support

(300,000) - less additional P-card revenue

(60,000) - less iExpense cost reduction

BRC Ongoing Support: \$180,000

Procurement Ongoing Support: - 0

Efficiencies are possible in administrative and accounts payable work as the full suite of applications are completed. Additionally, savings across the County are possible as agencies move to fewer contracts, focus their procurement, and likely realize lower total costs via volume and other negotiated discounts.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

A number of alternatives were considered during the creation of the Procurement Technology Roadmap. This included internal "fixes and patches" by KCIT, a number of different combinations of software and vendors for various pieces of the procurement value stream, and "best in class" solutions for each primary procurement function. The decision to focus primarily on Oracle technologies was a combination of good fit for the business problem and existing infrastructure and expertise in Oracle technologies. Details are included in the Procurement Technology Roadmap.

10. OTHER AGENCY INVOLVEMENT

FBOD has partnered with the BRC and KCIT over the past two years to identify requirements for this project. The parties are keenly qualified to implement this project in coordination with an external implementation partner. The parties worked together on the initial implementation of Oracle EBS and have partnered since then to continue to improve functionality of the system. Over the past several years, much has been learned about change management for a system that all County agencies interact with given the lessons learned from implementing ABT and large upgrades to PeopleSoft and EBS. Procurement & payables and the BRC have built strong training programs which will be leveraged with this project to ensure effective change management and user adoption.

Additionally, FBOD will work closely with agencies that have existing procurement groups to make sure their specific needs are considered.

Finally, and as noted in the benefits section, Public Disclosure Requests are numerous in Procurement. FBOD will work closely with Records Management to make sure the legal requirements are met as part of the project.

11. ART ELIGIBILITY

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FBOD PROCURE MODERN

1133879

12. EQUITY AND SOCIAL JUSTICE IMPACT

An equity impact review is required for this project and will be completed as part of the project's planning phase.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

14. OTHER CONSIDERATIONS (OPTIONAL)

This project will solve a number of pain points by all stakeholders to the procure-to-pay process; among them, the project will result in mitigation of the following pain points:

The major problems tied to this cobbled together system include:

1. Aging procurement system is paper based and with duplication of manual data entries
2. Vendors complain daily on the complexity of our registration system (70% failure rate)
3. Vendors are required to hand deliver paper bids to our office
4. Vendors may only submit paper invoices
5. We have to rely on paper based storage only and must send records to Archives
6. There is no central library of contract templates, terms, conditions and scoring
7. FBOD under-utilizes online store catalogs which could expedite purchases for our internal customers (use only Grainger and inventory items are not part of vendor catalogs)
8. Internal customers cannot track the progress of procurements or contracts
9. Internal customer using our P-card Program are subject to a difficult reconciliation process and cannot easily capture spend from P-cards to analyze with other spend data
10. Reporting and data analysis is very difficult for internal customers, which hinders our ability to analyze County spending and to use procurement for meeting Executive goals

This project will:

- Address each of the problems above as part of integrated system
- Cloud based to reduce ongoing support and infrastructure costs
- Enhance our investment in iProcurement
- Use Oracle's iSupplier Portal (to replace OVR) and add two modules: Oracle's Sourcing and Contracts to provide transparency to vendors and internal customers
- Eliminates KCIT staff from maintaining five non-integrated side systems
- Replace iExpense with an integratable product called Concur to make it easier to use P-cards and to streamline the County's Travel Program
- Move FBOD toward optimization of the procure-to-pay system, a key part of a Best Run Government

The consultant report and recommendations for improvement are available and will be submitted with this request. It contains many of the details and data that can't be explained due to space constraints here, in the many areas we hope to see significant improvements.

Please see the Cost Template for details as to expenditures, revenues, and efficiencies anticipated with this project.

CIO and PSB Critical Success Factors and Conditions:

- 1) Engage external Quality Assurance reporting to PRB or the project sponsor - based on their agreement
- 2) Collaborate with PRB staff and KCIT Procurement for external QA Scope of work and Contract
- 3) KCIT architecture review is required
- 4) Keep the project schedule under two (2) years
- 5) Equity Impact Review/Report - to be completed by December 2018

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FBOD PROCURE MODERN

1133879

15. STRATEGIC IT PLAN ALIGNMENT

Digital Civic Engagement - Modernizing the way prospective vendors interact with the County will increase participation in competitive opportunities (and reduce costs), shorten cycle time, improve satisfaction, and provide greater transparency.

Workforce Empowerment/Effective Digital Systems - While FBOD has been effectively using lean principles to streamline processes, technology has not been agile enough to fully realize efficiencies. This has stifled employees' willingness to put effort toward further improving processes. This project will leverage the County's investment in Oracle.

Data Driven - Combining multiple sources of data into fewer systems will reduce error, make data more accessible, and empower better decision-making.

16. PROJECT COMPLEXITY

- Countywide impact, including prospective suppliers who interact through the current Online Vendor Registration (OVR) system
- Concur will integrate with Oracle
- Data will need to be cleaned and migrated from existing applications
- Oracle modules and Concur solution are in the cloud and will be software-as-a-service; business processes will need to be modified to fit the system
- Existing applications (OVR, multiple databases, and Service Request Module [SRM]) will be retired as the new solutions are implemented
- Planned implementation is: Phase 1 - Oracle Sourcing and Contracts modules (replacing OVR and the databases) and Concur; Phase 2 will include ancillary functionality to replace SRM and provide for electronic invoicing will be phase 3.

To mitigate the complexity, the budget request includes funding for internal and external implementation resources, including project management, change management, communication and training.

17. CAPACITY TO IMPLEMENT THE PROJECT

FBOD has partnered with the BRC and KCIT over the past two years to identify requirements for this project. The parties are keenly qualified to implement this project in coordination with an external implementation partner. The parties worked together on the initial implementation of Oracle EBS and have partnered since then to continue to improve functionality of the system. Over the past several years, much has been learned about change management for a system that all County agencies interact with. Procurement & Payables and the BRC have built strong training programs which will be leveraged with this project to ensure a high level of change management and user adoption.

18. PROJECT RISKS

Change Management as a result of business process change (high) - This risk will be mitigated by leveraging the robust training capabilities in FBOD and supplemental resources with temporary staff where needed. FBOD has become fluent in documenting processes via standard work which will also be leveraged for this project.

Solution does not meet the needs (low) - This risk is being mitigated by working closely with a consultant to perform a fit/gap assessment. The budget request includes resources to also assist with implementation to ensure needs are met.

Solution experiences schedule delays (medium) – Schedule delays would also impact the cost, as the longer the project the more cost for personnel. Having a good technical project manager with experience is the planned mitigation to this risk, and the additional of external QA should reduce risk and allow mitigation as well. Both these mitigation strategies allow for adjustment mid-stream as needed.

Solution experiences higher costs than estimated (medium) – For the most part, costs will follow schedule. The cost of software from Oracle is assumed at the retail level, the expectation is that some better pricing will be available because of the County's significant Oracle footprint. Having a good technical project manager with experience is the planned mitigation to this risk, and the additional of external QA should reduce risk and allow mitigation as well. Both these mitigation strategies allow for adjustment mid-stream as needed. The cost overrun risk is also mitigated with the 20% contingency buffer included in the project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	12/31/2020
Location	3622 NE 2nd Street, Renton 98056: Regional Communication and Coordination Center
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$44,000	\$0	\$0	\$44,000
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$2,800,000	\$0	\$2,800,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$44,000	\$2,800,000	\$0	\$2,844,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$0	\$2,800,000	\$0	\$2,800,000
39796 - CONTRIB OTHER FUNDS	\$44,000	\$0	\$0	\$44,000
Total Revenue	\$44,000	\$2,800,000	\$0	\$2,844,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		DES OEM RCECC AV MODERN					1133880
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$44,000	\$0	\$0	\$44,000	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0	
4 Implementation	\$0	\$0	\$0	\$2,800,000	\$0	\$2,800,000	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$44,000	\$2,800,000	\$0	\$2,844,000	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$44,000	\$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	\$44,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$44,000	\$44,000	\$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	\$44,000	\$44,000	\$0

NARRATIVES DES OEM RCECC AV MODERN 1133880

1. CURRENT PROJECT SCOPE

Office of Emergency Management (OEM) Audio/Video (A/V) Update -- This project will fund the planning of an upgrade of the audio-visual system in the Emergency Operations Center (EOC) in Renton. The current system is inadequate and unable to provide situational awareness to staff managing incidents, which directly impacts public safety and the public's perception of the County.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES OEM RCECC AV MODERN

1133880

3. PROJECT JUSTIFICATION

The current system was installed at building construction and is generally around 15 years old. Some parts were transferred from previous locations and may be older. The primary projectors were replaced six years ago on an emergency replacement basis. In general, industry recommends that AV systems be refreshed every five to seven years, so almost every piece of the current system is out of date. In particular, the assistive listening sub-system has failed entirely, meaning OEM is unable to comply with ADA requests. Updates to the AV system are mission critical to maintain a well-functioning EOC.

4. PROJECT BENEFITS/OUTCOMES

This project as proposed will fund the planning for and implementation of an upgrade to the audio-visual system in the EOC. The current system is inadequate and unable to appropriately support first responders conducting life-saving operations after a disaster. The project as approved by Gate 1 funds only the planning portion and is unlikely to directly produce any benefit until further funding for implementation is approved. OEM expects that with full implementation funding, they will be able to install an AV system that allows for sharing of information and management of catastrophic incidents.

The benefit (ability to share information and manage a catastrophic incident) will be addressed in King County Office of Emergency Management after-action reports of EOC activations. When two sequential AARs note that all displays and audio systems worked as intended, the benefit will be considered achieved.

5. BUDGET REQUEST BASIS

The project was approved only for the planning phase. OEM will request full project funding in a 2019-2020 supplemental ordinance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

The alternative would be to let the existing equipment age until failure.

10. OTHER AGENCY INVOLVEMENT

The EOC is used by all of OEM's regional partners such as: King County Departments, first responders, special purpose districts, municipalities, non-profits and for profits businesses.

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)

CIO and PSB Critical Success Factors and Conditions:

- 1) Evaluate existing county's AV platforms - (Smart Boards, Skype , ...) as a potential alternative solution
- 2) Engage KCIT in completing the alternatives analysis, design, and implementation
- 3) The consultant report needs to be vetted with KCIT
- 4) Add integration with other jurisdictions in the alternative analysis

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DES OEM RCECC AV MODERN

1133880

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

The KC Strategic IT Objectives that align with the project are Effective Digital Systems, which would benefit the timely information sharing of emergency management information during disasters and provide a regional situation awareness of the emergency response operations from the centralized information hub, the EOC.

Employee Empowerment through providing employee's the confidence to support first responders during disasters utilizing modern technology that allows for proper decision making during life and property safety responses.

Civic Engagement through providing residents and businesses impacted by disaster to report key information into the EOC Individual Assistance recovery reporting portal in order to support Whole Community recovery from a disaster.

16. PROJECT COMPLEXITY

This portion proposal is for the needs study only.

17. CAPACITY TO IMPLEMENT THE PROJECT

OEM has sufficient staff resources who will stay with this project through full implementation. All OEM staff have a vested interested in this project's success as it impacts their work in the EOC. OEM will plan staff time for meetings with the vendor as well as providing escort to secured areas of the building.

18. PROJECT RISKS

The current system was installed at building construction and is generally around 15 years old. Some parts were transferred from previous locations and may be older. The primary projectors were replaced six years ago on an emergency replacement basis. In general, industry recommends that AV systems be refreshed every five to seven years, so almost every piece of the current system is out of date. In particular, the assistive listening sub-system has failed entirely, meaning OEM is unable to comply with ADA requests. Updates to the AV system are mission critical to maintain a well-functioning EOC.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DPD CASE MGMT SYS REPLACMENT

1133724

IT Project

Department	COUNTY EXECUTIVE
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3280 PSB GENERAL TECHNOLOGY CAPITAL
Class Code	STANDALONE
Substantial Completion	03/31/2020
Location	710 2nd Ave, Seattle 98104: Department of Public Defense
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$3,550,000	\$0	\$0	\$3,550,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$3,550,000	\$0	\$0	\$3,550,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$3,550,000	\$0	\$0	\$3,550,000
Total Revenue	\$3,550,000	\$0	\$0	\$3,550,000

EXPENSE DPD CASE MGMT SYS REPLACMENT 1133724

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$500,000	\$3,550,000	\$0	\$0	\$4,050,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$500,000	\$3,550,000	\$0	\$0	\$4,050,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$500,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$500,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$500,000)	\$3,550,000	\$3,550,000	(\$500,000)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$500,000)	\$3,550,000	\$3,550,000	(\$500,000)

NARRATIVES

DPD CASE MGMT SYS REPLACMENT

1133724

1. CURRENT PROJECT SCOPE

Department of Public Defense (DPD) Case Management System Replacement Project will replace DPD's two current case management systems, consolidating core functions into a unified case management system with end-to-end functionality necessary to provide essential legal services to DPD clients.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DPD CASE MGMT SYS REPLACEMENT

1133724

3. PROJECT JUSTIFICATION

DPD's ability to effectively deliver constitutionally mandated legal representation to County residents is negatively impacted by:

- Inordinate amount of time to process and review electronic discovery
- Massive amounts of electronic evidence overwhelming the business
- Difficulty accessing data to make business decisions and quantify performance
- Staff time wasted from redundant data entry in multiple systems
- Inefficient business processes from disjointed systems
- Reporting requiring extensive scrubbing and manipulation
- Lack of integration with Courts, Prosecutors, and County financial systems
- High infrastructure and support costs due to antiquated systems
- Not meeting essential service 24-hr disaster recovery requirement

The project will deliver a robust, unified case management system that will provide functionality critical to performing core business functions, with streamlined communication and ready access to information. As a result of these improvements, we expect the following measurable results:

- Increased number of attorneys and clients prepared for hearings
- Fewer clients who miss a hearing
- Fewer bench warrants issued due to a missed hearing
- Increased number of standardized processes across the department

In addition, replacing antiquated systems with a vendor supported system reduces risks related to storage constraints, data protections and security. DPD expects to experience fewer system outages as well.

4. PROJECT BENEFITS/OUTCOMES

The investment will significantly improve internal operations as measured by increased staff satisfaction with the system and the reduction of time spent on duplicate data entry and other non-value added work. As a result of these improvements and the shift to more value-added work, we expect an increase in communication with our clients. Increased communication with the client prior to their court hearing has been shown to reduce the number of clients who fail to appear in court and ultimately reduce the impending collateral consequences that result from failing to appear.

5. BUDGET REQUEST BASIS

This two-phase project is estimated at \$4.1 million, including contingency. Phase 1, the planning phase, is estimated at \$500,000, including a 10-percent contingency. These funds have already been appropriated. Phase 2 (the remainder of the project) is estimated at \$3.55 million, including a 20-percent contingency (in case of data migration and conversion issues). DPD and KCIT collaborated on the cost estimate. DPD focused on business support and KCIT focused on technology and IT support. KCIT met with the BRC and other partners to determine integration needs and costs. DPD used similar projects such as the Jail Management System for guidance on the level of project support needed.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

After the project is fully implemented, a decrease (roughly \$50K/year, down from \$640K/year) in the O&M cost is anticipated because the system will be modernized and vendor supported.

8. PROJECT STATUS

This project is in review for the planning phase. It was submitted as part of the 2017-2018 3rd Omnibus. Phase I will commence in August-September, upon Council approving the Omnibus.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DPD CASE MGMT SYS REPLACEMENT

1133724

9. ALTERNATIVES ANALYSIS

A detailed alternatives analysis will be done as part of the planning/design (i.e., RFP development and vendor selection) phase of the project. DPD considered integration of the HOMER system with the Legal Files, as one alternative. However DPD (with KCIT) determined that such integration was not possible. The other alternative was "do nothing" but the operational inefficiencies and the risk of maintaining the status quo were deemed too high.

10. OTHER AGENCY INVOLVEMENT

Consulted with DAJD, DCHS, and district courts that will be directly impacted by this project (through data sharing and interfaces with their systems). There might be future consultation/coordination as part of project implementation. In addition, KCIT (on behalf of DPD) consulted with BRC on data interface.

11. ART ELIGIBILITY

IT project

12. EQUITY AND SOCIAL JUSTICE IMPACT

The new solution will send automatic reminders to clients prior to their hearing, which is expected to:

- (i) decrease the rate of failure to appear and, hence,
- (ii) reduce the potential for a bench warrant and new charges for the clients scheduled to appear in court.

A detailed equity impact review is being conducted as part of the project's planning and design (to be completed in late 2018). This review will inform the business requirements before the project's implementation phase.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DPD CASE MGMT SYS REPLACEMENT

1133724

14. OTHER CONSIDERATIONS (OPTIONAL)

In 2013, non-profit public defense agencies joined King County, each using a different case management system. Legal Files, in use by one agency, was implemented in all four practice divisions in 2015, with side systems developed for missing functionality. The Director's Office retained HOMER as the screening, assignment, and finance system. For the 2017-18 budget, PSB accepted DPD's proposal to retire HOMER and replace functionality with an enhanced Legal Files.

DPD and KCIT have since done due diligence and application rationalization to determine that Legal Files could not meet the requirements of a modern case management system. A Request for Information from outside vendors in 2017 affirmed that other systems can meet DPD's needs in ways that the existing systems cannot.

Overall, our existing CMS systems cannot support the business changes needed to transform the criminal justice system. Implementing a new CMS provides a favorable opportunity to address these limitations as well as to better integrate with criminal justice partners and further standardize work across the department.

Upon implementation of the solution, DPD will decommission HOMER and terminate our contract with Legal Files and will develop a plan for decommissioning our existing systems.

The project will be completed in two phases. Phase 1 includes the development and issuance of an RFP, evaluation of bids, and the selection of a vendor. Phase 2 includes the remainder of the project from awarding the contract, migration of data, testing, implementation and closeout.

During Phase 1, the project team will review integration with existing County law and justice systems for synergies, possible standardization, and improved integration. DPD currently has interfaces with the Prosecuting Attorney, Seattle Municipal Court, and King County EBS financial system. The goal is to improve existing interfaces and establish new ones, if possible, with DAJD, District Court, and Superior Court. The team will also investigate the possibility of integrating with DCHS and Public Health. MOUs will be developed for external agencies.

To ensure equitable outcomes and project success, we have included support for Change Leadership, external Quality Assurance consultants, and are working with KCIT to complete an Equity Impact Review and incorporate ESJ in the project.

CIO and PSB Critical Success Factors and Conditions:

- 1) SaaS solution required; RFP required; KCIT contracts involvement required
- 2) Data migration and KCIT Data and ART review required.
- 3) Provide results of review on integration with existing County law and justice systems for synergies and possibly standardization among fewer vendors for the County prior to final vendor selection.
- 4) Plan for an MOU with external agencies where interfaces exist.
- 5) Engage external Quality Assurance reporting to PRB; Collaborate with PRB staff and KCIT Procurement for external QA Scope of work and Contract
- 6) Project scope to include decommission of HOMER and Legal Files systems
- 7) Conduct Lean Process Improvement effort. Change management plan required as part of overall project plan
- 8) Complete an Equity Impact Review (EIR) by December 2018
- 9) Address Cost Overrun Mitigation strategy in planning phase
- 10) Up to 24 month project duration
- 11) Brief CIO/PRB on planning outcomes

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DPD CASE MGMT SYS REPLACEMENT

1133724

15. STRATEGIC IT PLAN ALIGNMENT

Workforce Empowerment: Employees can do their jobs better and collaborate more with a better user interface, less duplicate data entry, data that is easier to find, and improved integration with existing software and external KC systems

Data Driven: 1) Improved document management and system architecture will improve transparency and usability of data; 2) Better reporting and document management features will allow us to improve business processes more effectively

Mobility: Solution will increase number of applications delivered through browser or mobile interface

Effective Digital Systems: Decommissioning existing outdated and high-risk solutions will decrease system downtime, increase service quality, and reduce risk

16. PROJECT COMPLEXITY

Technical complexity (Risk-High)

The solution must meet the following business requirements:

- Migrate data from two disparate systems
- Integrate with multiple external systems
- Maintain ethical walls
- Consolidate legal services with finance and administration

The project will work with KCIT's architecture review team on the data exchange component.

Mitigation

- Include department subject-matter experts (SMEs) throughout the project
- Acquire SaaS solution
- Include data migration plan in business requirements
- Utilize KCIT's data service to map and prepare data

Business complexity (Risk-Moderate)

- The project will impact core business functions

Mitigation

- Redesign poorly functioning business processes
- Design and implement employee communication plan
- Sustain leadership visibility and involvement

17. CAPACITY TO IMPLEMENT THE PROJECT

This project has the full support of the DPD Leadership Team. A steering committee that includes the DPD Administrative Services and Operations Director and the DPD Resource Counsel has already been convened and will be responsible for oversight and strategic decision making. The Leadership Team and existing IT Advisory Committee will be consulted regularly to provide subject matter expertise. In addition to Business Analyst and Program Manager support from KCIT, DPD plans to dedicate 1 FTE project lead and subject-matter experts for requirements elicitation, vendor selection, testing and training.

DPD launched its current system in 2013 and will apply lessons learned from this implementation to ensure: 1) The go-live date builds in sufficient time to gather requirements, identify resources, review data, select vendor, on-board equipment, test new system, and provide training; and 2) frequent check-ins are scheduled to report on the status of project and its deliverables.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DPD CASE MGMT SYS REPLACEMENT

1133724

18. PROJECT RISKS

Schedule Delay (Risk-Moderate)

- Lack of availability of SMEs for requirements gathering, configuration and training
- Current vendor may be unwilling to support data migration if they are not selected
- Inability to integrate with external data at go-live date

Mitigation

- SMEs engaged at key points throughout the project
- Additional compensation offered to vendor or a developer hired to handle the migration efforts
- Thorough QA and UAT

Cost Overrun (Risk-Moderate)

- Pressure to find efficiencies may expand scope beyond articulated needs
- Lack of agreement up front about deliverables required may lead to unexpected changes and costs
- Lack of communication with external partners may lead to unexpected changes and costs

Mitigation

- As part of the project's planning phase, the KCIT PM is providing weekly status reports on the scope-schedule-budget to the project sponsor.
- Inclusion of SMEs in documenting requirements
- Identify external partners and the associated integration needs
- Scope, schedule and budget monitored by the steering committee

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

PAO Data Modernization

1133959

IT Project

Department	COUNTY EXECUTIVE
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3280 PSB GENERAL TECHNOLOGY CAPITAL
Class Code	STANDALONE
Substantial Completion	12/31/2020
Location	516 3rd Ave, Seattle 98104: King County Courthouse
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$858,780	\$0	\$0	\$858,780
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$858,780	\$0	\$0	\$858,780

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39796 - CONTRIB OTHER FUNDS	\$858,780	\$0	\$0	\$858,780
Total Revenue	\$858,780	\$0	\$0	\$858,780

EXPENSE PAO Data Modernization 1133959

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$858,780	\$0	\$0	\$858,780
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$858,780	\$0	\$0	\$858,780

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$858,780	\$858,780	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$858,780	\$858,780	\$0

NARRATIVES

PAO Data Modernization

1133959

1. CURRENT PROJECT SCOPE

Prosecuting Attorney Office (PAO) Data Modernization Project will consolidate numerous Microsoft Access databases into a single data store. The goal is to provide a single data entry point managed with user permissions and integrated with Power BI and GIS for improved reporting.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

With 18 disparate data sources housed on outdated technology, PAO lacks the ability to consistently maintain critical agency information supporting business processes. The data is entered into various Access databases covering different PAO functions, leading to duplication of data and little transparency. Hundreds of users throughout the department are tasked with maintaining and/or analyzing the information contained in these data stores which serve a wide variety of functions. The use of Access leads to higher IT dependencies and reliance on this technology will be even more problematic as support and upgrade options go away.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

PAO Data Modernization

1133959

4. PROJECT BENEFITS/OUTCOMES

PAO believes the direct benefits of this project are numerous.

- Eliminated risks inherent with outdated technology
- Savings from reduced use of consultant and storage
- Streamlined data entry and data management
- Modernized reporting environment with richer data analytics, shared dashboards, complex searching and improved performance tracking
- Improved access management and auditing ability by roles and division
- Reduced data duplicated and improved data sharing
- Integration with other analytics and GIS platforms
- Enabled remote access for "in the field" data entry via tablets and mobile devices

Constituents whom the PAO directly serves will also see several indirect benefits.

- Improved tracking of defendants, witnesses, and appellants
- Improved tracking of public disclosure requests and fulfillment
- Improved analytics that inform better decision-making around issues of public safety and other public interest initiatives (e.g. "shots fired")

5. BUDGET REQUEST BASIS

The investment is important at this time due to the risks involved in continuing with the status quo. The databases are based on the obsolete technology and the agency is not able to do any data driven decision-making in an efficient manner. Currently, all reports must be generated from multiple systems and processed manually, which takes a lot of time. The estimate was developed jointly by PAO and KCIT.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

\$78K/year in ongoing costs for consultant support and storage will be eliminated.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

Alternatives will be analyzed after the project receives an appropriation and is in planning and design phase. PAO will look into alternatives that utilize existing enterprise platforms through working with KCIT.

10. OTHER AGENCY INVOLVEMENT

There are a few agencies for which PAO provides data today; the effectiveness of this data sharing should be improved as this project streamlines the collection and management of information:

1. DCHS: PAO collects information related to drug addictions which is relevant to Mental Health services provided through DCHS
2. Public Defense: PAO manages information related to legal discovery which is shared with the Public Defender's office
3. City of Seattle: Domestic violence data

In addition, PAO will talk to BRC as it explores the option of utilizing the PeopleSoft platform for some of its databases (those that apply to payroll/HR).

11. ART ELIGIBILITY

IT project

12. EQUITY AND SOCIAL JUSTICE IMPACT

An equity impact review is required for this project and will be completed as part of the project's planning phase.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

n/a

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PAO Data Modernization

1133959

14. OTHER CONSIDERATIONS (OPTIONAL)

To help determine an optimal approach for data migration, PAO is engaging Microsoft Professional Services for a Proof-of-Concept (POC) to be conducted within the next few months. The POC will involve a data profiling effort to help PAO understand the structure of the current data (e.g. number of elements, data consistency, data duplication and overlaps, etc.). A more detailed understanding of the source data will inform the projected cost of migration. The POC will also involve the storage of a data sample in Azure and an integration with Power BI to help PAO visualize the analytics capabilities.

A future solution would most likely utilize the following:

- Cloud-based data storage
- Dynamics 365 or a similar business process tool for improved data entry and to allow remote access to data management tasks
- ESRI integration to utilize GIS-technologies for location-based data
- Active Directory or a similar user-management tool to improve access/security
- Power BI or a similar data analytics platform

CIO and PSB Critical Success Factors and Conditions:

- 1) KCIT ART, data, and security reviews are required
- 2) Engage KCIT as a partner to manage and implement this project
- 3) Up to 12-month project in duration
- 4) Complete an Equity Impact Review (EIR) by December 2018

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

Workforce Empowerment- Engage PAO staff in improving the quality of data we collect and how we can leverage our data to inform decisions at all levels, from individual cases to organizational actions.

Civic Engagement- Leverage the modernization of the PAO data systems to engage community and intergovernmental partners in building trust and oversight of current and future joint diversion programming efforts.

Data Focused- By integrating and consolidating our data, the quality of PAO data will improve over time, which in turn will improve our ability to analyze data, measure our performance, and overall make more informed decisions. Also, PAO will leverage our new platform to connect and integrate other analytics and GIS tools.

16. PROJECT COMPLEXITY

On a scale from 1 (low) to 10 (high) in complexity, this project is a 6. Here is why.

1. Moving existing data into an integrated platform will require some governance around who will have access to what data. Currently, data is contained in Access databases and only staff with appropriate folder permissions may access the data. PAO wants to integrate access management with Active Directory in the new system.
2. Performance and availability of data may change once data is migrated from local file systems to the cloud. However, we expect that improvements in general access and availability will be a net gain.
3. Not all databases (e.g. one we use for payroll) will be migrated to the new platform. We hope to migrate these data to existing enterprise systems (e.g. PeopleSoft).

We are currently working KCIT and Microsoft on a plan to address these complexity contributors.

17. CAPACITY TO IMPLEMENT THE PROJECT

This project has full support of strategic leadership (Chief of Staff Leesa Manion is the project sponsor), a successful history of implementing complex project deployments (e.g., planning and deployment of the criminal case management system (PBK)), and experienced staff who will be in charge of implementing this project on the agency side(Denise Cody, PAO IT Director, will be the main point of contact) . In partnership with KCIT, this project aligns with the focus on platform-based solutions. The PBK project not only involved the vendor, KCIT and the PAO but it had to be deployed across many units and in several waves.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PAO Data Modernization

1133959

18. PROJECT RISKS

1. (HIGH) Performance of the infrastructure when it comes to retrieving data and latency issues, data is accessed locally moving the data and maintaining the same performance matrix will be challenging. This could impact the user experience further the adoption of the data modernization into operations.

MITIGATION: This risk was discovered during our proof of concept exercise with Microsoft and KCIT with moving some of our data to the cloud the team is currently working to find a solution to this.

2. (Medium) Implementing Power BI and GIS and how the data is mapped and then accessible to those who do not need a license.

MITIGATION: This risk will be reviewed and tested during our proof of concept exercise with Microsoft and KCIT. Solution will then be used with the final project deployment.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

KCSC JURY MGMT SYS REPLACEMENT

1134041

IT Project

Department	COUNTY EXECUTIVE
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3280 PSB GENERAL TECHNOLOGY CAPITAL
Class Code	STANDALONE
Substantial Completion	12/31/2019
Location	516 3rd Ave, Seattle 98104: King County Courthouse
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$462,000	\$0	\$0	\$462,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$462,000	\$0	\$0	\$462,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39796 - CONTRIB OTHER FUNDS	\$462,000	\$0	\$0	\$462,000
Total Revenue	\$462,000	\$0	\$0	\$462,000

EXPENSE KCSC JURY MGMT SYS REPLACEMENT 1134041

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$462,000	\$0	\$0	\$462,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$462,000	\$0	\$0	\$462,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$462,000	\$462,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$462,000	\$462,000	\$0

NARRATIVES

KCSC JURY MGMT SYS REPLACEMENT

1134041

1. CURRENT PROJECT SCOPE

King County Superior Court (KCSC) Jury Management System Replacement technology project will replace Superior Court's current jury management system with more advanced technology to improve juror experience and encourage participation in our judicial system. The improved jury technology will support increased efficiency and data driven planning.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

The current KCSC jury management system is 9 years old and is in need of replacement to take advantage of new technologies available on the market that will make it easier and more equitable for jurors to fulfill their legal obligation. The system has limitations which hinder juror access to efficient communication with the court. Innovation in communication methods such as email and text reminders, mobile options to confirm and efficiencies such as check-in kiosks would benefit our jurors and improve their experience. Provisioning of jurors is a constitutional mandate for KCSC. Management of jurors is a critical process for the court; 130,000 summonses annually to provide sufficient jurors for both courthouses and the District Courts located within those facilities. The technology does not meet basic statistical needs and impacts our ability to be more data driven. Extensive KCSC IT support needed for routine annual updates and other shortcomings despite a yearly 5% increase maintenance costs.

4. PROJECT BENEFITS/OUTCOMES

The project's primary benefits fall under the external services benefits category: improving the quality or quantity of services provided to the public. It will improve juror access to the court through better communication in a manner that is most convenient for them. Mobile device options such as a jury app, text notifications, system generated reminders by email or text and other communications, for a variety of reasons, would improve the juror experience. As a critical process for the court, encouraging juror participation by improving their experience with easier communication, better understanding of the process and using their time efficiently is very important. Equity and social justice issues are also being addressed by using a system that has the most advanced cellphone access. Not all residents have a home computer or Internet access and the use of a public access such as at a library creates an additional burden for some jurors. Creates efficiencies in our juror check-in process and increased data driven decisions for further improvements.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

KCSC JURY MGMT SYS REPLACEMENT

1134041

5. BUDGET REQUEST BASIS

The current system is 9 years old and is in need of replacement to take advantage of new technologies available on the market that will make it easier and more equitable for jurors to fulfill their legal obligation. The estimate was developed based on vendor price quotes from an RFI released in early 2018. The costs in the responses varied widely. If approved, this amount will fund all project phases. The requested amount assumes \$225k for an enterprise license, \$65k for implementation costs (workflow configurations, data migration and training), \$95k for first year maintenance, and a 20-percent contingency (for unexpected configuration costs). In addition, KCSC will assign existing staff resources, as needed. Jury Department staff will be made available for any configuration, implementation and training efforts. Superior Court IT staff will focus on any data conversion and configuration work with the vendor.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Anticipated O&M post project completion is \$95K/year. This amount represents the ongoing cost for the SaaS solution that was in one of the RFI responses and will potentially grow at 5% every year.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

An RFI has been completed. KCSC received five responses. One offered a SaaS solution with the ongoing costs twice as much as our current costs. Three proposed custom development. As part of the project, Superior Court will release an RFP and weigh the scoring to favor a SaaS solution. If the results of the RFP are similar to the RFI, an on premise solution may need to be selected to meet business needs and ongoing costs. KCIT will be consulted to ensure the selected solution participates in an ART review.

10. OTHER AGENCY INVOLVEMENT

N/A. District Court is aware of this effort. Superior Court has reached out to District Court regarding any issues with the current jury pools we provide them. They stated there is no concern with our current practice or technology.

11. ART ELIGIBILITY

IT project

12. EQUITY AND SOCIAL JUSTICE IMPACT

The new juror management system will further the county's ESJ goal. Not all residents have a home computer or Internet access and the use of a public access such as at a library creates an additional burden for some jurors. The new system will provide better access to information/notifications for jurors through cell phones. It will create efficiencies in our juror check-in process. An equity impact review will be completed as part of the project planning phase (EIR is required for this project).

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

KCSC JURY MGMT SYS REPLACEMENT

1134041

14. OTHER CONSIDERATIONS (OPTIONAL)

This investment will allow for innovation, as we are currently having difficulties reaching all our residents and being accessible to them. Developing methods to encourage participation in the judicial process is necessary to have an equitable jury trial process.

Customer expectations with regard to on-line and mobile access are high. Most everyone can reach the Internet either through a PC or much more likely, a smart phone or tablet. The importance of two-way communication with our juror candidates can't be overstated. Jury service is arguably the only obligation of citizenship and the ability to easily respond to a summons needs to be a priority.

Residents need to be able to reach the court to schedule alternative dates that better fit their busy schedules, request to be excused in circumstances of medical frailty, elder and childcare and other undue hardships, update addresses and claim statutory disqualification.

The court strives to save candidates the trip to the courthouse whenever possible. Trial certainty is a process improvement we are constantly working toward. We often are presented with last minute information that results in trial cancellation or delay. If we have the capacity to quickly notify participants we can not only realize a significant dollar savings but reap substantial goodwill from candidates as well as employers.

A future ability to quickly update the source list could be a huge benefit in reaching populations that have been historically underrepresented in juries. These populations are often more transient than the population as a whole and therefore more likely to not have up-to-date addresses with the Post Office. With new technology, we will work toward updating the source list more often and the consideration of additional list sources which would likely bring added diversity to the jury pool.

This project will be completed within 12 months. This assumes the RFP process is not prolonged due to lack of responses or other unforeseen circumstances.

CIO and PSB Critical Success Factors and Conditions:

- 1) SaaS solution required
- 2) KCIT ART Review for design and implementation
- 3) Duration should not exceed 12 months
- 4) Revisit the cost for a potential reduction
- 5) Complete an Equity Impact Review (EIR) by December 2018

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

KCSC JURY MGMT SYS REPLACEMENT

1134041

15. STRATEGIC IT PLAN ALIGNMENT

Replacement of the SC jury system furthers the KC Strategic Information Technology Plan (SITP) and its five key objectives:

Digital Civic Engagement

- Improved customer satisfaction with their juror experience due to better communication with the Court.
- Timely notification for call offs saving prospective jurors time and money.

Data Driven

- Better data collection tools with a new system will allow better analysis of current business practices and help identify potential improvements.
- A wider variety of reporting options could be set up to learn more about juror yield to ensure ESJ goals are being met.

Workforce Empowerment:

- System improvement for better customer service and allow for collection of feedback useful to staff for other improvements.

IT Mobility:

- Permits jurors convenience of accessing juror system through their smart phones wherever they are and when convenient.

Effective Digital Systems:

- Reduced time and money spent annually updating the source list.
- Provide a more advance, user friendly system for our jurors

16. PROJECT COMPLEXITY

Replacing the existing jury management system will require careful planning to ensure success. Identifying the best system to meet our current and future needs will be essential. One with a strong business approach to an essential judicial system process which is historically rooted but does allow for innovation in many ways through new technology. Transitioning from the old system to the new without a break in service, inconvenience to court customers (litigants, jurors & other court stakeholders), or creating court delays will be complex but can be achieved through careful planning with all necessary participants. Jury pools will need to be created in advance for the time period of the transition and any necessary side systems will be developed for use during the critical six week period between jury summons mailings. Required data exchange will need to be developed as well as plans for storage and access of data from the old system and extensive testing of the new system.

17. CAPACITY TO IMPLEMENT THE PROJECT

The Jury Department falls within SC Court Operations, which has sufficient capacity and experience to implement a project of this size and importance. Under the control and guidance of SC IT, Court Ops has implemented other similar projects. Most recently in June 2015, the Office of Interpreter Services (OIS), another department within Court Ops, converted to a new scheduling program. This was a large project which required extensive planning for the development of new functionality for interpreter scheduling to an existing case management system. This project also necessitated implementation without a break in service and approximately 250 interpreter events take place each day. SC IT developed/maintained a realistic project schedule and we relied on the expertise of other Court Ops managers and staff, conducted extensive training, information sessions, testing and had did additional advanced scheduling to ease operations on the day of transition. We have the essential resources.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

KCSC JURY MGMT SYS REPLACEMENT

1134041

18. PROJECT RISKS

The main project risk is a possible delay in completing the RFP and selecting a vendor. If this happens, the project may have to go into 2020 but the cost should not go over the budget request level. The project has a built in 20% contingency for this risk.

A break in the continuity of operations is an essential risk of this project but we believe it to be of low risk. Jury services sends summons out well in advance through the use of an outside vendor for the printing and mailing of summons. Creation of these electronic files in advance can easily be done and held until needed. An additional risk is the conversion of existing deferred jurors from the old system to the new. Jurors who select another date to serve (up to one year) can create a complication. This is also a low risk as we did experience this complication in 2009. Despite assurances that these jurors would not be lost, that was not the case but the solution was to excuse all deferred jurors in our system. This is not ideal, however, few if any excused jurors complained about being released from service. Of course, with the new vendor, we will strive to move all existing and deferred jurors to the new system but excusing jurors is an available remedy if needed.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

KCSC COURTROOM RECORDING RPLC

1134042

IT Project

Department	COUNTY EXECUTIVE
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3280 PSB GENERAL TECHNOLOGY CAPITAL
Class Code	STANDALONE
Substantial Completion	12/31/2019
Location	513 3rd Ave, Seattle 98104: King County Courthouse
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$605,848	\$0	\$0	\$605,848
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$605,848	\$0	\$0	\$605,848

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39796 - CONTRIB OTHER FUNDS	\$605,848	\$0	\$0	\$605,848
Total Revenue	\$605,848	\$0	\$0	\$605,848

EXPENSE KCSC COURTROOM RECORDING RPLC 1134042

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$605,848	\$0	\$0	\$605,848
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$605,848	\$0	\$0	\$605,848

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$605,848	\$605,848	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$605,848	\$605,848	\$0

NARRATIVES

KCSC COURTROOM RECORDING RPLC

1134042

1. CURRENT PROJECT SCOPE

King County Superior Court (KCSC) Courtroom Recording Replacement technology project will replace aging hardware, software and audio equipment that captures the official record of all Superior Court proceedings.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

The current solution used by Superior Court runs on PCs that are over 6 years old running Windows 7 which will no longer be supported by Microsoft in January 2020. The current recording software will not run on the most current version of Windows (Windows 10) and also needs to be replaced. The audio equipment is even older than the PCs and need to be life-cycled.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

KCSC COURTROOM RECORDING RPLC

1134042

4. PROJECT BENEFITS/OUTCOMES

The primary driver is risk reduction of system failure due to outdated software not working on current hardware running the latest operating system. If the system is not replaced, there will be no way to capture the official court record without hiring more Court Reporters. Prior to implementing the court recording technology, there were 38 court reporters. Now there are 8. There are some hearings that require a court reporter to capture the record so it is not expected that this project would result in a further reduction of court reporters. Clerks have numerous duties during hearings and the elimination of sound checks would not result in fewer clerks, just shorter interruptions of court proceedings should a recording stop during the court proceedings.

Other benefits:

- Better quality audio recording
- Improved access by the public to court recordings through DJA
- Software assurance and maintenance for ongoing stability
- Life-cycling of hardware and audio equipment to forecast predictable funding levels
- Enhanced software support to minimize courtroom interruptions
- Ease of recording by DJA Clerks

5. BUDGET REQUEST BASIS

The PCs currently used across 70 courtrooms run Windows 7, which will lose vendor support beginning in 2020 and therefore must be upgraded to Windows 10 in 2019. The cost estimate is based on conversations with the current vendor and includes the costs of software licenses, annual support, and cloud storage. The new hardware includes leased workstations and digital signal processors (required to measure, filter, and compress real time audio) for each courtroom. The estimate assumes leveraging much of the audio infrastructure currently in the courtrooms (microphones and speakers) with a future upgrade to IP-based equipment if desired. Based on past audio work done in the courtroom, \$250 for each courtroom is assumed for installation services to tune the audio equipment with the new software and hardware. Because this is a technically-straightforward upgrade of software and hardware, only 15 percent has been set for contingency.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

The estimated ongoing annual costs beginning 2020 is \$66,750.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

KCSC has had demos by three vendors and decided to stay with the current vendor because the current product with the same vendor meets the business needs and there were no significant advantages of switching to another vendor.

10. OTHER AGENCY INVOLVEMENT

KCSC has been in discussions with the Department Judicial Administration (DJA) about this project. The DJA and KCSC will both be using the courtroom recording technology. DJA plans to coordinate the migration to cloud storage as part of the hardware and software upgrades. Care must be taken to ensure no interruption to service, like the ability to provide recordings of court proceedings to interested parties, while the recording technology is being updated in the courtrooms. It is intended to offer web access to recordings when requested but due to ESJ issues, the current method of burning DVDs may still be required. DJA currently manages the large files and will work with KCIT as new compliance standards are developed. Record retention policies will be reviewed and Records Management will be consulted.

11. ART ELIGIBILITY

IT project

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

KCSC COURTROOM RECORDING RPLC

1134042

12. EQUITY AND SOCIAL JUSTICE IMPACT

KCSC is researching how accurate speech to text translation is with our current microphones and speakers. This is a goal of this project, but its efficacy may be hindered due to technical limitations and the configuration of our courtrooms. We will complete an Equity Impact Review once the project is approved (EIR is required for this project).

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

n/a

14. OTHER CONSIDERATIONS (OPTIONAL)

This project will upgrade the mission critical technology that captures the court record in the Superior Court courtrooms. This project is necessary because the vendor software, FTR v 5.6.2, runs on Windows 7 which will be out of support in January 2020. The only recourse Superior Court has is to upgrade to the latest recording software, FTR 6.0 which requires newer PC hardware. The new software offers better quality recordings and improved monitoring to avoid missing vital testimony during hearings.

CIO and PSB Critical Success Factors and Conditions:

- 1) Cloud storage required
- 2) Web access to recordings
- 3) ART review for design including access to historic recordings with the new solution; compliance with large file storage standards (yet to be developed)
- 4) Consult w/ Records Mgmt
- 5) Complete an Equity Impact Review (EIR) by December 2018

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

Workforce Empowerment:

Allow DJA to provide recordings to requesters via different media making it more convenient than just using CDs.

Real-time monitoring of the recording to immediately notify the Clerk of any issues with to the recording.

IT Mobility:

Allows Superior Court and DJA to streamline their interdependent business processes.

Better public access to court recordings rather than solely burning CDs.

Effective Digital Systems:

Replacing aging software and hardware will allow the necessary capture of audio recordings to continue uninterrupted.

Leasing equipment through KCIT and purchasing software maintenance will allow for predictable costs, better monitoring of the equipment and continued improvements with software enhancement

16. PROJECT COMPLEXITY

This project is not considered complex in that staff are very familiar with the technology used, both hardware and software, there is a good working relationship with the vendor, and there is no integration with other software. The timing of upgrading the 70 courtrooms, without interfering with the daily work of Superior Court, will take much advanced planning and coordination, but Superior Court staff are familiar with these sort of planning efforts. The complete rollout would take all of 2019. New features in the software will offer the potential of new business processes, including storing data in the cloud by DJA. It is critical, that Superior Court and DJA continue to work together on the implementation work to ensure no interruption to daily operations and smooth implementations of any new business processes. There is a workgroup that has been meeting on topic for about 6 months, identifying potential implementation issues and developing possible alternatives.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

KCSC COURTROOM RECORDING RPLC

1134042

17. CAPACITY TO IMPLEMENT THE PROJECT

This project will require the upgrade of 70 PCs (to be leased through KCIT) in the courtroom, working with the vendor to install the new software on those PCs and upgrading the Digital Signal Processors (DSP). It will also add a cloud component to store some recordings for ease of access. The technical teams involved are very familiar with this technology and the Bench is supportive of this project. The IT Director has the authority to oversee this project. To aid in communication, coordination and planning a joint departmental workgroup was formed. They provide updates to the Superior Court's Technology Committee and to other Executives as needed. The IT Director has the support of the Chief Administrative Officer and update him and other Directors every 2 weeks and as needed.

18. PROJECT RISKS

This is a low risk project due to technical staff being familiar with the hardware, software and business process involved. These implementations are the same for each courtroom with no unique configurations or needs required for any courtrooms. There are minimal risks that the project could be delayed due to courtroom availability and the time required to upgrade and tune all the equipment. To combat this, we will seek out courtroom availability far in advance and work with Court Operations to modify the implementation schedule accordingly. The project will coordinate closely with DJA, which is migrating to the cloud storage.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLER ECO RESTORE & PROTECT

1033882

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 ECO RESTORE & PROTECT
Substantial Completion	
Location	Countywide
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$4,004,572	\$367,721	\$359,462	\$377,699	\$5,109,454
2 Preliminary Design	\$130,436	\$0	\$0	\$0	\$130,436
3 Final Design	\$414,410	\$0	\$0	\$0	\$414,410
4 Implementation	\$827,798	\$2,008,261	\$1,716,538	\$1,671,301	\$6,223,898
5 Closeout	\$8,000	\$0	\$0	\$0	\$8,000
6 Acquisition	\$184,492	\$0	\$0	\$0	\$184,492
Total Budget	\$5,569,709	\$2,375,982	\$2,076,000	\$2,049,000	\$12,070,691

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$144,257)	\$0	\$0	(\$144,257)
39721 - CONTRIB SURF WATER MGT	\$2,040,239	\$2,076,000	\$2,049,000	\$6,165,239
42006 - AQUATIC LANDS ENHANCEMENT	\$480,000	\$0	\$0	\$480,000
Total Revenue	\$2,375,982	\$2,076,000	\$2,049,000	\$6,500,982

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WLER ECO RESTORE & PROTECT					1033882
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$1,311,478	\$185,000	\$367,721	\$359,462	\$377,699	\$2,601,360	
2 Prelim Design	\$94,098	\$0	\$0	\$0	\$0	\$94,098	
3 Final Design	\$251,777	\$0	\$0	\$0	\$0	\$251,777	
4 Implementation	\$1,901,041	\$50,000	\$2,969,129	\$1,716,538	\$1,671,301	\$8,308,009	
5 Closeout	\$95,908	\$0	\$0	\$0	\$0	\$95,908	
6 Acquisition	\$41,336	\$0	\$0	\$0	\$0	\$41,336	
Total Expense	\$3,695,637	\$235,000	\$3,336,850	\$2,076,000	\$2,049,000	\$11,392,487	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$2,514,201	\$1,371,227	\$4,004,572	\$1,496,478
2 Preliminary Design	\$0	\$55,058	\$108,334	\$130,436	\$94,098
3 Final Design	\$0	\$380,453	\$271,858	\$414,410	\$251,777
4 Implementation	\$0	\$4,586,770	\$1,942,080	\$827,798	\$1,951,041
5 Closeout	\$0	\$49,143	\$97,729	\$8,000	\$95,908
6 Acquisition	\$0	\$23,405	\$43,188	\$184,492	\$41,336
Total	\$0	\$7,609,030	\$3,834,416	\$5,569,708	\$3,930,638

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$2,508,094	\$367,721	\$367,721	\$2,508,094
2 Preliminary Design	\$36,338	\$0	\$0	\$36,338
3 Final Design	\$162,633	\$0	\$0	\$162,633
4 Implementation	(\$1,123,242)	\$2,008,261	\$2,969,129	(\$2,084,110)
5 Closeout	(\$87,908)	\$0	\$0	(\$87,908)
6 Acquisition	\$143,157	\$0	\$0	\$143,157
Total	\$1,639,072	\$2,375,982	\$3,336,850	\$678,204

NARRATIVES

WLER ECO RESTORE & PROTECT

1033882

1. CURRENT 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

Excel document "WLRD Fund 3292 Programmatic List" provides details for each sub project within the programmatic project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLER ECO RESTORE & PROTECT

1033882

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

Investment in project specific feasibility provides better understanding of project risk and leads to better estimation of project cost. Adaptive management of constructed projects ensures that the intended outcome of a project is reached to its maximum use. Protection acquired properties from potential harmful use, ensures public safety.

5. BUDGET REQUEST BASIS

Each program forecasted anticipated work needed for the upcoming biennium. 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.

6. FUNDING AND REVENUE DISCUSSION

Funding for this project is from county surface water management fees.

7. OPERATING BUDGET AND OTHER IMPACTS

There are no impacts to the operating budget.

8. PROJECT STATUS

The following projects are ongoing into 2019-2020; 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; and adaptive management actions. For 2017-2018 eleven demolitions were completed, three feasibility analysis and six adaptive management actions were taken.

9. ALTERNATIVES ANALYSIS

NA

10. OTHER AGENCY INVOLVEMENT

Various local, state and federal regulatory agencies may be involved in actions undertaken by the preserve and protect (demolition) and adaptive management subprograms.

11. ART ELIGIBILITY

Programs funded in this master project do not include new construction, reconstruction or remodeling. The subprograms are maintenance or minor rehabilitation which are excluded.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The preserve and protect program and adaptive management program both support numerous SCAC goals by removing hazardous structures (often from flood-prone locations), restoration of degraded properties for habitat improvement, and planting of many native trees and shrubs.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLER ECO RESTORE & PROTECT	1033882
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLER WRIA 7 ECOSYSTEM RESTORATN

1034167

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	WLER WRIA 7 ECOSYSTEM RESTORATN
Substantial Completion	12/31/2050
Location	WRIA 7
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$3,597,812	\$55,862	\$1,170,764	\$0	\$4,824,438
2 Preliminary Design	\$695,522	\$1,416,453	\$0	\$0	\$2,111,975
3 Final Design	\$3,852,689	\$2,474,903	\$873,405	\$0	\$7,200,997
4 Implementation	\$5,697,909	\$516,841	\$25,868,556	\$9,638,407	\$41,721,713
5 Closeout	\$140,256	\$10,609	\$56,275	\$11,593	\$218,733
6 Acquisition	\$2,424,474	\$0	\$0	\$0	\$2,424,474
Total Budget	\$16,408,662	\$4,474,668	\$27,969,000	\$9,650,000	\$58,502,330

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$7,230	\$1,858	\$0	\$9,088

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$122,705	\$0	\$0	\$122,705
33429 - DEPT OF ECOLOGY	\$0	\$9,000,000	\$8,000,000	\$17,000,000
33708 - INTERLOCAL GRANTS OTHER	\$0	\$1,500,000	\$0	\$1,500,000
36999 - OTHER MISC REVENUE	\$2,823,963	\$969,000	\$0	\$3,792,963
39721 - CONTRIB SURF WATER MGT	\$723,000	\$100,000	\$746,860	\$1,569,860
39796 - CONTRIB OTHER FUNDS	\$405,000	\$700,000	\$0	\$1,105,000
42018 - PUGET SOUND ACQ REST	\$400,000	\$15,700,000	\$903,140	\$17,003,140
Total Revenue	\$4,474,668	\$27,969,000	\$9,650,000	\$42,093,668

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WLER WRIA 7 ECOSYSTEM RESTORATN					1034167
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$982,736	\$135,501	\$169,661	\$1,170,764	\$0	\$2,458,662	
2 Prelim Design	\$1,188,592	\$1,594,237	\$1,416,453	\$0	\$0	\$4,199,282	
3 Final Design	\$2,288,490	\$117,200	\$1,654,143	\$873,405	\$0	\$4,933,238	
4 Implementation	\$5,078,296	\$4,000	\$2,907,773	\$29,883,568	\$9,638,407	\$47,512,044	
5 Closeout	\$328,960	\$26,000	\$10,609	\$56,275	\$11,593	\$433,437	
6 Acquisition	\$371,545	\$0	\$0	\$0	\$0	\$371,545	
Total Expense	\$10,238,620	\$1,876,938	\$6,158,639	\$31,984,012	\$9,650,000	\$59,908,209	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$2,253,169	\$1,040,382	\$3,597,812	\$1,118,237
2 Preliminary Design	\$0	\$4,188,443	\$1,417,346	\$695,522	\$2,782,829
3 Final Design	\$0	\$4,756,290	\$2,288,639	\$3,852,689	\$2,405,690
4 Implementation	\$0	\$47,120,905	\$5,079,304	\$5,697,909	\$5,082,296
5 Closeout	\$0	\$421,473	\$328,960	\$140,256	\$354,960
6 Acquisition	\$0	\$371,545	\$1,581,524	\$2,424,474	\$371,545
Total	\$0	\$59,111,825	\$11,736,155	\$16,408,662	\$12,115,557

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$2,479,575	\$55,862	\$169,661	\$2,365,776
2 Preliminary Design	(\$2,087,307)	\$1,416,453	\$1,416,453	(\$2,087,307)
3 Final Design	\$1,447,000	\$2,474,903	\$1,654,143	\$2,267,760
4 Implementation	\$615,612	\$516,841	\$2,907,773	(\$1,775,320)
5 Closeout	(\$214,704)	\$10,609	\$10,609	(\$214,704)
6 Acquisition	\$2,052,929	\$0	\$0	\$2,052,929
Total	\$4,293,105	\$4,474,668	\$6,158,639	\$2,609,134

NARRATIVES

WLER WRIA 7 ECOSYSTEM RESTORATN

1034167

1. CURRENT PROJECT SCOPE

Water Resource Inventory Area 7 Ecosystem Restoration - This program 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

Excel document "WLRD Fund 3292 Programmatic List" provides details for each sub project within the programmatic project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLER WRIA 7 ECOSYSTEM RESTORATN

1034167

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

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

The budget requested for 2019-2020 is necessary in order to complete final design (Phase 3) for Frew Floodplain, Barfuse and Patterson Creek and to implement (Phase 4) for Tolt-San Souci and start planning and preliminary design (Phase 1 & 2) for four new projects. The Budget request is based on a combination of bottom-up and analogous estimates derived from previously completed projects of similar scale and complexity.

6. FUNDING AND REVENUE DISCUSSION

Funding for WLR SWM capital projects includes revenue from numerous external agencies as well as county sources. Some of these funding sources includes grants from federal and state agencies, local agencies, local levy proceeds, county surface water management fees and Interlocal agreements.

7. OPERATING BUDGET AND OTHER IMPACTS

Permit driven requirements for Monitoring and Maintenance could be a future operating cost.

8. PROJECT STATUS

The following projects are ongoing into 2019-2020. Frew Floodplain reconnection, Patterson Creek, Tolt-SanSouci and Barfuse Floodplain reconnection. Currently Frew floodplain is in feasibility analysis and securing the footprint through acquisition; Patterson Creek is in design; Tolt-San Souci is in feasibility and starting design and Barfuse Floodplain is undergoing alternative analysis and going into design.

9. ALTERNATIVES ANALYSIS

Alternative analysis for projects is to be completed during the preliminary design phase of each project.

10. OTHER AGENCY INVOLVEMENT

To be determined, but numerous local, state and federal grant and regulatory agencies will be stakeholders.

11. ART ELIGIBILITY

Partial exclusion

12. EQUITY AND SOCIAL JUSTICE IMPACT

The primary purpose of these projects is improving salmon habitat. Restoring healthy runs of salmon is critically important to meeting the tribal treaty rights of Northwest indian tribes and is very consistent with King County's ESJ goals.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The restoration projects will restore riparian buffer vegetation which, over time, will help sequester carbon and help maintain salmon-friendly water temperature.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLER WRIA 7 ECOSYSTEM RESTORATN	1034167
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLER WRIA8 ECOSYSTEM RESTORATN

1034171

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	WLER WRIA8 ECOSYSTEM RESTORATN
Substantial Completion	12/31/2050
Location	WRIA 8
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1,554,288	\$0	\$0	\$0	\$1,554,288
2 Preliminary Design	\$2,541,828	\$30,900	\$0	\$0	\$2,572,728
3 Final Design	\$2,443,683	\$298,236	\$0	\$0	\$2,741,919
4 Implementation	\$8,873,332	\$12,539,117	\$7,469,073	\$200,000	\$29,081,522
5 Closeout	\$17,192	\$48,032	\$10,927	\$0	\$76,151
6 Acquisition	\$1,507,609	\$0	\$0	\$0	\$1,507,609
Total Budget	\$16,937,933	\$12,916,285	\$7,480,000	\$200,000	\$37,534,218

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$11,600	\$0	\$0	\$11,600

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$41,285	\$0	\$0	\$41,285
33429 - DEPT OF ECOLOGY	\$7,275,000	\$1,000,000	\$0	\$8,275,000
36999 - OTHER MISC REVENUE	\$1,700,000	\$1,730,000	\$0	\$3,430,000
39721 - CONTRIB SURF WATER MGT	\$1,160,000	\$550,000	\$200,000	\$1,910,000
39796 - CONTRIB OTHER FUNDS	\$1,440,000	\$0	\$0	\$1,440,000
42018 - PUGET SOUND ACQ REST	\$1,300,000	\$4,200,000	\$0	\$5,500,000
Total Revenue	\$12,916,285	\$7,480,000	\$200,000	\$20,596,285

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WLER WRIA8 ECOSYSTEM RESTORATN					1034171
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$425,342	\$30,000	\$40,000	\$0	\$0	\$495,342	
2 Prelim Design	\$1,206,637	\$20,000	\$360,900	\$0	\$0	\$1,587,537	
3 Final Design	\$2,257,639	\$446,500	\$339,521	\$0	\$0	\$3,043,660	
4 Implementation	\$5,188,894	\$316,237	\$17,648,287	\$7,469,073	\$200,000	\$30,822,491	
5 Closeout	\$167,764	\$32,870	\$51,153	\$10,927	\$0	\$262,714	
6 Acquisition	\$1,322,473	\$0	\$0	\$0	\$0	\$1,322,473	
Total Expense	\$10,568,750	\$845,607	\$18,439,861	\$7,480,000	\$200,000	\$37,534,218	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$453,972	\$432,903	\$1,554,288	\$455,342
2 Preliminary Design	\$0	\$1,257,537	\$1,207,047	\$2,541,828	\$1,226,637
3 Final Design	\$0	\$2,964,128	\$2,525,522	\$2,443,683	\$2,704,139
4 Implementation	\$0	\$28,761,218	\$5,221,333	\$8,873,332	\$5,505,131
5 Closeout	\$0	\$232,444	\$172,177	\$17,192	\$200,634
6 Acquisition	\$0	\$1,268,709	\$1,322,473	\$1,507,609	\$1,322,473
Total	\$0	\$34,938,008	\$10,881,455	\$16,937,932	\$11,414,356

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$1,098,946	\$0	\$40,000	\$1,058,946
2 Preliminary Design	\$1,315,191	\$30,900	\$360,900	\$985,191
3 Final Design	(\$260,456)	\$298,236	\$339,521	(\$301,741)
4 Implementation	\$3,368,201	\$12,539,117	\$17,648,287	(\$1,740,969)
5 Closeout	(\$183,441)	\$48,032	\$51,153	(\$186,562)
6 Acquisition	\$185,135	\$0	\$0	\$185,135
Total	\$5,523,576	\$12,916,285	\$18,439,861	\$0

NARRATIVES

WLER WRIA8 ECOSYSTEM RESTORATN

1034171

1. CURRENT PROJECT SCOPE

Water Resource Inventory Area 8 Ecosystem Restoration - This program 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

Excel document "WLRD Fund 3292 Programmatic List" provides details for each sub project within the programmatic project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLER WRIA8 ECOSYSTEM RESTORATN

1034171

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

Project restores ecological functions within the Cedar/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

The budget requested for 2019-2020 is necessary in order to complete final design (Phase 3) for Little Bit and to implement (Phase 4) for Riverbend restoration and Little Bit and start planning and preliminary design (Phase 1 & 2) for four new projects. The Budget request is based on a combination of bottom-up and analogous estimates derived from previously completed projects of similar scale and complexity.

6. FUNDING AND REVENUE DISCUSSION

Funding for WLR SWM capital projects includes revenue from numerous external agencies as well as county sources. Some of these funding sources include grants from federal and state agencies, local agencies, local levy proceeds, county surface water management fees and Interlocal agreements.

7. OPERATING BUDGET AND OTHER IMPACTS

Permit driven requirements for Monitoring and Maintenance could be a future operating cost.

8. PROJECT STATUS

There are two ongoing projects, Little Bit restoration which is infeasibility and preliminary design and Riverbend Restoration which is in design.

9. ALTERNATIVES ANALYSIS

Alternative analysis for projects is to be completed during the preliminary design phase of each project.

10. OTHER AGENCY INVOLVEMENT

To be determined, but numerous local, state and federal grant and regulatory agencies will be stakeholders.

11. ART ELIGIBILITY

Partial exclusion

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.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The restoration projects will restore riparian buffer vegetation which, over time, will help sequester carbon and help maintain salmon-friendly water temperature.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLER WRIA8 ECOSYSTEM RESTORATN	1034171
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		


Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLER WRIA9 ECOSYSTEM RESTORATN

1034245

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	WLER WRIA9 ECOSYSTEM RESTORATN	
Substantial Completion		
Location	WRIA 9	
Cap Status	Approved	

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1,605,193	\$5,150	\$0	\$0	\$1,610,343
2 Preliminary Design	\$512,602	\$68,031	\$0	\$0	\$580,633
3 Final Design	\$2,227,379	\$1,444,960	\$0	\$0	\$3,672,339
4 Implementation	\$5,895,590	\$4,787,360	\$3,175,727	\$4,660,000	\$18,518,677
5 Closeout	\$335,724	\$67,793	\$109,273	\$0	\$512,790
6 Acquisition	\$27,531	\$0	\$0	\$0	\$27,531
Total Budget	\$10,604,019	\$6,373,294	\$3,285,000	\$4,660,000	\$24,922,313

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$18,950	\$0	\$0	\$18,950

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$18,294	\$0	\$0	\$18,294
33429 - DEPT OF ECOLOGY	\$2,900,000	\$0	\$2,240,000	\$5,140,000
36999 - OTHER MISC REVENUE	\$700,000	\$0	\$0	\$700,000
39721 - CONTRIB SURF WATER MGT	\$1,895,000	\$2,075,000	\$1,570,000	\$5,540,000
39796 - CONTRIB OTHER FUNDS	\$300,000	\$400,000	\$0	\$700,000
40809 - SALMON RECOVERY DEPT COMM	\$260,000	\$0	\$850,000	\$1,110,000
42018 - PUGET SOUND ACQ REST	\$300,000	\$810,000	\$0	\$1,110,000
Total Revenue	\$6,373,294	\$3,285,000	\$4,660,000	\$14,318,294

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WLER WRIA9 ECOSYSTEM RESTORATN				1034245
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$625,459	\$102,771	\$5,150	\$0	\$0	\$733,380
2 Prelim Design	\$306,782	\$987,293	\$186,325	\$0	\$0	\$1,480,400
3 Final Design	\$2,144,443	\$164,000	\$1,444,960	\$0	\$0	\$3,753,403
4 Implementation	\$4,469,896	\$81,965	\$6,992,782	\$2,197,772	\$4,660,000	\$18,402,415
5 Closeout	\$279,580	\$15,000	\$49,499	\$109,273	\$0	\$453,352
6 Acquisition	\$191,887	\$0	\$0	\$0	\$0	\$191,887
Total Expense	\$8,018,047	\$1,351,029	\$8,678,716	\$2,307,045	\$4,660,000	\$25,014,837

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$672,385	\$649,438	\$1,605,193	\$728,230
2 Preliminary Design	\$0	\$1,344,636	\$461,902	\$512,602	\$1,294,075
3 Final Design	\$0	\$3,758,471	\$2,149,014	\$2,227,379	\$2,308,443
4 Implementation	\$0	\$24,854,526	\$4,711,761	\$5,895,590	\$4,551,861
5 Closeout	\$0	\$462,870	\$291,438	\$335,724	\$294,580
6 Acquisition	\$0	\$245,652	\$193,619	\$27,531	\$191,887
Total	\$0	\$31,338,540	\$8,457,172	\$10,604,019	\$9,369,076

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$876,963	\$5,150	\$5,150	\$876,963
2 Preliminary Design	(\$781,473)	\$68,031	\$186,325	(\$899,767)
3 Final Design	(\$81,065)	\$1,444,960	\$1,444,960	(\$81,065)
4 Implementation	\$1,343,729	\$4,787,360	\$6,992,782	(\$861,693)
5 Closeout	\$41,144	\$67,793	\$49,499	\$59,438
6 Acquisition	(\$164,356)	\$0	\$0	(\$164,356)
Total	\$1,234,942	\$6,373,294	\$8,678,716	(\$1,070,480)

NARRATIVES

WLER WRIA9 ECOSYSTEM RESTORATN

1034245

1. CURRENT PROJECT SCOPE

Water Resource Inventory Area 9 Ecosystem Restoration - This program 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

Excel document "WLRD Fund 3292 Programmatic List" provides details for each sub project within the programmatic project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLER WRIA9 ECOSYSTEM RESTORATN

1034245

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

Project restores ecological functions within the Green/ Duwamish 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.. Budget for 2017-2018 includes funding for potentially two new projects (Lower Newaukem and Lower Soos Creek restorations) and continuation of two on-going projects; Turley/Lones Levee setback and Auburn Narrows Restoration.

5. BUDGET REQUEST BASIS

The budget requested for 2019-2020 is necessary in order to complete final design (Phase 3) and to implement (Phase 4) for Lones Levee setback, Lower Newuakem Restoration and Flaming Geyser restoration, complete final design on Lower Soos Creek restoration and start planning and preliminary design (Phase 1 & 2) for two other new projects. The Budget request is based on a combination of bottom-up and analogous estimates derived from previously completed projects of similar scale and complexity.

6. FUNDING AND REVENUE DISCUSSION

Funding for WLR SWM capital projects includes revenue from numerous external agencies as well as county sources. Some of these funding sources include grants from federal and state agencies, local agencies, local levy proceeds, county surface water management fees and Interlocal agreements.

7. OPERATING BUDGET AND OTHER IMPACTS

Permit driven requirements for Monitoring and Maintenance could be a future operating cost.

8. PROJECT STATUS

There are three on-going projects; Lones levee setback which is feasibility , Lower Newaukem restoration which completed alternative anlysis and is undergoing preliminary design and Lower Soos Creek restoration which is undergoing feasibility analysis.

9. ALTERNATIVES ANALYSIS

Alternative analysis for projects is to be completed during the preliminary design phase of each project.

10. OTHER AGENCY INVOLVEMENT

To be determined, but numerous local, state and federal grant and regulatory agencies will be stakeholders.

11. ART ELIGIBILITY

Partial exclusion.

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.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The restoration projects will restore riparian buffer vegetation which, over time, will help sequester carbon and help maintain salmon-friendly water temperature.

14. OTHER CONSIDERATIONS (OPTIONAL)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLER WRIA10 ECOSYSTEM RESTORATN

1034280

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	WLER WRIA10 ECOSYSTEM RESTORATN
Substantial Completion	12/31/2050
Location	WRIA 10
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1,564,119	\$0	\$0	\$0	\$1,564,119
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$1,000,476	\$0	\$0	\$0	\$1,000,476
4 Implementation	\$2,051,707	\$364,100	\$895,000	\$0	\$3,310,807
5 Closeout	\$60,001	\$30,900	\$0	\$0	\$90,901
6 Acquisition	\$123,917	\$0	\$0	\$0	\$123,917
Total Budget	\$4,800,221	\$395,000	\$895,000	\$0	\$6,090,221

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$3,350	\$0	\$0	\$3,350

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	\$60,000	\$380,000	\$0	\$440,000
39721 - CONTRIB SURF WATER MGT	\$335,000	\$515,000	\$0	\$850,000
Total Revenue	\$395,000	\$895,000	\$0	\$1,290,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WLER WRIA10 ECOSYSTEM RESTORATN					1034280
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$24,031	\$0	\$0	\$0	\$0	\$24,031	
2 Prelim Design	\$558,038	\$0	\$0	\$0	\$0	\$558,038	
3 Final Design	\$896,168	\$100,000	\$0	\$0	\$0	\$996,168	
4 Implementation	\$969,618	\$500,000	\$746,451	\$895,000	\$0	\$3,111,069	
5 Closeout	\$15,053	\$0	\$30,900	\$0	\$0	\$45,953	
6 Acquisition	\$137,900	\$5,000	\$0	\$0	\$0	\$142,900	
Total Expense	\$2,600,807	\$605,000	\$777,351	\$895,000	\$0	\$4,878,158	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$24,031	\$24,031	\$1,564,119	\$24,031
2 Preliminary Design	\$0	\$558,038	\$677,820	\$0	\$558,038
3 Final Design	\$0	\$996,168	\$945,851	\$1,000,476	\$996,168
4 Implementation	\$0	\$2,728,718	\$856,855	\$2,051,707	\$1,469,618
5 Closeout	\$0	\$45,953	\$14,988	\$60,001	\$15,053
6 Acquisition	\$0	\$167,900	\$143,862	\$123,917	\$142,900
Total	\$0	\$4,520,808	\$2,663,407	\$4,800,220	\$3,205,808

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$1,540,089	\$0	\$0	\$1,540,089
2 Preliminary Design	(\$558,038)	\$0	\$0	(\$558,038)
3 Final Design	\$4,308	\$0	\$0	\$4,308
4 Implementation	\$582,089	\$364,100	\$746,451	\$199,738
5 Closeout	\$44,948	\$30,900	\$30,900	\$44,948
6 Acquisition	(\$18,983)	\$0	\$0	(\$18,983)
Total	\$1,594,413	\$395,000	\$777,351	\$1,212,062

NARRATIVES

WLER WRIA10 ECOSYSTEM RESTORATN

1034280

1. CURRENT PROJECT SCOPE

Water Resource Inventory Area 10 Ecosystem Restoration - This program 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

Excel document "WLRD Fund 3292 Programmatic List" provides details for each sub project within the programmatic project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLER WRIA10 ECOSYSTM RESTORATN

1034280

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

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

The budget requested for 2019-2020 is necessary in order to implement (Phase 4) for Middle Boise Creek restoration and revegetation. The Budget request is based on a combination of bottom-up and analogous estimates derived from previously completed projects of similar scale and complexity.

6. FUNDING AND REVENUE DISCUSSION

Funding for WLR SWM capital projects includes revenue from numerous external agencies as well as county sources. Some of these funding sources include grants from federal and state agencies, local agencies, local levy proceeds, county surface water management fees and Interlocal agreements.

7. OPERATING BUDGET AND OTHER IMPACTS

Permit driven requirements for Monitoring and Maintenance could be a future operating cost.

8. PROJECT STATUS

N/A

9. ALTERNATIVES ANALYSIS

Alternative analysis for projects is to be completed during the preliminary design phase of each project.

10. OTHER AGENCY INVOLVEMENT

To be determined, but numerous local, state and federal grant and regulatory agencies will be stakeholders.

11. ART ELIGIBILITY

Partial exclusion

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.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The restoration projects will restore riparian buffer vegetation which, over time, will help sequester carbon and help maintain salmon-friendly water temperature.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLER WRIA10 ECOSYSTEM RESTORATN	1034280
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLER VASHON ECOSYSTEM RESTORAT

1034282

Master Project, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1,378,897	\$12,360	\$0	\$0	\$1,391,257
2 Preliminary Design	\$217,234	\$102,743	\$0	\$0	\$319,977
3 Final Design	\$578,824	\$160,842	\$0	\$0	\$739,666
4 Implementation	\$1,587,198	\$1,413,756	\$1,292,132	\$2,800,000	\$7,093,086
5 Closeout	\$118,274	\$30,299	\$7,868	\$0	\$156,441
6 Acquisition	\$1,621,242	\$0	\$0	\$0	\$1,621,242
Total Budget	\$5,501,669	\$1,720,000	\$1,300,000	\$2,800,000	\$11,321,669

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$7,200	\$0	\$0	\$7,200

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
33429 - DEPT OF ECOLOGY	\$0	\$0	\$1,500,000	\$1,500,000
39721 - CONTRIB SURF WATER MGT	\$720,000	\$300,000	\$300,000	\$1,320,000
40809 - SALMON RECOVERY DEPT COMM	\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000
Total Revenue	\$1,720,000	\$1,300,000	\$2,800,000	\$5,820,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WLER VASHON ECOSYSTEM RESTORAT					1034282
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$136,870	\$5,500	\$12,360	\$0	\$0	\$154,730	
2 Prelim Design	\$433,733	\$101,000	\$102,743	\$0	\$0	\$637,476	
3 Final Design	\$463,100	\$130,800	\$160,842	\$0	\$0	\$754,742	
4 Implementation	\$542,988	\$1,000,344	\$2,540,657	\$1,292,132	\$2,800,000	\$8,176,121	
5 Closeout	\$48,138	\$24,333	\$30,299	\$7,868	\$0	\$110,638	
6 Acquisition	\$1,168,225	\$0	\$0	\$0	\$0	\$1,168,225	
Total Expense	\$2,793,054	\$1,261,977	\$2,846,901	\$1,300,000	\$2,800,000	\$11,001,932	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$151,803	\$175,803	\$1,378,897	\$142,370
2 Preliminary Design	\$0	\$637,476	\$459,505	\$217,234	\$534,733
3 Final Design	\$0	\$754,741	\$494,659	\$578,824	\$593,900
4 Implementation	\$0	\$7,034,912	\$633,743	\$1,587,198	\$1,543,332
5 Closeout	\$0	\$98,295	\$49,473	\$118,274	\$72,471
6 Acquisition	\$0	\$1,168,225	\$1,169,404	\$1,621,242	\$1,168,225
Total	\$0	\$9,845,452	\$2,982,587	\$5,501,669	\$4,055,031

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$1,236,527	\$12,360	\$12,360	\$1,236,527
2 Preliminary Design	(\$317,499)	\$102,743	\$102,743	(\$317,499)
3 Final Design	(\$15,076)	\$160,842	\$160,842	(\$15,076)
4 Implementation	\$43,866	\$1,413,756	\$2,540,657	(\$1,083,035)
5 Closeout	\$45,803	\$30,299	\$30,299	\$45,803
6 Acquisition	\$453,017	\$0	\$0	\$453,017
Total	\$1,446,638	\$1,720,000	\$2,846,901	\$319,737

NARRATIVES

WLER VASHON ECOSYSTEM RESTORAT

1034282

1. CURRENT PROJECT SCOPE

Vashon Ecosystem Restoration - This program 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.

2. PROGRAMMATIC PROJECT DISCUSSION

Excel document "WLRD Fund 3292 Programmatic List" provides details for each sub project within the programmatic project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLER VASHON ECOSYSTEM RESTORAT

1034282

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

Project restores ecological functions within the Vashon-Maury Island watershed. The restoration projects will also restore riparian and shoreline buffer vegetation and help maintain fish-friendly water temperature.

5. BUDGET REQUEST BASIS

The budget requested for 2019-2020 is necessary in order to complete final design (Phase 3) and construction (Phase 4) for Judd Creek Estuary Enhancement, continue Marine Shoreline Revegetation, implement phase 2 for the Maury Island Armoring removal program and start planning and preliminary design (Phase 1 & 2) for one new project. The Budget request is based on a combination of bottom-up and analogous estimates derived from previously completed projects of similar scale and complexity. Estimates will be refined as the project progresses through design.

6. FUNDING AND REVENUE DISCUSSION

Funding for WLR SWM capital projects includes revenue from numerous external agencies as well as county sources. Some of these funding sources include grants from federal and state agencies, local agencies, local levy proceeds, county surface water management fees and Interlocal agreements.

7. OPERATING BUDGET AND OTHER IMPACTS

Permit driven requirements for Monitoring and Maintenance could be a future operating cost.

8. PROJECT STATUS

There are currently three on-going projects; Maury Island Reserve Armoring Removal, Judd Creek Estuary Enhancement and Marine Shoreline Revegetation.

9. ALTERNATIVES ANALYSIS

Alternative analysis for projects is to be completed during the preliminary design phase of each project.

10. OTHER AGENCY INVOLVEMENT

To be determined, but numerous local, state and federal grant and regulatory agencies will be stakeholders.

11. ART ELIGIBILITY

Partial exclusion.

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.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The restoration projects will restore riparian buffer vegetation which, over time, will help sequester carbon and help maintain salmon-friendly water temperature.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLER VASHON ECOSYSTEM RESTORAT	1034282
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLER SMALL HABITAT RESTORATION

1034287

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	WLER SMALL HABITAT RESTORATION
Substantial Completion	01/01/2042
Location	Countywide
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1,628,253	\$150,545	\$78,676	\$0	\$1,857,474
2 Preliminary Design	\$1	\$0	\$0	\$0	\$1
3 Final Design	\$52,965	\$43,909	\$22,947	\$0	\$119,821
4 Implementation	\$1,770,929	(\$5,292)	\$420,693	\$680,000	\$2,866,330
5 Closeout	\$202,989	\$263,453	\$137,684	\$0	\$604,126
6 Acquisition	\$698	\$0	\$0	\$0	\$698
Total Budget	\$3,655,835	\$452,615	\$660,000	\$680,000	\$5,448,450

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$4,481	\$6,600	\$6,800	\$17,881

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39721 - CONTRIB SURF WATER MGT	\$452,615	\$660,000	\$680,000	\$1,792,615
Total Revenue	\$452,615	\$660,000	\$680,000	\$1,792,615

EXPENSE WLER SMALL HABITAT RESTORATION 1034287

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$420,052	\$63,600	\$150,545	\$78,676	\$0	\$712,873
2 Prelim Design	(\$9,684)	\$0	\$0	\$0	\$0	(\$9,684)
3 Final Design	\$268,964	\$16,800	\$43,909	\$22,947	\$0	\$352,620
4 Implementation	\$1,670,986	\$184,800	(\$5,292)	\$420,693	\$680,000	\$2,951,187
5 Closeout	\$485,469	\$100,800	\$263,453	\$137,684	\$0	\$987,406
6 Acquisition	\$2,767	\$0	\$0	\$0	\$0	\$2,767
Total Expense	\$2,838,554	\$366,000	\$452,615	\$660,000	\$680,000	\$4,997,169

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$441,403	\$473,933	\$1,628,253	\$483,652
2 Preliminary Design	\$0	\$88	(\$9,189)	\$1	(\$9,684)
3 Final Design	\$0	\$182,924	\$283,691	\$52,965	\$285,764
4 Implementation	\$0	\$1,079,632	\$1,779,389	\$1,770,929	\$1,855,786
5 Closeout	\$0	\$518,707	\$534,812	\$202,989	\$586,269
6 Acquisition	\$0	\$0	\$2,767	\$698	\$2,767
Total	\$0	\$2,222,754	\$3,065,403	\$3,655,835	\$3,204,554

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$1,144,601	\$150,545	\$150,545	\$1,144,601
2 Preliminary Design	\$9,685	\$0	\$0	\$9,685
3 Final Design	(\$232,799)	\$43,909	\$43,909	(\$232,799)
4 Implementation	(\$84,857)	(\$5,292)	(\$5,292)	(\$84,857)
5 Closeout	(\$383,279)	\$263,453	\$263,453	(\$383,279)
6 Acquisition	(\$2,069)	\$0	\$0	(\$2,069)
Total	\$451,282	\$452,615	\$452,615	\$451,282

NARRATIVES

WLER SMALL HABITAT RESTORATION

1034287

1. CURRENT PROJECT SCOPE

Small Habitat Restoration Program - The mission of SHRP is to build small low-cost habitat restoration projects to enhance and restore streams and wetlands and riparian habitat. Projects include stabilizing eroding streambanks, 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, Puget Sound, Cedar-Sammamish-Lake Washington and Snoqualmie River basins and along Puget Sound.

2. PROGRAMMATIC PROJECT DISCUSSION

Excel Document "WLRD Fund 3292 Programmatic List" provides details for each sub project within the programmatic project.

3. PROJECT JUSTIFICATION

The SHRP was developed to provide a fast, cost-effective way to implement small restoration projects. The program selects projects that have maximum habitat benefits and minimal design and permitting needs. The Small Habitat Restoration Program plays an important role in performing small-scale, but cumulatively significant, habitat restoration projects on public and private properties. 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 helps meet salmon conservation and recovery goals. SHRP is a 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.

4. PROJECT BENEFITS/OUTCOMES

The program selects projects that have maximum habitat benefits and minimal design and permitting needs. The cumulative effect of these smaller projects helps meet salmon conservation and recovery goals. SHRP is a King County program that provides free technical support to private citizens throughout unincorporated King County

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLER SMALL HABITAT RESTORATION

1034287

5. BUDGET REQUEST BASIS

Budget request is based on past program estimates and actual costs. Program costs are somewhat scalable, wherein additional funding supports additional projects.

6. FUNDING AND REVENUE DISCUSSION

Funding is provided from the Surface Water Management fee.

7. OPERATING BUDGET AND OTHER IMPACTS

No change.

8. PROJECT STATUS

N/A

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

Occasionally local (and sometimes state) regulatory agencies may be involved.

11. ART ELIGIBILITY

Some projects may be ineligible due to location on private property. Only new design and construction funded by SWM is eligible. Maintenance is not because it is minor in nature.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLSWC PUBLIC SAFETY/PROPERTY

1048125

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 PUBLIC SAFETY/PROPERTY
Substantial Completion	
Location	Countywide
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$12,934,697	\$0	\$0	\$0	\$12,934,697
2 Preliminary Design	\$114,383	\$11,330	\$0	\$0	\$125,713
3 Final Design	\$4,575,808	\$0	\$0	\$0	\$4,575,808
4 Implementation	\$9,522,130	(\$1,261,480)	\$0	\$0	\$8,260,650
5 Closeout	\$193,704	\$5,150	\$0	\$0	\$198,854
6 Acquisition	\$1,349,691	\$0	\$0	\$0	\$1,349,691
Total Budget	\$28,690,412	(\$1,245,000)	\$0	\$0	\$27,445,412

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$1,250,000)	\$0	\$0	(\$1,250,000)
39721 - CONTRIB SURF WATER MGT	\$5,000	\$0	\$0	\$5,000
Total Revenue	(\$1,245,000)	\$0	\$0	(\$1,245,000)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WLSWC PUBLIC SAFETY/PROPERTY					1048125
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$2,570,519	\$0	\$0	\$0	\$0	\$2,570,519	
2 Prelim Design	\$3,394,111	\$44,000	\$11,330	\$0	\$0	\$3,449,441	
3 Final Design	\$4,821,558	\$0	\$0	\$0	\$0	\$4,821,558	
4 Implementation	\$10,120,228	\$149,714	(\$11,480)	\$0	\$0	\$10,258,462	
5 Closeout	\$1,036,698	\$132,000	\$5,150	\$0	\$0	\$1,173,848	
6 Acquisition	\$3,089,641	\$0	\$0	\$0	\$0	\$3,089,641	
Total Expense	\$25,032,755	\$325,714	\$5,000	\$0	\$0	\$25,363,469	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$1,161,895	\$2,576,512	\$12,934,697	\$2,570,519
2 Preliminary Design	\$0	\$1,680,448	\$3,403,635	\$114,383	\$3,438,111
3 Final Design	\$0	\$1,546,070	\$4,825,703	\$4,575,808	\$4,821,558
4 Implementation	\$0	\$4,366,304	\$10,179,939	\$9,522,130	\$10,269,942
5 Closeout	\$0	\$661,749	\$1,075,295	\$193,704	\$1,168,698
6 Acquisition	\$0	\$2,047,437	\$3,092,421	\$1,349,691	\$3,089,641
Total	\$0	\$11,463,903	\$25,153,505	\$28,690,413	\$25,358,469

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$10,364,178	\$0	\$0	\$10,364,178
2 Preliminary Design	(\$3,323,728)	\$11,330	\$11,330	(\$3,323,728)
3 Final Design	(\$245,750)	\$0	\$0	(\$245,750)
4 Implementation	(\$747,812)	(\$1,261,480)	(\$11,480)	(\$1,997,812)
5 Closeout	(\$974,994)	\$5,150	\$5,150	(\$974,994)
6 Acquisition	(\$1,739,950)	\$0	\$0	(\$1,739,950)
Total	\$3,331,944	(\$1,245,000)	\$5,000	\$2,081,944

NARRATIVES

WLSWC PUBLIC SAFETY/PROPERTY

1048125

1. CURRENT PROJECT SCOPE

Stormwater Public Safety Program - 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 ongoing improvement of the project management manual which is required by the County Executive Order and to ensure Capital Improvement Program projects are managed uniformly. This program will also support the development of the new Construction Management and Inspection Manual.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLSWC PUBLIC SAFETY/PROPERTY

1048125

3. PROJECT JUSTIFICATION

Water and Land Resources Division is obligated to provide public safety and manage stormwater services as defined by King County Code Chapter 9.04. King County is a Phase 1 National Pollution Discharge Elimination System (NPDES) agency obligated to provide improvements in the protection of water quality of natural system within its jurisdiction. Permit compliance include enhancement of operation and maintenance of existing facilities, remediation and retrofit of these facilities and investigations and determination of pollution conditions and abatement or elimination of these sources contributing to water quality detriment. This Ordinance Master oversees the various base programs that include: Emergency-Opportunity, Feasibility, Monitoring & Maintenance, and Project Support Services. The other programs will be completing their assigned inventory assessment lists which will be part of the Asset Management database then those programs will close out. They are Dams and Lakes, Facility Remediation, Aging Pipes and Small Basin. In 2015 this master will continue on Horseshoe Lake Flood reduction, Fairwood 11 Pipe Phase 2 and Wilderness Rim Flood reduction projects. There is one new 2015 project, Fairwood Anti-Corrosive, 1123291.

4. PROJECT BENEFITS/OUTCOMES

Not applicable. This program will be closed in 2020.

5. BUDGET REQUEST BASIS

This program will be closed in 2020. Transfer \$1,250,000 to Project 1117559, WLSWC FAIRWOOD 11 PIPE PHASE 2. This program remains from the prior (Pre-2017) Stormwater CIP structure, carryover appropriation was used to close-out and finish projects started prior to 2017. In 2017 all new projects are using the new structure which more closely aligns with product families developed in business planning efforts which include asset management, natural drainage systems, feasibility studies and water quality. This programmatic project will be closed in 2019-2020 as projects are completed.

6. FUNDING AND REVENUE DISCUSSION

Funding for WLR SWM capital projects includes revenue from numerous external agencies as well as county sources. Some of these funding sources include grants from federal and state agencies, local agencies, local levy proceeds, county surface water management fees and Interlocal agreements.

7. OPERATING BUDGET AND OTHER IMPACTS

It is not anticipated that this program will increase or decrease the operating budget.

8. PROJECT STATUS

N/A

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

N/A

11. ART ELIGIBILITY

Specific to Fairwood 4 SW Improvement: funds are grant revenue and not considered for ARTS calculation.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

14. OTHER CONSIDERATIONS (OPTIONAL)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLSWC PUBLIC SAFETY/PROPERTY	1048125
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLFAC CAPITAL PROJECT OVERSIGHT (WLFAC CAPITAL PROJECT OVERSIGHT)

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	
Location	N/A
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$33,457	\$11,777	\$0	\$0	\$45,234
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$136,390	\$11,777	\$0	\$0	\$148,167

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$11,777	\$0	\$0	\$11,777
Total Revenue	\$11,777	\$0	\$0	\$11,777

EXPENSE WLFAC CAPITAL PROJECT OVERSIGHT 1111168

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$92,234	\$0	\$12,312	\$0	\$0	\$104,546
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$11,247	\$0	\$0	\$0	\$0	\$11,247
4 Implementation	\$0	\$0	(\$535)	\$0	\$0	(\$535)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$103,481	\$0	\$11,777	\$0	\$0	\$115,258

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$104,547	\$92,234	\$96,444	\$92,234
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$11,247	\$11,247	\$6,489	\$11,247
4 Implementation	\$0	(\$535)	\$0	\$33,457	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$115,259	\$103,481	\$136,390	\$103,481

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$4,210	\$0	\$12,312	(\$8,102)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$4,758)	\$0	\$0	(\$4,758)
4 Implementation	\$33,457	\$11,777	(\$535)	\$45,769
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$32,909	\$11,777	\$11,777	\$32,909

NARRATIVES

WLFAC CAPITAL PROJECT OVERSIGHT

1111168

1. CURRENT PROJECT SCOPE

Capital Project Oversight - This project is for costs associated with the County Auditor's Office capital projects' oversight (CPO) with the mission of controlling cost overruns and unforeseen expansion of project scopes, schedules, and budgets on King County's large capital construction projects. The goals for the program include: (1) provide effective independent oversight; (2) focus the oversight on high-risk projects; (3) increase the likelihood of project success; (4) identify problems in a more timely manner; (5) provide clear, succinct reports; and (6) facilitate decision-making by the council.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Ordinance 15652: In 2006, the County Council created a new function in the County Auditor's Office by funding a program for capital projects' oversight (CPO) with the mission of controlling cost overruns and unforeseen expansion of project scopes, schedules, and budgets on King County's large capital construction projects.

4. PROJECT BENEFITS/OUTCOMES

Provides oversight and independent review of overall capital program.

5. BUDGET REQUEST BASIS

his funds the Capital Project Oversight (CPO) function in the Auditor's office. The request is based on a central model that allocated the 2019 -2020 CPO Budget between capital funds based on the size of the budget request, excluding certain types of funds (open space, mitigation, etc.) and large equipment purchases. The budget was determined considering available carryover in addition to the allocation model.

6. FUNDING AND REVENUE DISCUSSION

Funded by Surface Water Management Fee

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLFAC CAPITAL PROJECT OVERSIGH	1111168
7. OPERATING BUDGET AND OTHER IMPACTS		
No operating impact		
8. PROJECT STATUS		
Auditor performs on-going oversight each year.		
9. ALTERNATIVES ANALYSIS		
N/A		
10. OTHER AGENCY INVOLVEMENT		
County Auditor		
11. ART ELIGIBILITY		
This is internal County Audit 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLSWC FAIRWOOD 11 PIPE PHASE 2

1117559

Green Building Reporting

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	Parcel Number 2473400710
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/02/13 - 05/02/13	\$400,000	\$0	\$0	\$0	\$400,000
2 Preliminary Design 04/02/13 - 03/01/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 03/01/18 - 02/13/19	\$0	\$189,504	\$0	\$0	\$189,504
4 Implementation 01/01/19 - 12/31/19	\$481,157	\$1,054,831	\$89,650	\$0	\$1,625,638
5 Closeout 12/31/19 - 12/31/20	\$0	\$0	\$69,350	\$0	\$69,350
6 Acquisition	\$0	\$5,665	\$0	\$0	\$5,665
Total Budget	\$881,157	\$1,250,000	\$159,000	\$0	\$2,290,157

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,250,000	\$0	\$0	\$1,250,000
39721 - CONTRIB SURF WATER MGT	\$0	\$159,000	\$0	\$159,000
Total Revenue	\$1,250,000	\$159,000	\$0	\$1,409,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WLSWC FAIRWOOD 11 PIPE PHASE 2				1117559
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$22,848	\$0	\$0	\$0	\$0	\$22,848
2 Prelim Design	\$144,304	\$26,000	\$0	\$0	\$0	\$170,304
3 Final Design	\$417	\$91,667	\$0	\$0	\$0	\$92,084
4 Implementation	\$1,832	\$0	\$1,675,000	\$89,650	\$0	\$1,766,482
5 Closeout	\$0	\$0	\$0	\$69,350	\$0	\$69,350
6 Acquisition	\$2,708	\$2,500	\$5,665	\$0	\$0	\$10,873
Total Expense	\$172,110	\$120,167	\$1,680,665	\$159,000	\$0	\$2,131,942

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$22,848	\$22,848	\$400,000	\$22,848
2 Preliminary Design	\$0	\$170,304	\$185,214	\$0	\$170,304
3 Final Design	\$0	\$281,587	\$417	\$0	\$92,084
4 Implementation	\$0	(\$103,686)	\$1,832	\$481,157	\$1,832
5 Closeout	\$0	\$69,350	\$0	\$0	\$0
6 Acquisition	\$0	\$10,873	\$2,708	\$0	\$5,208
Total	\$0	\$451,276	\$213,019	\$881,157	\$292,276

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$377,152	\$0	\$0	\$377,152
2 Preliminary Design	(\$170,304)	\$0	\$0	(\$170,304)
3 Final Design	(\$92,084)	\$189,504	\$0	\$97,420
4 Implementation	\$479,325	\$1,054,831	\$1,675,000	(\$140,844)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	(\$5,208)	\$5,665	\$5,665	(\$5,208)
Total	\$588,881	\$1,250,000	\$1,680,665	\$158,216

NARRATIVES

WLSWC FAIRWOOD 11 PIPE PHASE 2

1117559

1. CURRENT 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.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLSWC FAIRWOOD 11 PIPE PHASE 2

1117559

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This request is to transfer \$1,250,000 from Project 1048125, WLSWC PUBLIC SAFETY/PROPERTY. There is insufficient existing budget to complete the project within the current scope.

6. FUNDING AND REVENUE DISCUSSION

Funding for WLR SWM capital projects includes revenue from numerous external agencies as well as county sources. Some of these funding sources include grants from federal and state agencies, local agencies, local levy proceeds, county surface water management fees and Interlocal agreements.

7. OPERATING BUDGET AND OTHER IMPACTS

It is not anticipated that the project will impact the operating budget.

8. PROJECT STATUS

N/A

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Funds transferred from another where 1% was already contributed.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLFAC 3RD BURDEN IMPACT 2013/14 (WLFAC 3RD BURDEN IMPCT 2013/14)

1117841

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	ADMIN
Substantial Completion	
Location	Countywide capital projects
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/13 - 12/31/16	\$325,084	(\$11,777)	\$0	\$0	\$313,307
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	\$325,084	(\$11,777)	\$0	\$0	\$313,307

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$11,777)	\$0	\$0	(\$11,777)
Total Revenue	(\$11,777)	\$0	\$0	(\$11,777)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		WLFAC 3RD BURDEN IMPCT 2013/14					1117841
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$295,613	\$0	\$0	\$0	\$0	\$295,613	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0	
4 Implementation	\$17,694	\$0	\$0	\$0	\$0	\$17,694	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$313,307	\$0	\$0	\$0	\$0	\$313,307	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$295,613	\$295,613	\$325,084	\$295,613
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$17,694	\$17,694	\$0	\$17,694
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$313,307	\$313,307	\$325,084	\$313,307

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$29,471	(\$11,777)	\$0	\$17,694
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$17,694)	\$0	\$0	(\$17,694)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$11,777	(\$11,777)	\$0	\$0

NARRATIVES

WLFAC 3RD BURDEN IMPCT 2013/14

1117841

1. CURRENT PROJECT SCOPE

Finance Third Burden Impact for 2013-2014 Budget - This project is for the purpose to fund the impact to the capital projects in fund 3292 that were impacted by the increase in the indirect overhead (third burden) rate.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

The third burden rate % was increased after capital projects budgets were submitted to PSB in June 2012 for the 2013 / 2014 proforma.

4. PROJECT BENEFITS/OUTCOMES

This project provided a buffer for increased overhead costs.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLFAC 3RD BURDEN IMPCT 2013/14

1117841

5. BUDGET REQUEST BASIS

Project is closed. This budget request moves remaining balance in project to Capital Project Oversight project number 1111168.

6. FUNDING AND REVENUE DISCUSSION

Budget moved to cover Capital Project Oversight Costs from auditor.

7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

8. PROJECT STATUS

The project is closed. Remaining funds are re-distributed to Capital Project Oversight.

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

No other agency involvement

11. ART ELIGIBILITY

This is a pass thru 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WL Transfer to Roads 1111819

1124928

TA

Department	NATURAL RESOURCES AND PARKS
Council District(s)	
Fund	3292 SWM CIP NON-BOND SUBFUND
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$2,000,000	(\$2,000,000)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$2,000,000	(\$2,000,000)	\$0	\$0	\$0

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$2,000,000)	\$0	\$0	(\$2,000,000)
Total Revenue	(\$2,000,000)	\$0	\$0	(\$2,000,000)

EXPENSE WL Transfer to Roads 1111819 1124928

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$2,000,000	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$2,000,000	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$2,000,000	(\$2,000,000)	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$2,000,000	(\$2,000,000)	\$0	\$0

NARRATIVES

WL Transfer to Roads 1111819

1124928

1. CURRENT PROJECT SCOPE

Water and Land Resources Division Surface Water Management Fund Transfer to Roads Project 1111819 - This project is created to help fund maintenance and replacement of stormwater culverts running under County Roads.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

Roads funding has decreased. Since stormwater running under roads is effectively originated outside Roads right-of-way, costs for maintenance and replacement of these culverts should be shared with Surface Water Management Stormwater Unit.

4. PROJECT BENEFITS/OUTCOMES

N/A

5. BUDGET REQUEST BASIS

This is a technical adjustment is related to the \$ 2 m appropriated in this project as part of the council phase in the 2015-2016 capital budget, it did not have revenue backing. As a result, this unfunded project was created. This \$2M was adopted as part of the SWM fee increase in 2017-2018 but was appropriated in the operating fund and did not flow through the capital fund. This technical adjustment reduces expenditure authority in the capital fund to reflect that this transfer was already included in the operating fund.

6. FUNDING AND REVENUE DISCUSSION

Technical Adjustment is related to the \$ 2M appropriated in this Fund as part of the 2015-2016 capital budget it did not have revenue backing. This \$2M was adopted as part of the SWM fee increase in 2017-2018 but was appropriated in the operating fund and did not flow through the capital fund. The miscellaneous revenue reduction reduces revenues that did not exist.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WL Transfer to Roads 1111819	1124928
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7. OPERATING BUDGET AND OTHER IMPACTS

No operating Impacts

8. PROJECT STATUS

Project is not active. Roads transfers are made directly from the Surface Water Management operating fund.

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

This project would be run by Roads

11. ART ELIGIBILITY

1) roads, airport runway, sewers, or solid waste landfills

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	
Location	This standalone master project services unincorporated King County Farm Land.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$0	\$150,000	\$150,000	\$450,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$150,000	\$0	\$150,000	\$150,000	\$450,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39721 - CONTRIB SURF WATER MGT	\$0	\$150,000	\$150,000	\$300,000
Total Revenue	\$0	\$150,000	\$150,000	\$300,000

EXPENSE WLSWC STEWARDSHIP WATERQUALITY 1129370

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$14,877	\$74,250	\$150,000	\$150,000	\$150,000	\$539,127
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$14,877	\$74,250	\$150,000	\$150,000	\$150,000	\$539,127

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$389,127	\$23,789	\$150,000	\$89,127
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$389,127	\$23,789	\$150,000	\$89,127

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$60,873	\$0	\$150,000	(\$89,127)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$60,873	\$0	\$150,000	(\$89,127)

NARRATIVES

WLSWC STEWARDSHIP WATERQUALITY

1129370

1. CURRENT PROJECT SCOPE

Stormwater Stewardship Water Quality - This project provides match funding (partial reimbursement) for participants 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

Forecasts are spread evenly throughout the year, as it is difficult to predict incoming applications and requests for reimbursement. Projects are approved in the order received. New focus puts the priority on high tunnels (simple greenhouses) throughout the county and significant water quality BMPs (livestock exclusion from water bodies, manure management, etc.) in targeted sub-basins with state documented water quality impairment. The target sub-basins for 2018 and 2019 are Boise Creek, Second Creek and Pussyfoot Creek, all located in the Auburn/Enumclaw area.

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

This is a new standalone master project in 2017.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLSWC STEWARDSHIP WATERQUALITY

1129370

5. BUDGET REQUEST BASIS

The program has carryover funding which will be used to fund the program expenditures in the 2019-2020 biennium. There is no budget request for 2019-2020; budget request reflects planning estimates for outyears. Cost estimates were based upon review of prior expenditures with the same scope.

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

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).

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLSWC STEWARDSHIP WATERQUALITY	1129370
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$420,000	\$188,181	\$199,641	\$211,800	\$1,019,622
2 Preliminary Design	\$0	\$10,454	\$11,092	\$11,766	\$33,312
3 Final Design	\$0	\$156,817	\$166,368	\$176,500	\$499,685
4 Implementation	\$0	(\$69,863)	(\$12,557)	(\$38,899)	(\$121,319)
5 Closeout	\$0	\$52,272	\$55,456	\$58,833	\$166,561
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$420,000	\$337,861	\$420,000	\$420,000	\$1,597,861

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39721 - CONTRIB SURF WATER MGT	\$337,861	\$420,000	\$420,000	\$1,177,861
Total Revenue	\$337,861	\$420,000	\$420,000	\$1,177,861

EXPENSE WLSWC GENERAL

1129371

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$44,627	\$90,000	\$188,181	\$199,641	\$211,800	\$734,249
2 Prelim Design	\$105	\$5,000	\$10,454	\$11,092	\$11,766	\$38,417
3 Final Design	\$74,139	\$75,000	\$156,817	\$166,368	\$176,500	\$648,824
4 Implementation	\$5,381	\$15,000	(\$7,724)	(\$12,557)	(\$38,899)	(\$38,799)
5 Closeout	\$23,609	\$25,000	\$52,272	\$55,456	\$58,833	\$215,170
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$147,861	\$210,000	\$400,000	\$420,000	\$420,000	\$1,597,861

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$734,249	\$88,548	\$420,000	\$134,627
2 Preliminary Design	\$0	\$38,417	\$771	\$0	\$5,105
3 Final Design	\$0	\$648,823	\$98,168	\$0	\$149,139
4 Implementation	\$0	(\$100,938)	\$17,980	\$0	\$20,381
5 Closeout	\$0	\$215,171	\$33,326	\$0	\$48,609
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,535,722	\$238,793	\$420,000	\$357,861

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$285,373	\$188,181	\$188,181	\$285,373
2 Preliminary Design	(\$5,105)	\$10,454	\$10,454	(\$5,105)
3 Final Design	(\$149,139)	\$156,817	\$156,817	(\$149,139)
4 Implementation	(\$20,381)	(\$69,863)	(\$7,724)	(\$82,520)
5 Closeout	(\$48,609)	\$52,272	\$52,272	(\$48,609)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$62,139	\$337,861	\$400,000	\$0

NARRATIVES

WLSWC GENERAL

1129371

1. CURRENT 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 opportunity to fund capital projects. CIP support services include the ongoing implementation and improvement of the project management to comply with county requirements, provide general supports to CADD and Survey.

2. PROGRAMMATIC PROJECT DISCUSSION

Excel document "WLRD Fund 3292 Programmatic List" provides details for each sub project within the programmatic project.

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 new program.

5. BUDGET REQUEST BASIS

The budget request for 2019-2020 is necessary in order to continue the ongoing support services to Stormwater Capital Improvement and Preservation projects and programs, and oversees grant opportunity to fund capital projects. The support services include CADD Management, Survey management, Record Management, Project Management, Coordination for Green Building and Sustainable Development, Cultural Resources, Permitting, and other services not funded by the operating budget.

6. FUNDING AND REVENUE DISCUSSION

Funding for this program is from the Surface Water Management fee.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLSWC GENERAL

1129371

7. OPERATING BUDGET AND OTHER IMPACTS

It is not anticipated that this project (program) will increase or decrease the operating budget.

8. PROJECT STATUS

N/A

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 project (program) implements the SCAP by:Engaging stakeholders, Using equity and social justice tools as part of King County's climate commitments, Ensuring CIP 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 CIP program planning.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLSWC EMERGENT NEED CONTINGENCY (WLSWC EMERGENT NEED CONTG)

1129377

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	This project's support efforts are countywide.
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$15,000	\$185,000	\$0	\$0	\$200,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$15,000	\$185,000	\$0	\$0	\$200,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$185,000	\$0	\$0	\$185,000
Total Revenue	\$185,000	\$0	\$0	\$185,000

EXPENSE WLSWC EMERGENT NEED CONTG 1129377

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$185,000	\$0	\$0	\$0	\$185,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$185,000	\$0	\$0	\$0	\$185,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$15,000	\$185,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$15,000	\$185,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$170,000)	\$185,000	\$0	\$15,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$170,000)	\$185,000	\$0	\$15,000

NARRATIVES

WLSWC EMERGENT NEED CONTG

1129377

1. CURRENT PROJECT SCOPE

WLSWC Emergent Need Contingency - This project provides a mechanism for funding existing Stormwater capital projects that has insufficient appropriation due to unforeseen circumstances and unanticipated project costs.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

Requirements for the Emergent Need Contingency Project are contained in K.C.C. 4A.100.080. This code allows agencies to establish an Emergent Need Contingency Project in their capital funds. The emergency need contingency account can be transferred to other funds without council approval to address unanticipated project costs. Emergent need contingency projects must be included in the proposed capital fund six year capital improvement program and be consistent with the proposed fund financial plan.

4. PROJECT BENEFITS/OUTCOMES

This is a new standalone project in 2017.

5. BUDGET REQUEST BASIS

The budget was determined by a calculation of less than 5% of total agency proposed Surface Water management fee for this fund.

6. FUNDING AND REVENUE DISCUSSION

The funding will be used according to budget guidelines, CIP Processes and Procedures.

7. OPERATING BUDGET AND OTHER IMPACTS

This project is not applicable

8. PROJECT STATUS

Not Applicable

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLSWC EMERGENT NEED CONTG	1129377
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9. ALTERNATIVES ANALYSIS

This project is not applicable

10. OTHER AGENCY INVOLVEMENT

This project is not applicable

11. ART ELIGIBILITY

This project is for funding capital projects due to emergent need. Is not eligible for the Arts 1% calculation.

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project is not applicable

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).

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$91,500	\$73,181	\$0	\$0	\$164,681
2 Preliminary Design	\$160,000	\$2,318	\$0	\$0	\$162,318
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$612,116	\$874,103	\$880,000	\$880,000	\$3,246,219
5 Closeout	\$17,500	\$3,090	\$0	\$0	\$20,590
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$881,116	\$952,692	\$880,000	\$880,000	\$3,593,808

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$75,302	\$0	\$0	\$75,302
39721 - CONTRIB SURF WATER MGT	\$877,390	\$880,000	\$880,000	\$2,637,390
Total Revenue	\$952,692	\$880,000	\$880,000	\$2,712,692

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WLSWCFS FEASIBILITY STUDIES				1129379
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$31,906	\$35,000	\$73,181	\$0	\$0	\$140,087
2 Prelim Design	\$99,617	\$219,750	\$156,485	\$0	\$0	\$475,852
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$144	\$0	\$848,801	\$880,000	\$880,000	\$2,608,945
5 Closeout	\$574	\$1,500	\$11,090	\$0	\$0	\$13,164
6 Acquisition	\$1,066	\$0	\$0	\$0	\$0	\$1,066
Total Expense	\$133,306	\$256,250	\$1,089,557	\$880,000	\$880,000	\$3,239,113

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$140,088	\$86,577	\$91,500	\$66,906
2 Preliminary Design	\$0	\$321,684	\$239,835	\$160,000	\$319,367
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$2,558,944	\$378	\$612,116	\$144
5 Closeout	\$0	\$5,164	\$2,228	\$17,500	\$2,074
6 Acquisition	\$0	\$1,066	\$1,066	\$0	\$1,066
Total	\$0	\$3,026,946	\$330,084	\$881,116	\$389,557

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$24,594	\$73,181	\$73,181	\$24,594
2 Preliminary Design	(\$159,366)	\$2,318	\$156,485	(\$313,533)
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$611,972	\$874,103	\$848,801	\$637,274
5 Closeout	\$15,426	\$3,090	\$11,090	\$7,426
6 Acquisition	(\$1,066)	\$0	\$0	(\$1,066)
Total	\$491,560	\$952,692	\$1,089,557	\$354,695

NARRATIVES

1. CURRENT PROJECT SCOPE

Stormwater Feasibility Studies Program - This program funds studies that identify and assess the feasibility of potential CIP projects. Work in the program includes investigating and evaluating site conditions; and performing preliminary analyses of alternatives. The program is increasing to facilitate a more proactive approach to asset management being implemented for stormwater facilities. This new approach focuses on implementing asset preservation projects to replace or rehabilitate critical facility components before they fail rather than after they fail, thus avoiding the extra costs and damages that occur with failure.

2. PROGRAMMATIC PROJECT DISCUSSION

Excel document "WLRD Fund 3292 Programmatic List" provides details for each sub project within the programmatic project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLSWCFS FEASIBILITY STUDIES

1129379

3. PROJECT JUSTIFICATION

Feasibility studies are a tool for ranking and prioritizing potential Capital Improvement Projects. This ensures that projects are undertaken in the most strategic manner. A sound investigation and preliminary analysis helps ensure potential Capital Improvement projects (CIP) are feasible, effective, properly prioritized, and have reasonable cost and schedule estimates. The program needs to be increased to accommodate WLRD's more proactive approach to stormwater asset management. This new approach to asset management has identified a number of aging facilities that are in need of feasibility studies to determine the most cost effective form of asset preservation and its cost to implement.

4. PROJECT BENEFITS/OUTCOMES

This is a new master program in 2017. 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 budget forecast is prepared by estimating the cost of identifying and assessing the feasibility of potential CIP projects. This includes investigating and evaluating site conditions; and performing preliminary analyses of alternatives. The program is expanding to facilitate a more proactive approach to asset management being implemented for stormwater facilities. This new approach focuses on implementing asset preservation projects to replace or rehabilitate critical facility components before they fail rather than after they fail, thus avoiding the extra costs and damages that occur with failure

6. FUNDING AND REVENUE DISCUSSION

Funding for this program is from the Surface Water Management fee.

7. OPERATING BUDGET AND OTHER IMPACTS

No impact to Operating budget.

8. PROJECT STATUS

Every year, high-level evaluations are conducted for both County owned assets (i.e., Stormwater facilities) and problems with flooding outside the Flood Control District's areas of interest. The studies focus on identifying the problem occurring, reason(s) why the problem is occurring and identifying possible solutions to mitigate the problem. The Feasibility Studies Program does not receive grant funding but it is a factor of the CIP selection process as to whether a potential project can be designed and constructed with grant funds. Each project created in the program is expected to be completed within one year of its creation.

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. 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLSWCFS FEASIBILITY STUDIES

1129379

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 project (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 CIP planning purposes. Green Building strategies are identified at 30% design.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WSWCAD AGRICULTURE DRAINAGE

1129380

Master Project, 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	WSWCAD AGRICULTURE DRAINAGE
Substantial Completion	
Location	The program has sub projects located countywide.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$122,500	\$0	\$0	\$0	\$122,500
4 Implementation	\$587,100	\$1,722,937	\$1,753,072	\$1,804,140	\$5,867,249
5 Closeout	\$75,400	\$42,813	\$2,441	\$0	\$120,654
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$785,000	\$1,765,750	\$1,755,513	\$1,804,140	\$6,110,403

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$40,000	\$0	\$0	\$40,000
39721 - CONTRIB SURF WATER MGT	\$1,725,750	\$1,755,513	\$1,804,140	\$5,285,403
Total Revenue	\$1,765,750	\$1,755,513	\$1,804,140	\$5,325,403

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		WLSWCAD AGRICULTURE DRAINAGE				1129380
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$33,028	\$10,000	\$0	\$0	\$0	\$43,028
4 Implementation	\$102,556	\$251,689	\$1,783,434	\$1,753,072	\$1,804,140	\$5,694,891
5 Closeout	\$64,186	\$78,044	\$42,813	\$2,441	\$0	\$187,484
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$199,769	\$339,733	\$1,826,247	\$1,755,513	\$1,804,140	\$5,925,402

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$47,439	\$0	\$0	\$0
2 Preliminary Design	\$0	\$31,216	\$0	\$0	\$0
3 Final Design	\$0	\$42,792	\$64,171	\$122,500	\$43,028
4 Implementation	\$0	\$5,642,676	\$193,360	\$587,100	\$354,245
5 Closeout	\$0	\$186,966	\$104,508	\$75,400	\$142,230
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$5,951,089	\$362,039	\$785,000	\$539,503

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$79,473	\$0	\$0	\$79,473
4 Implementation	\$232,855	\$1,722,937	\$1,783,434	\$172,358
5 Closeout	(\$66,829)	\$42,813	\$42,813	(\$66,829)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$245,499	\$1,765,750	\$1,826,247	\$185,002

NARRATIVES WLSWCAD AGRICULTURE DRAINAGE 1129380

1. CURRENT PROJECT SCOPE

Agricultural Drainage Assistance Program (ADAP) - 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 de-fishing and native buffer planting. The benefits are increased productivity by bringing areas that were too wet to farm into production or extending the growing season for marginally wet properties. The proposed add in the ADAP budget for Farm Fish Flood (FFF) will facilitate the expansion of the ADAP program as part of the FFF process, provide scoping and project initiation/possible completion for a floodgate and/or pump pilot project as well as provide scoping and project initiation/possible completion for a large dredge and/or culvert pilot project.

2. PROGRAMMATIC PROJECT DISCUSSION

Excel document "WLRD Fund 3292 Programmatic List" provides details for each sub project within the programmatic project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLSWCAD AGRICULTURE DRAINAGE

1129380

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

Budget for this New Master Program has been increased by \$350,000 per year. This will allow the County's cost share portion to increase, creating an incentive for more property owners to participate.

5. BUDGET REQUEST BASIS

A 2016 Needs Assessment established an ADAP project waiting list with 136 discrete parcels identified representing 27 miles of channel maintenance needs. This assessment also concluded there are an estimated 530 parcels across King County that are in need of agricultural channel maintenance, representing 98 miles of total channel maintenance needs.

6. FUNDING AND REVENUE DISCUSSION

Funding for this program is from the Surface Water Management fee.

7. OPERATING BUDGET AND OTHER IMPACTS

The operating budget funds some of the administration and technical study/design work for the ADAP program.

8. PROJECT STATUS

The ADAP dredged approximately 14,000 linear feet of agricultural waterway in 2017 and is projected to dredge 10,000+ linear feet in 2018. Planting of 2016 and 2017 projects took place in 2017 and 2018, respectively. Maintenance of 2014, 2015, 2016, and 2017 project planting were/will be performed in 2017/2018. The ADAP also provided technical support to the Farm, Fish, Flood task force and other agricultural programs/efforts requiring engineering support.

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

The ADAP 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

This program is ineligible for Arts 1% calculation per the directions from the budget office. The subprojects are cost share agreements with the landowner. The work is done by landowner and this program refunds the expenditures. These sub projects are not accessible or visible to the public.

12. EQUITY AND SOCIAL JUSTICE IMPACT

The agricultural community has many traditionally underserved communities. The ADAP works with all farmers regardless of background or history to resolve drainage problems on their land.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Most ADAP sub project will plant a native buffer along the waterway after construction. A native plant buffer removes CO2 from the atmosphere and shades the water in the waterway which keeps it cooler. ADAP projects remove accumulated sediments from waterways. Green building techniques are implemented by allowing spoils to be spread on site rather than hauled to a different disposal site.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLSWCAD AGRICULTURE DRAINAGE	1129380
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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	The program has sub projects located countywide.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$23,700	\$0	\$0	\$0	\$23,700
2 Preliminary Design	\$11,000	\$0	\$0	\$0	\$11,000
3 Final Design	\$4,600	\$0	\$0	\$0	\$4,600
4 Implementation	\$72,500	\$120,000	\$60,000	\$60,000	\$312,500
5 Closeout	\$8,200	\$0	\$0	\$0	\$8,200
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$120,000	\$120,000	\$60,000	\$60,000	\$360,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$40,000	\$0	\$0	\$40,000
39721 - CONTRIB SURF WATER MGT	\$80,000	\$60,000	\$60,000	\$200,000
Total Revenue	\$120,000	\$60,000	\$60,000	\$240,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WLSWCND NEIGHBORHOOD DRAINAGE					1129381
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$3,239	\$0	\$0	\$0	\$0	\$3,239	
2 Prelim Design	\$99	\$0	\$0	\$0	\$0	\$99	
3 Final Design	\$359	\$0	\$0	\$0	\$0	\$359	
4 Implementation	\$24,171	\$85,000	\$110,197	\$60,000	\$60,000	\$339,368	
5 Closeout	\$666	\$0	\$0	\$0	\$0	\$666	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$28,535	\$85,000	\$110,197	\$60,000	\$60,000	\$343,732	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$2,914	\$18,028	\$23,700	\$3,239
2 Preliminary Design	\$0	\$99	\$99	\$11,000	\$99
3 Final Design	\$0	\$11,331	\$359	\$4,600	\$359
4 Implementation	\$0	\$385,614	\$42,357	\$72,500	\$109,171
5 Closeout	\$0	\$267	\$666	\$8,200	\$666
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$400,225	\$61,509	\$120,000	\$113,534

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$20,461	\$0	\$0	\$20,461
2 Preliminary Design	\$10,901	\$0	\$0	\$10,901
3 Final Design	\$4,241	\$0	\$0	\$4,241
4 Implementation	(\$36,671)	\$120,000	\$110,197	(\$26,868)
5 Closeout	\$7,534	\$0	\$0	\$7,534
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$6,466	\$120,000	\$110,197	\$16,269

NARRATIVES

1. CURRENT PROJECT SCOPE

Neighborhood Drainage Assistance Program (NDAP) - This program'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, upsizing culverts, removing accumulated sediment, stabilizing drainage channels. The actions may include providing technical assistance to property owners and small-scale drainage improvements.

2. PROGRAMMATIC PROJECT DISCUSSION

Excel document "WLRD Fund 3292 Programmatic List" provides details for each sub project within the programmatic project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLSWCND NEIGHBORHOOD DRAINAGE

1129381

3. PROJECT JUSTIFICATION

This program was approved by the King County Council in 1993 to address "Neighborhood Drainage Problems" - A stormwater conveyance problem located on private property, which is 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.

4. PROJECT BENEFITS/OUTCOMES

This is a new master program in 2017

5. BUDGET REQUEST BASIS

The 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. The request was based on funding available and competing priorities.

6. FUNDING AND REVENUE DISCUSSION

Funding for this program is from the Surface Water Management fee.

7. OPERATING BUDGET AND OTHER IMPACTS

The operating budget funds some of the Technical Study, Design, and administration work for the NDAP program.

8. PROJECT STATUS

The NDAP has constructed the Sealman and Geist CIP projects and Smythe, Taylor, and Perri Quick Fix projects in 2017 and 2018 to date. One large CIP project (Pearce) that was planned for 2017 was delayed to 2018 due to permitting requirements. The Moore CIP and two more Quick Fix projects are anticipated to be completed in 2018.

9. ALTERNATIVES ANALYSIS

Each NDAP project evaluates alternatives in the Engineering Review program prior to creating an NDAP project. 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 constructs most NDAP projects. Permits for NDAP 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 not visible & assessable to the public.

12. EQUITY AND SOCIAL JUSTICE IMPACT

NDAP 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 NDAP projects are coordinated with other projects to minimize travel time for crews and equipment which reduces the amount of fuel burned for the project. King County Department of Transportation constructs NDAP projects. Construction crews follow Green Building guidelines regarding purchase and disposal of products.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLSWCND NEIGHBORHOOD DRAINAGE	1129381
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLSWCE EMERGENCY

1129382

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	WLSWCE EMERGENCY
Substantial Completion	
Location	This project's support efforts are countywide.
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$5,698	\$0	\$0	\$0	\$5,698
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$394,302	(\$390,302)	\$0	\$0	\$4,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$400,000	(\$390,302)	\$0	\$0	\$9,698

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$390,302)	\$0	\$0	(\$390,302)
Total Revenue	(\$390,302)	\$0	\$0	(\$390,302)

EXPENSE WLSWCE EMERGENCY 1129382

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$3,752		\$0	\$0	\$0	\$3,752
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$4,000	\$1,257	\$0	\$0	\$0	\$5,257
5 Closeout	\$689	\$0	\$0	\$0	\$0	\$689
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$8,441	\$1,257	\$0	\$0	\$0	\$9,698

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$74,039	\$4,051	\$5,698	\$3,752
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$5,713	\$4,000	\$394,302	\$5,257
5 Closeout	\$0	\$689	\$1,647	\$0	\$689
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$80,441	\$9,698	\$400,000	\$9,698

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$1,946	\$0	\$0	\$1,946
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$389,045	(\$390,302)	\$0	(\$1,257)
5 Closeout	(\$689)	\$0	\$0	(\$689)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$390,302	(\$390,302)	\$0	\$0

NARRATIVES

WLSWCE EMERGENCY

1129382

1. CURRENT PROJECT SCOPE

Stormwater Emergency Program - This program requires using capital funds to address unforeseen incidents that require urgent/immediate response posing imminent danger or risks to health, life or property. Those unforeseen incidents normally caused by major unexpected events (e.g. floods, heavy rainfall etc.) and are identified through complaint call from citizens. The Emergency Program funds projects* that provide design and construction to repair, restore or preserve function of stormwater systems that pose a threat to public safety. These projects are typically a result of large, rain events; major floods or erosion; or unforeseen incidents. *Note: currently < \$250K due to day labor limit. Current allocation is \$400K per year for the Emergency Program

2. PROGRAMMATIC PROJECT DISCUSSION

Excel document "WLRD Fund 3292 Programmatic List" provides details for each sub project within the programmatic project.

3. PROJECT JUSTIFICATION

The County needs to have a program with funds to act quickly when these unforeseen incidents arise and emergency action is needed. Unlike other CIP projects which are identified and systemically funded through the Water and Land Resources Division's CIP 6-year plan, unforeseen incidents necessitate Stormwater Services to maintain an emergency contingency fund to design and construct projects where time is of the essence to protect property and valuable resources.

4. PROJECT BENEFITS/OUTCOMES

This is a new master program in 2017.

5. BUDGET REQUEST BASIS

This is a request to disappropriate budget for closure of the project. Most emergencies are now covered in the Asset Preservation project.

6. FUNDING AND REVENUE DISCUSSION

Funding for this program is from the Surface Water Management fee.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLSWCE EMERGENCY

1129382

7. OPERATING BUDGET AND OTHER IMPACTS

Permit driven requirements for Monitoring and Maintenance could be a future facilities maintenance operating cost depending on if the project is a King County owned facility.

8. PROJECT STATUS

This project will close out in 2018.

9. ALTERNATIVES ANALYSIS

Not Applicable

10. OTHER AGENCY INVOLVEMENT

Not applicable for this program. However, this program may use King County Road Maintenance crews to perform work. This program funds work - as sub-projects - that may require permits to do the work. These include local, state and federal permits.

11. ART ELIGIBILITY

assumption are these emergency projects are visible to the public even though they are not assessable to the public.

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project (program) implements work - as sub-projects - based on a threat to public safety. ESJ tools (e.g., interpreter) will be utilized if needed to abate any threat.

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 project (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. This project is a program; Green Building requirements do not apply. However, when time is not of the essence for works funded by the project (program), Green Building strategies and reporting will be completed for those bodies of work.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WSWCDF 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	WSWCDF NATURAL DRAINAGE FLOOD
Substantial Completion	
Location	The program has sub projects located countywide.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$419,920	\$83,636	\$88,729	\$0	\$592,285
2 Preliminary Design	\$71,463	\$0	\$0	\$0	\$71,463
3 Final Design	\$67,850	\$46,350	\$0	\$0	\$114,200
4 Implementation	\$828,267	\$1,484,564	\$5,826,271	\$2,205,000	\$10,344,102
5 Closeout	\$29,800	\$10,300	\$0	\$0	\$40,100
6 Acquisition	(\$12,300)	\$5,150	\$0	\$0	(\$7,150)
Total Budget	\$1,405,000	\$1,630,000	\$5,915,000	\$2,205,000	\$11,155,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$7,300	\$6,655	\$0	\$13,955

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$50,000	\$0	\$0	\$50,000
36999 - OTHER MISC REVENUE	\$900,000	\$3,795,013	\$0	\$4,695,013
39721 - CONTRIB SURF WATER MGT	\$680,000	\$2,119,987	\$2,205,000	\$5,004,987
Total Revenue	\$1,630,000	\$5,915,000	\$2,205,000	\$9,750,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		WLSWCDF NATURAL DRAINAGE FLOOD					1129383
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$19,140	\$40,000	\$83,636	\$88,729	\$0	\$231,505	
2 Prelim Design	\$112,250	\$10,000	\$0	\$0	\$0	\$122,250	
3 Final Design	\$35,564	\$72,000	\$46,350	\$0	\$0	\$153,914	
4 Implementation	\$129,809	\$130,500	\$1,434,564	\$5,826,271	\$2,205,000	\$9,726,144	
5 Closeout	\$7,172	\$0	\$10,300	\$0	\$0	\$17,472	
6 Acquisition	\$1,170	\$13,000	\$5,150	\$0	\$0	\$19,320	
Total Expense	\$305,105	\$265,500	\$1,580,000	\$5,915,000	\$2,205,000	\$10,270,605	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$231,505	\$37,162	\$419,920	\$59,140
2 Preliminary Design	\$0	\$122,250	\$190,246	\$71,463	\$122,250
3 Final Design	\$0	\$153,914	\$69,201	\$67,850	\$107,564
4 Implementation	\$0	\$9,726,144	\$236,922	\$828,267	\$260,309
5 Closeout	\$0	\$17,472	\$19,538	\$29,800	\$7,172
6 Acquisition	\$0	\$19,320	\$11,888	(\$12,300)	\$14,170
Total	\$0	\$10,270,605	\$564,957	\$1,405,000	\$570,605

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$360,781	\$83,636	\$83,636	\$360,781
2 Preliminary Design	(\$50,787)	\$0	\$0	(\$50,787)
3 Final Design	(\$39,714)	\$46,350	\$46,350	(\$39,714)
4 Implementation	\$567,958	\$1,484,564	\$1,434,564	\$617,958
5 Closeout	\$22,628	\$10,300	\$10,300	\$22,628
6 Acquisition	(\$26,470)	\$5,150	\$5,150	(\$26,470)
Total	\$834,396	\$1,630,000	\$1,580,000	\$884,396

NARRATIVES WLSWCDF NATURAL DRAINAGE FLOOD 1129383

1. CURRENT 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.

2. PROGRAMMATIC PROJECT DISCUSSION

Excel document "WLRD Fund 3292 Programmatic List" provides details for each sub project within the programmatic project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLSWCDF NATURAL DRAINAGE FLOOD

1129383

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 WLRD. 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 and longer time needed to secure permits result in project cost increases.

4. PROJECT BENEFITS/OUTCOMES

This a new master program in 2017. This product line was identified directly from Stormwater Section Line of business.

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

Funding for WLR SWM capital projects includes revenue from numerous external agencies as well as county sources. Some of these funding sources include grants from federal and state agencies, local agencies, local levy proceeds, county surface water management fees and Interlocal agreements.

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

Mud Creek Restoration - The program responded to an emergency caused when sediment filled a stream channel, causing it to flow across private property and then into a roadside ditch. This threatened the road and a nearby residence with flooding and would have led to salmon not being able return to spawn. The project excavated the abandoned stream channel, allowing the stream flow to return.
Horseshoe Lake Pumping - A rental pump was installed for 2 months (Feb and March) and pumping was performed due to threatening lake levels. Water quantity and quality monitoring was performed by WLRD Science and Environmental Lab staff. A SEPA Checklist and water quality analysis are in the process of being written to support the permanent pipeline design. May Creek Sediment facility sites (Tributaries 291A and Country/Cabbage) - Two new projects were opened in late 2017 to identify potential properties that may be good locations for a facility to capture sediment before it gets to May Creek. This project involves office and field analysis and public engagement to site a sediment facility.

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. 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.

11. ART ELIGIBILITY

The subprojects under this program will be individually evaluated to determine their art eligibility. There is one sub project, Horseshoe creek, in the 2017 2018 that is ineligible for the Arts Calculation.

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLSWCDF NATURAL DRAINAGE FLOOD	1129383
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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 countywide.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$492,571	\$35,438	\$0	\$0	\$528,009
2 Preliminary Design	\$54,429	\$27,265	\$0	\$0	\$81,694
3 Final Design	\$305,000	\$54,719	\$0	\$0	\$359,719
4 Implementation	\$849,571	\$306,052	\$3,555,000	\$3,230,000	\$7,940,623
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,701,571	\$423,474	\$3,555,000	\$3,230,000	\$8,910,045

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	\$0	\$2,121,500	\$0	\$2,121,500
39721 - CONTRIB SURF WATER MGT	\$423,474	\$1,433,500	\$3,230,000	\$5,086,974
Total Revenue	\$423,474	\$3,555,000	\$3,230,000	\$7,208,474

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WLSWCWQ WATER QUALITY				1129385
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$3,786	\$44,932	\$35,438	\$0	\$0	\$84,156
2 Prelim Design	\$7,688	\$191,843	\$27,265	\$0	\$0	\$226,796
3 Final Design	\$0	\$136,288	\$54,719	\$0	\$0	\$191,007
4 Implementation	\$0	\$0	\$852,578	\$3,555,000	\$3,230,000	\$7,637,578
5 Closeout	\$0	\$11,337	\$27,600	\$0	\$0	\$38,937
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$11,474	\$384,400	\$997,600	\$3,555,000	\$3,230,000	\$8,178,474

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$84,156	\$30,718	\$492,571	\$48,718
2 Preliminary Design	\$0	\$226,796	\$7,688	\$54,429	\$199,531
3 Final Design	\$0	\$191,007	\$0	\$305,000	\$136,288
4 Implementation	\$0	\$7,091,052	\$0	\$849,571	\$0
5 Closeout	\$0	\$11,337	\$0	\$0	\$11,337
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$7,604,348	\$38,406	\$1,701,571	\$395,874

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$443,853	\$35,438	\$35,438	\$443,853
2 Preliminary Design	(\$145,102)	\$27,265	\$27,265	(\$145,102)
3 Final Design	\$168,712	\$54,719	\$54,719	\$168,712
4 Implementation	\$849,571	\$306,052	\$852,578	\$303,045
5 Closeout	(\$11,337)	\$0	\$27,600	(\$38,937)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,305,697	\$423,474	\$997,600	\$731,571

NARRATIVES WLSWCWQ WATER QUALITY 1129385

1. CURRENT 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 lack of stormwater flow control and/or water quality facilities; addressing erosion from stormwater pipe outlets.

2. PROGRAMMATIC PROJECT DISCUSSION

Excel document "WLRD Fund 3292 Programmatic List" provides details for each sub project within the programmatic project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLSWCWQ WATER QUALITY

1129385

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 a new master program in 2017. This product line was identified directly from Stormwater Section Line of business.

5. BUDGET REQUEST BASIS

Basin retrofit projects are identified through Basin Studies (e.g. the Bear Creek Watershed Management Study Report, Small Basin Studies). Other projects will also be implemented to address erosion problems that impact water quality

6. FUNDING AND REVENUE DISCUSSION

Funding for this program is from the Surface Water Management fee.

7. OPERATING BUDGET AND OTHER IMPACTS

Permit driven requirements for Monitoring and Maintenance will be a future facility maintenance operating cost for Stormwater Services.

8. PROJECT STATUS

The 1128113 Evans Creek Detention Vaults project received a Washington State Department of Ecology grant to install stormwater detention vaults to improve water quality in the Evans Creek Tributary 108 Basin. The Evans Creek Detention Vaults project completed construction in January, 2018. The 1129498 May Creek Cemetery Pond Wetland Restoration received a King County Waterworks grant to acquire property necessary to retrofit an existing regional detention facility, Cemetery Pond DR0509, located in unincorporated King County near Renton, Washington.

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.

11. ART ELIGIBILITY

The subprojects under this program will be individually evaluated to determine their art eligibility.

12. EQUITY AND SOCIAL JUSTICE IMPACT

The projects in the program will analyze ESJ data to provide mitigation strategies as appropriate.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Climate change – 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). 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 and the implementation projects.

14. OTHER CONSIDERATIONS (OPTIONAL)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$305,877	\$0	\$0	\$0	\$305,877
2 Preliminary Design	\$185,000	\$192,757	\$0	\$0	\$377,757
3 Final Design	\$710,000	\$231,904	\$0	\$0	\$941,904
4 Implementation	\$1,975,000	\$3,373,395	\$4,075,791	\$3,750,000	\$13,174,186
5 Closeout	\$78,000	\$31,716	\$29,209	\$0	\$138,925
6 Acquisition	\$87,000	\$25,235	\$0	\$0	\$112,235
Total Budget	\$3,340,877	\$3,855,007	\$4,105,000	\$3,750,000	\$15,050,884

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39721 - CONTRIB SURF WATER MGT	\$3,855,007	\$4,105,000	\$3,750,000	\$11,710,007
Total Revenue	\$3,855,007	\$4,105,000	\$3,750,000	\$11,710,007

EXPENSE WLSWCA ASSET PRESERVATION 1129388

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$60,573	\$119,250	\$0	\$0	\$0	\$179,823
2 Prelim Design	\$129,904	\$174,857	\$337,750	\$0	\$0	\$642,511
3 Final Design	\$44,896	\$241,000	\$371,904	\$0	\$0	\$657,800
4 Implementation	\$60,958	\$2,461,904	\$3,573,395	\$4,075,791	\$3,750,000	\$13,922,048
5 Closeout	\$647	\$29,231	\$31,716	\$29,209	\$0	\$90,803
6 Acquisition	\$41	\$535,500	\$25,235	\$0	\$0	\$560,776
Total Expense	\$297,021	\$3,561,742	\$4,340,000	\$4,105,000	\$3,750,000	\$16,053,763

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$178,847	\$109,994	\$305,877	\$179,823
2 Preliminary Design	\$0	\$497,519	\$310,063	\$185,000	\$304,761
3 Final Design	\$0	\$517,801	\$79,063	\$710,000	\$285,896
4 Implementation	\$0	\$11,371,119	\$314,361	\$1,975,000	\$2,522,862
5 Closeout	\$0	\$90,804	\$4,114	\$78,000	\$29,878
6 Acquisition	\$0	\$560,776	\$41	\$87,000	\$535,541
Total	\$0	\$13,216,866	\$817,636	\$3,340,877	\$3,858,761

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$126,054	\$0	\$0	\$126,054
2 Preliminary Design	(\$119,761)	\$192,757	\$337,750	(\$264,754)
3 Final Design	\$424,104	\$231,904	\$371,904	\$284,104
4 Implementation	(\$547,863)	\$3,373,395	\$3,573,395	(\$747,863)
5 Closeout	\$48,122	\$31,716	\$31,716	\$48,122
6 Acquisition	(\$448,541)	\$25,235	\$25,235	(\$448,541)
Total	(\$517,885)	\$3,855,007	\$4,340,000	(\$1,002,878)

NARRATIVES

WLSWCA ASSET PRESERVATION

1129388

1. CURRENT PROJECT SCOPE

Stormwater Asset Preservation Program - This program preserves or replaces the existing aging stormwater facilities/assets owned by Water and Land Resources Division (WLRD). Work includes the rehabilitation, restoration, 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.

2. PROGRAMMATIC PROJECT DISCUSSION

Excel document "WLRD Fund 3292 Programmatic List" provides details for each sub project within the programmatic project.

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 is a new master program in 2017. 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.

6. FUNDING AND REVENUE DISCUSSION

Funding for WLR SWM capital projects includes revenue from numerous external agencies as well as county sources. Some of these funding sources include grants from federal and state agencies, local agencies, local levy proceeds, county surface water management fees and Interlocal agreements.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLSWCA ASSET PRESERVATION

1129388

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

Prior Asset Management funding levels restricted maintenance work to permit-required, function critical, and emergency maintenance work. This funding allocation resulted in a run-to-failure, reaction based maintenance strategy. With the increase of funding for the 2017-2018 biennium, Stormwater Services is able to address other maintenance activities that would extend the life of assets. This work includes reducing the maintenance backlog, conducting condition assessments, and the repair and replacement of assets, all of which will reduce the risk of emergency maintenance work. This work is referred to as preservation maintenance. Preservation Maintenance work: Enhanced maintenance: pond grading and sediment removal, tree and vegetation removal, and maintenance on access roads. Quick Fixes: repair and replacement of stormwater infrastructure based upon condition assessments. Capital Preservation: design analysis addressing performance and/or condition of the assets.

9. ALTERNATIVES ANALYSIS

The alternative analysis has been completed in the Feasibility study,

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.

11. ART ELIGIBILITY

These are facilities owned by King County. Generally there is no public access. They are fenced and many are below ground. A majority of this program projects are culverts and stormwater sewer conveyance 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.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$130,299	\$260,590	\$300,000	\$300,000	\$990,889
2 Preliminary Design	\$0	(\$38,027)	\$0	\$0	(\$38,027)
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$39,410	\$0	\$0	\$39,410
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$130,299	\$261,973	\$300,000	\$300,000	\$992,272

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$38,027)	\$0	\$0	(\$38,027)
39721 - CONTRIB SURF WATER MGT	\$300,000	\$300,000	\$300,000	\$900,000
Total Revenue	\$261,973	\$300,000	\$300,000	\$861,973

EXPENSE WLER EMERGENT NEED CONTINGENCY 1129530

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$150,000	\$256,090	\$300,000	\$300,000	\$1,006,090
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	\$150,000	\$256,090	\$300,000	\$300,000	\$1,006,090

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$867,747	\$0	\$130,299	\$150,000
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	(\$17,746)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$850,001	\$0	\$130,299	\$150,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$19,701)	\$260,590	\$256,090	(\$15,201)
2 Preliminary Design	\$0	(\$38,027)	\$0	(\$38,027)
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$39,410	\$0	\$39,410
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$19,701)	\$261,973	\$256,090	(\$13,818)

NARRATIVES

WLER EMERGENT NEED CONTINGENCY

1129530

1. CURRENT 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 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 request was developed based on available funding and project prioritization.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

NA

8. PROJECT STATUS

NA

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLER EMERGENT NEED CONTINGENCY	1129530
9. ALTERNATIVES ANALYSIS		
NA		
10. OTHER AGENCY INVOLVEMENT		
Agency involvement is project specific.		
11. ART ELIGIBILITY		
Contingency is not attributed to any specific type of project at this time.		
12. EQUITY AND SOCIAL JUSTICE IMPACT		
Not applicable to project.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,000,000	\$1,000,000	\$3,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39796 - CONTRIB OTHER FUNDS	\$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 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$3,500,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$3,500,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$3,500,000	\$0	\$0	\$500,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,500,000	\$0	\$0	\$500,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$500,000)	\$1,000,000	\$1,000,000	(\$500,000)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$500,000)	\$1,000,000	\$1,000,000	(\$500,000)

NARRATIVES

WLER Carbon Sequestration Prog

1133734

1. CURRENT PROJECT SCOPE

Carbon Sequestration Program - The carbon sequestration program expands WLRD tree planting efforts in order to help achieve carbon neutrality goals for divisions within DNRP. 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. WLRD 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

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. WLRD 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLER Carbon Sequestration Prog

1133734

5. BUDGET REQUEST BASIS

Water and Land Resources Division has two current memorandums of understanding in place with Wastewater and Solid Waste divisions for \$350,000/year. This also includes appropriation to allow for potential expansion.

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

Currently there are two Memorandum of Understanding's funding this program.

9. ALTERNATIVES ANALYSIS

Not applicable.

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

3) 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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLER FISH PASSAGE PROGRAM

1135075

Art Eligible

Department	NATURAL RESOURCES AND PARKS
Council District(s)	
Fund	3292 SWM CIP NON-BOND SUBFUND
Class Code	WLER ECO RESTORE & PROTECT
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$600,000	\$0	\$0	\$600,000
4 Implementation	\$0	\$0	\$800,000	\$780,000	\$1,580,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$600,000	\$800,000	\$780,000	\$2,180,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39721 - CONTRIB SURF WATER MGT	\$600,000	\$800,000	\$780,000	\$2,180,000
Total Revenue	\$600,000	\$800,000	\$780,000	\$2,180,000

EXPENSE WLER FISH PASSAGE PROGRAM

1135075

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$600,000	\$0	\$0	\$600,000
4 Implementation	\$0	\$0	\$0	\$800,000	\$780,000	\$1,580,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$600,000	\$800,000	\$780,000	\$2,180,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$600,000	\$600,000	\$0
4 Implementation	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$600,000	\$600,000	\$0

NARRATIVES

WLER FISH PASSAGE PROGRAM

1135075

1. CURRENT 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLER FISH PASSAGE PROGRAM

1135075

5. BUDGET REQUEST BASIS

The Water and Land Resources Division, WLRD, and Roads collaborated to develop a preliminary, planning level list of culvert replacement projects that are a priority for fish passage purposes and in consideration of the safety and condition of the public road system. In the next biennium, a combination of feasibility, design, and construction would be accomplished for the identified projects. Through these efforts, the proposed work would accelerate the pace of addressing fish passage concerns throughout the county. All work, including assessment of project viability throughout the planning and design process, would be done in consultation with tribes and Washington Department of Fish and Wildlife.

Culvert replacement projects will be designed using a combination of WLRD engineering staff resources and consultant services. Culvert replacement projects will be designed using a combination of Roads engineering staff resources and consulting services. Some culvert project construction will be done by the existing Roads crew and, when the crew's capacity is exceeded, contractors will be used.

6. FUNDING AND REVENUE DISCUSSION

Funding for this project is from County surface water management fees.

7. OPERATING BUDGET AND OTHER IMPACTS

There are no impacts to the operating budget.

8. PROJECT STATUS

New

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

Roads Services Division – Leads county's road maintenance and capital programs

11. ART ELIGIBILITY

N/A

12. EQUITY AND SOCIAL JUSTICE IMPACT

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES LTLF MASTER PROJECT

1039895

Master Project

Department	EXECUTIVE SERVICES
Council District(s)	
Fund	3310 LONG-TERM LEASES
Class Code	DES LTLF MASTER PROJECT
Substantial Completion	
Location	LILF MASTER PROJECT
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$33,157,627	\$0	\$0	\$0	\$33,157,627
5 Closeout	\$2	\$0	\$0	\$0	\$2
6 Acquisition	\$156,105,531	\$36,127,645	\$0	\$0	\$192,233,176
Total Budget	\$473,053,485	\$36,127,645	\$0	\$0	\$509,181,130

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	\$36,127,645	\$0	\$0	\$36,127,645
Total Revenue	\$36,127,645	\$0	\$0	\$36,127,645

EXPENSE DES LTLF MASTER PROJECT

1039895

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$188,479,723	\$0	\$0	\$0	\$0	\$188,479,723
2 Prelim Design	\$10,697	\$0	\$0	\$0	\$0	\$10,697
3 Final Design	\$2,116	\$0	\$0	\$0	\$0	\$2,116
4 Implementation	\$2,446,960	\$0	\$0	\$0	\$0	\$2,446,960
5 Closeout	\$21,520	\$0	\$0	\$0	\$0	\$21,520
6 Acquisition	\$236,062,550	\$0	\$37,099,310	\$0	\$0	\$273,161,860
Total Expense	\$427,023,565	\$0	\$37,099,310	\$0	\$0	\$464,122,875

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$188,484,473	\$283,790,325	\$188,479,723
2 Preliminary Design	\$0	\$0	\$10,697	\$0	\$10,697
3 Final Design	\$0	\$0	\$2,116	\$0	\$2,116
4 Implementation	\$0	\$0	\$2,458,165	\$33,157,627	\$2,446,960
5 Closeout	\$0	\$0	\$24,588	\$2	\$21,520
6 Acquisition	\$0	\$0	\$244,168,062	\$156,105,531	\$236,062,550
Total	\$0	\$0	\$435,148,101	\$473,053,485	\$427,023,566

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$95,310,602	\$0	\$0	\$95,310,602
2 Preliminary Design	(\$10,697)	\$0	\$0	(\$10,697)
3 Final Design	(\$2,116)	\$0	\$0	(\$2,116)
4 Implementation	\$30,710,667	\$0	\$0	\$30,710,667
5 Closeout	(\$21,518)	\$0	\$0	(\$21,518)
6 Acquisition	(\$79,957,019)	\$36,127,645	\$37,099,310	(\$80,928,684)
Total	\$46,029,919	\$36,127,645	\$37,099,310	\$45,058,254

NARRATIVES

DES LTLF MASTER PROJECT

1039895

1. CURRENT PROJECT SCOPE

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, and direct utilities. A contingency amount is included to cover possible unanticipated costs that might 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

N/A

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.

6. FUNDING AND REVENUE DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES LTLF MASTER PROJECT	1039895
7. OPERATING BUDGET AND OTHER IMPACTS		
N/A		
8. PROJECT STATUS		
N/A		
9. ALTERNATIVES ANALYSIS		
N/A		
10. OTHER AGENCY INVOLVEMENT		
The lease costs for all internal agencies leasing space flow through the LTLF. Lease costs are paid by FMD from the LTLF and agencies reimburse the LTLF.		
11. ART ELIGIBILITY		
Not eligible as the project is LTLF and agencies reimburse noted in 2) above.		
12. EQUITY AND SOCIAL JUSTICE IMPACT		
N/A		
13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT		
N/A		
14. OTHER CONSIDERATIONS (OPTIONAL)		
N/A		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$219,455,001	\$0	\$0	\$0	\$219,455,001
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$2,605,781	\$0	\$0	\$2,605,781
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$219,455,001	\$2,605,781	\$0	\$0	\$222,060,782

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36190 - OTHER INTEREST EARNINGS	\$2,605,781	\$0	\$0	\$2,605,781
36999 - OTHER MISC REVENUE	\$0	\$0	\$0	\$0
Total Revenue	\$2,605,781	\$0	\$0	\$2,605,781

EXPENSE DES FMD 3350 T/T 3951 1117106

1121298

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$64,490,620	\$0	\$0	\$0	\$0	\$64,490,620
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	\$64,490,620	\$0	\$0	\$0	\$0	\$64,490,620

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$90,605,194	\$219,455,001	\$64,490,620
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	\$90,605,194	\$219,455,001	\$64,490,620

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$154,964,381	\$0	\$0	\$154,964,381
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$2,605,781	\$0	\$2,605,781
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$154,964,381	\$2,605,781	\$0	\$157,570,162

NARRATIVES

DES FMD 3350 T/T 3951 1117106

1121298

1. CURRENT PROJECT SCOPE

Budget in this project provides the budget authority necessary to transfer CFJC property tax levy collections to reimburse approved project budget in the CFJC construction project in the Building Repair and Replacement Fund.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The proposed budget allows for the transfer of available levy proceeds, delinquent levy proceeds and interest earnings to supplement the transfers previously approved to provide revenue backing for the Children and Family Justice Center project in the Building Repair and Replacement Fund. This budget authority will serve to reduce the amount of planned interfund borrowing for the project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD 3350 T/T 3951 1117106	1121298
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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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

KCIT AUDITOR CIP OVERSIGHT

1127461

TA

Department	INFORMATION TECHNOLOGY
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3361 PUGET SOUND EMERGENCY RADIO NETWORK CAPITAL
Class Code	ADMIN
Substantial Completion	12/31/2017
Location	401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$148,762	(\$18,087)	\$0	\$0	\$130,675
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$148,762	(\$18,087)	\$0	\$0	\$130,675

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

EXPENSE KCIT AUDITOR CIP OVERSIGHT 1127461

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$130,675	\$0	\$0	\$0	\$0	\$130,675
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$130,675	\$0	\$0	\$0	\$0	\$130,675

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$130,675	\$148,762	\$130,675
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$130,675	\$148,762	\$130,675

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$18,087	(\$18,087)	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$18,087	(\$18,087)	\$0	\$0

NARRATIVES

KCIT AUDITOR CIP OVERSIGHT

1127461

1. CURRENT PROJECT SCOPE

King County Information Technology (KCIT) Auditor Capital Improved Program (CIP) Oversight was an administrative project used to record costs of the County Auditor's oversight of the Puget Sound Emergency Radio Network (PSERN) project. This administrative project was completed and ready for closeout.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This is an administrative project that recorded the costs associated with the County Auditor's office project oversight activities of the PSERN project. The project was completed and ready for closeout.

4. PROJECT BENEFITS/OUTCOMES

The project provided the county auditor oversight.

5. BUDGET REQUEST BASIS

This is a request to disappropriate the unused balance of the project appropriation.

6. FUNDING AND REVENUE DISCUSSION

N/A

7. OPERATING BUDGET AND OTHER IMPACTS

N/A

8. PROJECT STATUS

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	KCIT AUDITOR CIP OVERSIGHT	1127461
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		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

AD PAVEMENT REHABILITATION

1028653

Master Project

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	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	\$5,554,415	\$1,000,000	\$2,000,000	\$2,000,000	\$10,554,415
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	\$5,680,497	\$1,000,000	\$2,000,000	\$2,000,000	\$10,680,497

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,000,000	\$2,000,000	\$2,000,000	\$5,000,000
Total Revenue	\$1,000,000	\$2,000,000	\$2,000,000	\$5,000,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		AD PAVEMENT REHABILITATION					1028653
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$114,767	\$0	\$0	\$0	\$0	\$114,767	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$137,555	\$0	\$0	\$0	\$0	\$137,555	
4 Implementation	\$4,344,734	\$1,002,803	\$1,000,000	\$2,000,000	\$2,000,000	\$10,347,537	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$4,597,056	\$1,002,803	\$1,000,000	\$2,000,000	\$2,000,000	\$10,599,859	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$107,607	\$121,691	\$1	\$114,767
2 Preliminary Design	\$0	\$0	\$0	\$1	\$0
3 Final Design	\$0	\$137,555	\$137,171	\$126,079	\$137,555
4 Implementation	\$0	\$10,347,377	\$4,345,275	\$5,554,415	\$5,347,537
5 Closeout	\$0	\$0	\$0	\$1	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$10,592,539	\$4,604,137	\$5,680,497	\$5,599,859

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$114,766)	\$0	\$0	(\$114,766)
2 Preliminary Design	\$1	\$0	\$0	\$1
3 Final Design	(\$11,476)	\$0	\$0	(\$11,476)
4 Implementation	\$206,878	\$1,000,000	\$1,000,000	\$206,878
5 Closeout	\$1	\$0	\$0	\$1
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$80,638	\$1,000,000	\$1,000,000	\$80,638

NARRATIVES AD PAVEMENT REHABILITATION 1028653

1. CURRENT 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. 2019 - 2020: 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 \$500,000 per calendar year to accomplish miscellaneous pavement projects in 2019 and 2020.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

AD PAVEMENT REHABILITATION

1028653

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; two small but necessary on-airport road projects to improve road conditions and traffic safety; \$200,000 earmarked for emergency pavement repairs, based on recent years' experience; and other pavement management costs. 2019 - 2020: 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 budget request is based on the Airport Engineer's estimates and recent comparable project costs.

6. FUNDING AND REVENUE DISCUSSION

N/A

7. OPERATING BUDGET AND OTHER IMPACTS

None expected.

8. PROJECT STATUS

Current biennium-to-date pavement rehabilitation projects have included completing the periodic Taxiway Bravo sinkhole repairs. Planned work in the coming biennium includes pavement rehabilitation in Gates 6, 7, and 8; emergency repairs; pavement management; and road projects at Perimeter Road South entrance and North Drive Lane.

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.

11. ART ELIGIBILITY

Airport runways

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	AD PAVEMENT REHABILITATION	1028653
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

AD STEAM PLANT ACCESS ROAD

1028654

Department	TRANSPORTATION
Council District(s)	8
Fund	3380 AIRPORT CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	
Location	6511 Ellis Ave. S., Seattle, WA 98108
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,118,387	\$660,000	\$0	\$0	\$1,778,387
5 Closeout 01/01/04 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/04 - 12/31/27	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,303,000	\$660,000	\$0	\$0	\$1,963,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$660,000	\$0	\$0	\$660,000
Total Revenue	\$660,000	\$0	\$0	\$660,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		AD STEAM PLANT ACCESS ROAD					1028654
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$108,894	\$0	\$0	\$0	\$0	\$108,894	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$169,678	\$0	\$0	\$0	\$0	\$169,678	
4 Implementation	\$60,322	\$0	\$660,000	\$0	\$0	\$720,322	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$338,894	\$0	\$660,000	\$0	\$0	\$998,894	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$108,894	\$109,395	\$0	\$108,894
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$169,678	\$169,678	\$184,613	\$169,678
4 Implementation	\$0	\$720,323	\$59,822	\$1,118,387	\$60,322
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$998,895	\$338,895	\$1,303,000	\$338,894

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$108,894)	\$0	\$0	(\$108,894)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$14,935	\$0	\$0	\$14,935
4 Implementation	\$1,058,065	\$660,000	\$660,000	\$1,058,065
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$964,106	\$660,000	\$660,000	\$964,106

NARRATIVES AD STEAM PLANT ACCESS ROAD 1028654

1. CURRENT PROJECT SCOPE

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.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

AD STEAM PLANT ACCESS ROAD

1028654

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 budget request is based on the Airport Engineer's estimates and recent comparable project costs. This appropriation includes environmental remediation and surface water runoff monitoring costs in accordance with federal National Pollution Discharge Elimination System (NPDES) and WA Dept. of Ecology State Environmental Policy Act (SEPA) regulatory requirements.

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

This is an additional appropriation to an existing project.

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.

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	AD STEAM PLANT ACCESS ROAD	1028654
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

AD ARFF FACILITY IMPROVEMENT

1028661

Master Project, TA

Department	TRANSPORTATION
Council District(s)	8
Fund	3380 AIRPORT CONSTRUCTION
Class Code	AD ARFF FACILITY IMPROVEMENT
Substantial Completion	
Location	
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$26,746	\$0	\$0	\$0	\$26,746
2 Preliminary Design	\$105,001	\$0	\$0	\$0	\$105,001
3 Final Design	\$560,739	\$0	\$0	\$0	\$560,739
4 Implementation	\$6,999,966	(\$407,459)	\$0	\$0	\$6,592,507
5 Closeout	\$1	\$0	\$0	\$0	\$1
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$7,692,454	(\$407,459)	\$0	\$0	\$7,284,995

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$407,459)	\$0	\$0	(\$407,459)
Total Revenue	(\$407,459)	\$0	\$0	(\$407,459)

EXPENSE AD ARFF FACILITY IMPROVEMENT 1028661

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$166,261	\$0	\$0	\$0	\$0	\$166,261
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$1,169,586	\$0	\$0	\$0	\$0	\$1,169,586
4 Implementation	\$5,949,115	\$0	\$0	\$0	\$0	\$5,949,115
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$33	\$0	\$0	\$0	\$0	\$33
Total Expense	\$7,284,994	\$0	\$0	\$0	\$0	\$7,284,994

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$50,000	\$166,261	\$166,261	\$26,746	\$166,261
2 Preliminary Design	\$205,000	\$0	\$0	\$105,001	\$0
3 Final Design	\$560,737	\$1,169,586	\$1,169,586	\$560,739	\$1,169,586
4 Implementation	\$6,376,717	\$5,949,115	\$5,949,115	\$6,999,966	\$5,949,115
5 Closeout	\$0	\$0	\$0	\$1	\$0
6 Acquisition	\$0	\$33	\$33	\$1	\$33
Total	\$7,192,454	\$7,284,995	\$7,284,995	\$7,692,454	\$7,284,995

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$139,515)	\$0	\$0	(\$139,515)
2 Preliminary Design	\$105,001	\$0	\$0	\$105,001
3 Final Design	(\$608,847)	\$0	\$0	(\$608,847)
4 Implementation	\$1,050,851	(\$407,459)	\$0	\$643,392
5 Closeout	\$1	\$0	\$0	\$1
6 Acquisition	(\$32)	\$0	\$0	(\$32)
Total	\$407,459	(\$407,459)	\$0	\$0

NARRATIVES

AD ARFF FACILITY IMPROVEMENT

1028661

1. CURRENT PROJECT SCOPE

This project is to replace King County International Airport/Boeing Field's existing Aircraft Rescue & Firefighting (ARFF) Facility. The current station is 38 years old and does not meet the current ARFF design guidelines. Based upon a feasibility stud, the new facility will be approximately 8,500 square feet and include three bays. The study also confirmed that to renovate the existing facility would only add to both project cost and duration with no benefit to the Airport. This project was completed in April 2017, and the Airport is requesting disappropriation of the unspent budget authority.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This project was completed in April 2017, and the Airport is requesting disappropriation of the unspent budget authority.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	AD ARFF FACILITY IMPROVEMENT	1028661
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

AD AIRPORT FLEET

1120731

Master Project

Department	TRANSPORTATION
Council District(s)	8
Fund	3380 AIRPORT CONSTRUCTION
Class Code	AD AIRPORT FLEET
Substantial Completion	
Location	7277 PERIMETER RD S, Seattle, WA 98108
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/18/07 - 12/31/27	\$12,764	\$0	\$0	\$0	\$12,764
2 Preliminary Design 06/18/07 - 12/31/27	\$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	\$5,619,509	\$1,636,272	\$3,865,000	\$693,000	\$11,813,781
5 Closeout 06/18/07 - 12/31/27	\$2	\$0	\$0	\$0	\$2
6 Acquisition 06/18/07 - 12/31/27	\$1	\$0	\$0	\$0	\$1
Total Budget	\$5,632,278	\$1,636,272	\$3,865,000	\$693,000	\$11,826,550

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$163,627	\$3,865,000	\$693,000	\$4,721,627
33123 - FAA	\$1,472,645	\$0	\$0	\$1,472,645
Total Revenue	\$1,636,272	\$3,865,000	\$693,000	\$6,194,272

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		AD AIRPORT FLEET				1120731
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$167,516	\$5,322	\$0	\$0	\$0	\$172,838
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$3,370,546	\$207,672	\$1,636,272	\$3,865,000	\$693,000	\$9,772,490
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$350,459	(\$642)	\$0	\$0	\$0	\$349,817
Total Expense	\$3,888,521	\$212,352	\$1,636,272	\$3,865,000	\$693,000	\$10,295,145

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$172,838	\$172,838	\$12,764	\$172,838
2 Preliminary Design	\$0	\$0	\$0	\$1	\$0
3 Final Design	\$0	\$0	\$0	\$1	\$0
4 Implementation	\$0	\$9,772,490	\$3,578,218	\$5,619,509	\$3,578,218
5 Closeout	\$0	\$0	\$0	\$2	\$0
6 Acquisition	\$0	\$349,818	\$349,818	\$1	\$349,817
Total	\$0	\$10,295,146	\$4,100,874	\$5,632,278	\$4,100,873

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$160,074)	\$0	\$0	(\$160,074)
2 Preliminary Design	\$1	\$0	\$0	\$1
3 Final Design	\$1	\$0	\$0	\$1
4 Implementation	\$2,041,291	\$1,636,272	\$1,636,272	\$2,041,291
5 Closeout	\$2	\$0	\$0	\$2
6 Acquisition	(\$349,816)	\$0	\$0	(\$349,816)
Total	\$1,531,405	\$1,636,272	\$1,636,272	\$1,531,405

NARRATIVES AD AIRPORT FLEET 1120731

1. CURRENT PROJECT SCOPE

Airport Fleet - This master project has subprojects for airport fleet equipment replacement as well as special fleet projects such as alternative fuel conversions. 2019 - 2020: This project establishes a budget to perform ongoing routine maintenance 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 for years 2019 and 2020.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

AD AIRPORT FLEET

1120731

3. PROJECT JUSTIFICATION

The Maintenance Manager maintains a fleet asset lifecycle plan, maintenance and repair schedule, and replacement schedule to manage the maximum planned life of each vehicle and budget for its replacement. 2019 - 2020: The existing fleet of airport vehicles is aging and requires routine maintenance in order to preserve operability and prolong usefulness. Vehicles are maintained by airport maintenance staff and a budget must be established to purchase necessary equipment and parts.

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

Budget was estimated by the Airport Maintenance manager from market prices for replacement equipment, an FMV bid for the ARFF truck, and King County-provided costs for the AVL project and propane conversion.

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

Fleet expenditures in the current biennium included scheduled end-of-life equipment replacement. Planned fleet subprojects in the coming biennium plan includes scheduled end-of-life equipment replacement, an ARFF truck replacement (FAA grant-eligible for 90% of the cost), our cost portion of King County's AVL project, and a pilot propane conversion.

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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	AD AIRPORT FLEET	1120731
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

AD ALT INST LANDING SYSTEMS

1120808

TA

Department	TRANSPORTATION
Council District(s)	8
Fund	3380 AIRPORT CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$2	\$0	\$0	\$0	\$2
2 Preliminary Design	\$2	\$0	\$0	\$0	\$2
3 Final Design	\$235,142	\$0	\$0	\$0	\$235,142
4 Implementation	\$1,264,856	(\$509,703)	\$0	\$0	\$755,153
5 Closeout	\$3	\$0	\$0	\$0	\$3
6 Acquisition	\$2	\$0	\$0	\$0	\$2
Total Budget	\$1,500,007	(\$509,703)	\$0	\$0	\$990,304

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$509,703)	\$0	\$0	(\$509,703)
Total Revenue	(\$509,703)	\$0	\$0	(\$509,703)

EXPENSE AD ALT INST LANDING SYSTEMS

1120808

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$585,150	\$0	\$0	\$0	\$0	\$585,150
2 Prelim Design	\$190	\$0	\$0	\$0	\$0	\$190
3 Final Design	\$352,662	\$0	\$0	\$0	\$0	\$352,662
4 Implementation	\$18,702	\$0	\$0	\$0	\$0	\$18,702
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$956,704	\$0	\$0	\$0	\$0	\$956,704

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$585,150	\$618,750	\$2	\$585,150
2 Preliminary Design	\$0	\$190	\$190	\$2	\$190
3 Final Design	\$0	\$352,662	\$352,662	\$235,142	\$352,662
4 Implementation	\$0	\$18,702	\$18,702	\$1,264,856	\$18,702
5 Closeout	\$0	\$0	\$0	\$3	\$0
6 Acquisition	\$0	\$0	\$0	\$2	\$0
Total	\$0	\$956,704	\$990,304	\$1,500,007	\$956,704

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$585,148)	\$0	\$0	(\$585,148)
2 Preliminary Design	(\$188)	\$0	\$0	(\$188)
3 Final Design	(\$117,520)	\$0	\$0	(\$117,520)
4 Implementation	\$1,246,154	(\$509,703)	\$0	\$736,451
5 Closeout	\$3	\$0	\$0	\$3
6 Acquisition	\$2	\$0	\$0	\$2
Total	\$543,303	(\$509,703)	\$0	\$33,600

NARRATIVES

AD ALT INST LANDING SYSTEMS

1120808

1. CURRENT PROJECT SCOPE

This project is to evaluate, plan, purchase and install Next Generation (NEXTGEN) technologies and procedures that direct inbound aircraft approaching King County International Airport/Boeing Field over Elliott Bay. The purpose of identifying and implementing these new technologies and procedures is to minimize environmental impacts and increase safety for these communities and other firms to coordinate with federal, state, and local governments in the implementation of this work. The proviso that funded this project has been complied with, and the Airport is requesting disappropriation of unspent budget authority.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The Airport is requesting disappropriation of the unspent budget authority.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	AD ALT INST LANDING SYSTEMS	1120808
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

AD CIP OVERSIGHT

1121024

Department	TRANSPORTATION
Council District(s)	8
Fund	3380 AIRPORT CONSTRUCTION
Class Code	ADMIN
Substantial Completion	
Location	7277 PERIMETER RD S, Seattle, WA 98108
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$7,648	\$19,046	\$19,045	\$19,046	\$64,785
5 Closeout	\$2	\$0	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$64,807	\$19,046	\$19,045	\$19,046	\$121,944

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$19,046	\$19,046	\$19,046	\$57,138
Total Revenue	\$19,046	\$19,046	\$19,046	\$57,138

EXPENSE AD CIP OVERSIGHT 1121024

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$27,029	\$0	\$0	\$0	\$0	\$27,029
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$19,155	\$0	\$19,046	\$19,045	\$19,046	\$76,292
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$46,184	\$0	\$19,046	\$19,045	\$19,046	\$103,321

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$27,029	\$27,029	\$57,154	\$27,029
2 Preliminary Design	\$0	\$0	\$0	\$1	\$0
3 Final Design	\$0	\$0	\$0	\$1	\$0
4 Implementation	\$0	\$76,292	\$19,155	\$7,648	\$19,155
5 Closeout	\$0	\$0	\$0	\$2	\$0
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$103,321	\$46,184	\$64,807	\$46,184

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$30,125	\$0	\$0	\$30,125
2 Preliminary Design	\$1	\$0	\$0	\$1
3 Final Design	\$1	\$0	\$0	\$1
4 Implementation	(\$11,507)	\$19,046	\$19,046	(\$11,507)
5 Closeout	\$2	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$18,623	\$19,046	\$19,046	\$18,623

NARRATIVES

AD CIP OVERSIGHT

1121024

1. CURRENT PROJECT SCOPE

Capital Improvement Program Oversight - Covers the cost of CIP oversight services provided to the Airport Divisions CIP projects by the King County Auditor's Office.

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 requested based on model for allocating these auditor costs to agencies.

6. FUNDING AND REVENUE DISCUSSION

N/A

7. OPERATING BUDGET AND OTHER IMPACTS

N/A

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

AD EQUIPMENT SNOW SHED

1129947

Art Eligible

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 07/01/16 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 07/01/16 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 07/01/16 - 12/31/20	\$353,500	\$0	\$0	\$0	\$353,500
4 Implementation 07/01/16 - 12/31/20	\$1,060,500	\$10,057,500	\$0	\$0	\$11,118,000
5 Closeout 07/01/16 - 12/31/20	\$0	\$0	\$0	\$0	\$0
6 Acquisition 07/01/16 - 12/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,414,000	\$10,057,500	\$0	\$0	\$11,471,500

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$99,579	\$0	\$0	\$99,579

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,473,552	\$0	\$0	\$1,473,552
33123 - FAA	\$8,583,948	\$0	\$0	\$8,583,948
Total Revenue	\$10,057,500	\$0	\$0	\$10,057,500

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		AD EQUIPMENT SNOW SHED					1129947
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$40,463	\$15,457	\$0	\$0	\$0	\$55,920	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$660	\$0	\$0	\$0	\$660	
4 Implementation	\$14,000	\$0	\$9,957,921	\$0	\$0	\$9,971,921	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$54,463	\$16,117	\$9,957,921	\$0	\$0	\$10,028,501	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$55,920	\$55,920	\$0	\$55,920
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$660	\$660	\$353,500	\$660
4 Implementation	\$0	\$9,971,921	\$14,000	\$1,060,500	\$14,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$10,028,501	\$70,580	\$1,414,000	\$70,580

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$55,920)	\$0	\$0	(\$55,920)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$352,840	\$0	\$0	\$352,840
4 Implementation	\$1,046,500	\$10,057,500	\$9,957,921	\$1,146,079
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,343,420	\$10,057,500	\$9,957,921	\$1,442,999

NARRATIVES AD EQUIPMENT SNOW SHED 1129947

1. CURRENT PROJECT SCOPE

Equipment Snow Shed - The project involves construction of a storage building for the Airport's winter maintenance fleet of large equipment. 2019 - 2020: This project will construct a snow removal equipment (SRE) storage building having dimensions approximately 100' deep, 200' wide, and 26' tall. A single maintenance bay will be included to allow SRE vehicle maintenance. The SRE building will be designed as a pre-engineered metal building to accommodate about 10 SRE vehicles with an approximate area of 20,000 square feet. The project site includes general preparation to demolish existing asphalt and concrete, remediation of contaminated soils, 75 foot wide asphalt apron for SRE vehicle maneuvering, high mast lights, reconfiguration of security fence, tree removal, installation and relocation of underground utilities including; electrical, gas, fiber, sanitary sewer and water. A security perimeter fence will be installed around the site, designed to the specifications of the Tenant Security Working Group, and will tie into the existing security perimeter fence. This project includes architectural design services.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

AD EQUIPMENT SNOW SHED

1129947

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

Staff resources were used to develop the estimate, which includes funding for project design. This project has been approved by FAA as eligible for grant funding.

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

This is an additional appropriation request. The original appropriation was to construct a fabric structure on a dirt surface. This additional appropriation takes into account site preparation, permitting, and complying with Green Building Ordinance requirements for a permanent corrugated metal structure built atop a poured concrete pad. Construction plans include a restroom and a shop bay for occupancy by Airport vehicle/equipment mechanic staff. This building will be constructed as a Net Zero Energy Building (NZEB), one which produces as much energy as it uses over the course of a year.

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	AD EQUIPMENT SNOW SHED	1129947
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

AD MAGVAR RUNWAY RENUMBERING

1129949

TA

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$300,000	\$0	\$0	\$0	\$300,000
4 Implementation	\$2,450,000	(\$873,791)	\$0	\$0	\$1,576,209
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$2,750,000	(\$873,791)	\$0	\$0	\$1,876,209

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$873,791)	\$0	\$0	(\$873,791)
Total Revenue	(\$873,791)	\$0	\$0	(\$873,791)

EXPENSE AD MAGVAR RUNWAY RENUMBERING 1129949

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$8,131	\$0	\$0	\$0	\$0	\$8,131
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$111,859	\$0	\$0	\$0	\$0	\$111,859
4 Implementation	\$1,088,280	\$0	\$0	\$0	\$0	\$1,088,280
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$2,854	\$0	\$0	\$0	\$0	\$2,854
Total Expense	\$1,211,124	\$0	\$0	\$0	\$0	\$1,211,124

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$8,131	\$8,546	\$0	\$8,131
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$111,859	\$191,946	\$300,000	\$111,859
4 Implementation	\$0	\$1,088,280	\$1,624,089	\$2,450,000	\$1,088,280
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$2,854	\$2,854	\$0	\$2,854
Total	\$0	\$1,211,124	\$1,827,435	\$2,750,000	\$1,211,124

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$8,131)	\$0	\$0	(\$8,131)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$188,141	\$0	\$0	\$188,141
4 Implementation	\$1,361,720	(\$873,791)	\$0	\$487,929
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	(\$2,854)	\$0	\$0	(\$2,854)
Total	\$1,538,876	(\$873,791)	\$0	\$665,085

NARRATIVES

AD MAGVAR RUNWAY RENUMBERING

1129949

1. CURRENT PROJECT SCOPE

Magnetic Variation Runway Renumbering - FAA has requested KCIA undertake this project which involves changing the runway numbering to reflect changes in the magnetic North compass heading. This work will involve working closely with various FAA groups on changing published flight procedures and various publication documents used for both navigation and information as well as changing airport markings and signage. Verification flight checks will also be required. This project will also address a safety issue raised by FAA Air Traffic and Runway Safety pertaining to pilot confusion and errors with the current runway headings, Runways 13/31.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Identified by the FAA as a safety risk for airplanes landing on instrument approach, because the magnetic readings differ from the runway numbering; as such, delaying resolving the safety issue represents a financial risk to the Airport and the County.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Budget was based on dialog with FAA officials, and will be used to address an aviation safety issue.

6. FUNDING AND REVENUE DISCUSSION

This project is eligible for FAA grant funding; the Airport will apply for FAA grant.

7. OPERATING BUDGET AND OTHER IMPACTS

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	AD MAGVAR RUNWAY RENUMBERING	1129949
8. PROJECT STATUS		
NEW - Standalone		
9. ALTERNATIVES ANALYSIS		
This is an FAA protocol required due to the magnetic North heading shift.		
10. OTHER AGENCY INVOLVEMENT		
Airport staff will work closely with FAA officials on changes to flight procedures, flight checks, publications and airfield markings and signage.		
11. ART ELIGIBILITY		
N/A		
12. EQUITY AND SOCIAL JUSTICE IMPACT		
Not applicable to project.		
13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT		
Runway markings and chart updates - not Green Building applicable.		
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

AD AIRPORT EMERGENT NEEDS

1129953

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	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	\$500,000	\$300,000	\$100,000	\$100,001	\$1,000,001
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$500,000	\$300,000	\$100,000	\$100,001	\$1,000,001

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$300,000	\$100,000	\$100,001	\$500,001
Total Revenue	\$300,000	\$100,000	\$100,001	\$500,001

EXPENSE AD AIRPORT EMERGENT NEEDS

1129953

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$100,000	\$100,001	\$500,001
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$300,000	\$100,000	\$100,001	\$500,001

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$500,000	\$0	\$500,000	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$500,000	\$0	\$500,000	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$500,000	\$300,000	\$300,000	\$500,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$500,000	\$300,000	\$300,000	\$500,000

NARRATIVES

AD AIRPORT EMERGENT NEEDS

1129953

1. CURRENT PROJECT SCOPE

Airport Emergent Needs - Budget authority and contingent funds for emergent needs that may arise during the biennium.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Requesting Budget Authority and contingent funds for emergent needs that may arise during the biennium (if falling outside existing budget authority) so the Airport may respond to emergent needs without delay and allowing time to request full budget authority through Omnibus if further funds are needed.

4. PROJECT BENEFITS/OUTCOMES

This project enables the Airport to quickly respond to emerging previously unbudgeted projects that falls outside the biennial/supplemental budget request period.

5. BUDGET REQUEST BASIS

Estimate by Airport Finance in consultation with DOT CFO and PSB.

6. FUNDING AND REVENUE DISCUSSION

N/A

7. OPERATING BUDGET AND OTHER IMPACTS

N/A

8. PROJECT STATUS

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	AD AIRPORT EMERGENT NEEDS	1129953
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		
Individual emergent needs projects will be evaluated if/as they occur.		
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

AD PERIMETER INTRUSION DETECTION SYSTEM (AD PERIMETER INTRUSION DET SYS) 1129960

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$185,803	\$0	\$0	\$0	\$185,803
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$1,417,223	\$0	\$200,000	\$1,500,000	\$3,117,223
5 Closeout	\$48,500	\$0	\$0	\$0	\$48,500
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,651,526	\$0	\$200,000	\$1,500,000	\$3,351,526

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$200,000	\$1,500,000	\$1,700,000
Total Revenue	\$0	\$200,000	\$1,500,000	\$1,700,000

EXPENSE AD PERIMETER INTRUSION DET SYS 1129960

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$131,772	\$0	\$0	\$0	\$0	\$131,772
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$3,809	\$0	\$0	\$0	\$0	\$3,809
4 Implementation	\$0	\$0	\$0	\$200,000	\$1,500,000	\$1,700,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$135,581	\$0	\$0	\$200,000	\$1,500,000	\$1,835,581

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$131,772	\$192,043	\$0	\$131,772
2 Preliminary Design	\$0	\$0	\$0	\$185,803	\$0
3 Final Design	\$0	\$3,809	\$26,578	\$0	\$3,809
4 Implementation	\$0	\$1,699,999	\$0	\$1,417,223	\$0
5 Closeout	\$0	\$0	\$0	\$48,500	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,835,580	\$218,621	\$1,651,526	\$135,581

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$131,772)	\$0	\$0	(\$131,772)
2 Preliminary Design	\$185,803	\$0	\$0	\$185,803
3 Final Design	(\$3,809)	\$0	\$0	(\$3,809)
4 Implementation	\$1,417,223	\$0	\$0	\$1,417,223
5 Closeout	\$48,500	\$0	\$0	\$48,500
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,515,945	\$0	\$0	\$1,515,945

NARRATIVES

AD PERIMETER INTRUSION DET SYS

1129960

1. CURRENT PROJECT SCOPE

Perimeter Intrusion Detection System - Over the coming 6 months, KCIA will be engaged with KCIT project management and business analysis resources to identify its most pressing security and access control concerns, as well as technology and infrastructure projects necessary to mitigate attendant risks. KCIA and KCIT staffs expect that these investments will involve improvements to KCIA's gate access control software, lighting and video capabilities surrounding the Airport, and connectivity improvements throughout the grounds to enable these improvements. Specific investments, once identified, will require additional documentation and approval before more in-depth planning and implementation can begin. 2019 - 2020: This project is the second phase of installing a perimeter intrusion detection system (PIDS) at King County International Airport. PIDS will consist of fiber optic sensors, variable frequency buried cable detection and microwave sensors. PIDS will be integrated into the airports access control system and emergency alarm system, as necessary. PIDS will integrate into the electrical and fiber infrastructure as part of the Electrical/Fiber Duct Bank project and CCTV will be integrated into PIDS as part of the Airport Video Surveillance project. Project work areas in this project description are undefined until the completion of the Fence Re-Alignment and Gate Closure Planning study. Once the planning study is completed, the specific scope of the project will be more accurately defined. The budget for this project represents a rough order of magnitude cost until the project is better defined and a cost estimate is prepared.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

AD PERIMETER INTRUSION DET SYS

1129960

3. PROJECT JUSTIFICATION

Securing KCIA while providing flexibility demanded by icore customers is of utmost priority. The Airport has begun a process to identify and improve physical security through a number of projects and has initiated a security working group comprised of tenant and stakeholders to address security concerns. The Airport conducted an independent security assessment that identified a lack of proper access control as a primary shortcoming in security capabilities. Specifically, the Airport is unable to accurately identify the means vehicles and personnel have of accessing or leaving the secured airfield. Existing access control mechanisms and technology leverage only one method of authentication: generic PIN codes distributed via physical cards. These codes can be freely passed to unauthorized personnel and remain functional until KCIA updates PIN codes for all gates. In addition, because a number of gates are not connected to a local network, KCIA staff must manage access codes at each gate. This process is very time consuming and lessens security effectiveness - especially if an immediate lock down is needed. This information shared with the working group is the foundation of common interest in ensuring security improvements are pursued now. 2019 - 2020: The Boeing Corporation conducts significant maintenance, retrofits, and delivery operations of highly sensitive military and commercial aircraft at BFI. The presence of these significant operations... (original text top follow)

4. PROJECT BENEFITS/OUTCOMES

The anticipated benefits of implementing the perimeter and intrusion detection system support the KiCIAs Strategic Plan (2014-2020) by providing and maintaining safe and secure transportation services and facilities for the King County flying public and aviation community. Without investment in this critical king county asset the basic security infrastructure is weakened and the airport's ability to partner with its current and future tenants could be jeopardized.

5. BUDGET REQUEST BASIS

KCIA is requesting budget to mitigate current security vulnerabilities and threats. The Perimeter Intrusion Detection System project will be a phased solution and builds on the already started and/or implemented security projects such as: condition assessment, barrier installation, fence and gate replacement, lighting design and technology security planning. Phase 1 of this project planned for January 2017 through April 2017 includes project startup activities, RFP creation and initial planning. Specific budget will be required for IT Project Management, Business Analyst, Network Engineering review, Contracts personnel and Prosecuting Attorney's Office for RFP review. Phase 2 of the project planned for May 2017 through December 2018 includes RFP finalization, contract negotiation, vendor selection activities, and vendor management during implementation. Specific budget requested is based on the KCIT 2017-2018 rate sheet information along with hardware and software estimates based on research of the proposed solution.

6. FUNDING AND REVENUE DISCUSSION

N/A

7. OPERATING BUDGET AND OTHER IMPACTS

Unknown at this time.

8. PROJECT STATUS

NEW - Standalone

9. ALTERNATIVES ANALYSIS

Three alternatives were considered for this project: 1) Alternative A - craft a security strategic plan that defines KCIA's security strengths and weaknesses, security vision, policies, procedures and potential projects along with resource and schedule estimates to achieve KCIA's security vision. The project then shifts to implementing these security projects. 2) Alternative B - Identify and fund each security project separately. This is a well-defined but more piecemeal approach lacking a strategic vision ultimately with higher associated costs. 3) Alternative C - do nothing. This no cost alternative does not invest in security planning and eliminating existing threats and vulnerabilities. It also exposes the County to high liability if a preventable incident were to occur and cause damage to this valuable asset. Alternative A is the chosen alternative. Conducting a comprehensive planning process with key Airport stakeholders and tenants will position KCIA to make informed security investments now and for the future. A portfolio approach is smart, cost-effective and strategic.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

AD PERIMETER INTRUSION DET SYS

1129960

10. OTHER AGENCY INVOLVEMENT

Over the upcoming 6 months, KCIA will be engaged with KCIT project management and business analysis resources to identify its most pressing security and access control concerns, as well as identifying technology and infrastructure projects necessary to mitigate attendant risks. KCIA and KCIT staffs expect that these investments will involve improvements to KCIA's fencing and gate infrastructure, access control software and hardware, lighting and video capabilities surrounding the Airport, and connectivity improvements throughout the grounds to enable these improvements. In addition to KCIT and KCIA staff, Contracts, Procurement, Office of Risk Management and Office of Prosecuting Attorney will have necessary involvement in the execution of the perimeter intrusion detection system project.

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, IT 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

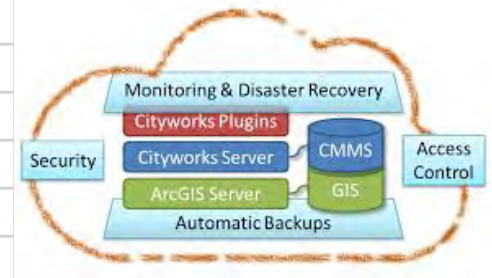
Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

AD CITYWORKS ADDITIONAL MODULES (AD CITYWORKS ADDL MODULES)

1130186

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 07/01/16 - 12/31/27	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 07/01/16 - 12/31/27	\$0	\$0	\$0	\$0	\$0
3 Final Design 07/01/16 - 12/31/27	\$0	\$0	\$0	\$0	\$0
4 Implementation 07/01/16 - 12/31/27	\$314,700	\$600,000	\$600,001	\$600,000	\$2,114,701
5 Closeout 07/01/16 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 07/01/16 - 12/31/27	\$0	\$0	\$0	\$0	\$0
Total Budget	\$314,700	\$600,000	\$600,001	\$600,000	\$2,114,701

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$600,000	\$600,000	\$600,000	\$1,800,000
Total Revenue	\$600,000	\$600,000	\$600,000	\$1,800,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		AD CITYWORKS ADDL MODULES				1130186
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$13,596	\$0	\$0	\$0	\$13,596
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$64,123	\$63,100	\$600,000	\$600,001	\$600,000	\$1,927,224
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$64,123	\$76,696	\$600,000	\$600,001	\$600,000	\$1,940,820

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$13,596	\$13,596	\$0	\$13,596
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$1,927,223	\$127,223	\$314,700	\$127,223
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,940,819	\$140,819	\$314,700	\$140,819

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$13,596)	\$0	\$0	(\$13,596)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$187,477	\$600,000	\$600,000	\$187,477
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$173,881	\$600,000	\$600,000	\$173,881

NARRATIVES AD CITYWORKS ADDL MODULES 1130186

1. CURRENT 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 KCIT project management resources and an outside consultant to license, install, and activate additional modules for the increased efficiency and effectiveness to be gained from the collection and use of BIM airport data. 2019 - 2020: This project is a recurring project to purchase and 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 2019 and 2020.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

AD CITYWORKS ADDL MODULES

1130186

3. PROJECT JUSTIFICATION

The Airport is seeking to optimize its use of the Cityworks technology in property 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 KCIT Project Management Resources and an outside consultant to move all property 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.

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 identify and log airside/facilities infrastructure maintenance issues. Cityworks also employs 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

The budget is provided by KCIT estimate, consultant estimate, and vendor license price. This appropriation will include Airport staff salary/benefits, additional applications for integration with the Gasboy fuel management system, work order time and labor integration, and KCIT EGBE server and database administration.

6. FUNDING AND REVENUE DISCUSSION

N/A

7. OPERATING BUDGET AND OTHER IMPACTS

Unknown at this time.

8. PROJECT STATUS

This is an additional appropriation for an existing project. Modules to be added in the 2019-2020 biennium include

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	AD CITYWORKS ADDL MODULES	1130186
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

AD CONSTRUCT LARGE AIRCRAFT PARKING-7299 TO 7300 PERIMETER RD S (AD LARGE AIRCRAFT PARKING)

1134634

Department	TRANSPORTATION
Council District(s)	8
Fund	3380 AIRPORT CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	
Location	7299 Perimeter Rd. S., Seattle, WA 98108
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 10/31/19	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation 11/01/19 - 12/31/20	\$0	\$10,250,000	\$0	\$0	\$10,250,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$10,250,000	\$0	\$0	\$10,250,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$7,565,786	\$0	\$0	\$7,565,786
33123 - FAA	\$2,684,214	\$0	\$0	\$2,684,214
Total Revenue	\$10,250,000	\$0	\$0	\$10,250,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		AD LARGE AIRCRAFT PARKING					1134634
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$2,982,459	\$7,267,541	\$0	\$10,250,000	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$2,982,459	\$7,267,541	\$0	\$10,250,000	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$10,250,000	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$10,250,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$10,250,000	\$2,982,459	\$7,267,541
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$10,250,000	\$2,982,459	\$7,267,541

NARRATIVES AD LARGE AIRCRAFT PARKING 1134634

1. CURRENT PROJECT SCOPE

This project will expand and reconfigure the existing aircraft parking apron north of the Terminal Building. The project includes removing existing asphalt and concrete pavement and replacing it with approximately 7,200 square yards of a full strength PCC pavement section, capable of supporting large/heavy aircraft. The project also includes designing the pavement to drain and capture glycol from deicing operations along with modifying storm drains and other utilities that may be under the existing apron. High mast apron lighting will be installed around the perimeter of the apron to provide night-time lighting. In addition, this project will reconfigure the landside terminal area. This will involve reconfiguring the existing parking lot and roadway. Prior to the construction of the large aircraft parking apron, miscellaneous utilities such as sanitary sewer, fiber, electrical, water and stormwater will be upgraded and relocated as needed. This project includes demolishing both the 7299 Arrivals Building and 7300 PRS Building. Prior to the project, buildings will be vacated and hazardous materials mitigated under a separate project. In addition, the existing perimeter security fence will be removed and replaced per the specifications of the Tenant Security Working Group. Major work items include demolishing existing buildings, removing asphalt roads, removing concrete curb, gutter and sidewalks, tree and vegetation removal, asphalt paving for roads and parking lots, installing new curb, gutter and sidewalks, landscaping, fence relocation, road signage, and utility relocation.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

AD LARGE AIRCRAFT PARKING

1134634

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 needed 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, 7300 PRS 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 utilities that serve the buildings must be re-routed to the Terminal.

4. PROJECT BENEFITS/OUTCOMES

Increased capacity to provide transient parking for large (over 250,000 lbs MGLW) aircraft. Two County-owned buildings will be demolished, lowering maintenance and common area costs.

5. BUDGET REQUEST BASIS

This project budget request is based on the Airport Engineer's cost estimate after consulting with design/engineering firms.

6. FUNDING AND REVENUE DISCUSSION

This project will be funded by Airport internal funds.

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

This is a new project.

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)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	AD LARGE AIRCRAFT PARKING	1134634
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

AD AIRFIELD ELECTRICAL SYSTEM UPGRADE PHASE II (AD AIRFD ELEC SYS UPGRDE PH II)

1134719

Department	TRANSPORTATION
Council District(s)	8
Fund	3380 AIRPORT CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,250,000	\$0	\$0	\$1,250,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,250,000	\$0	\$0	\$1,250,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$125,000	\$0	\$0	\$125,000
33123 - FAA	\$1,125,000	\$0	\$0	\$1,125,000
Total Revenue	\$1,250,000	\$0	\$0	\$1,250,000

EXPENSE AD AIRFD ELEC SYS UPGRDE PH II 1134719

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,250,000	\$0	\$0	\$1,250,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$1,250,000	\$0	\$0	\$1,250,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$1,250,000	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,250,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$1,250,000	\$1,250,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,250,000	\$1,250,000	\$0

NARRATIVES

AD AIRFD ELEC SYS UPRDE PH II

1134719

1. CURRENT PROJECT SCOPE

This project will replace approximately 50,000 feet of electrical cable to upgrade the existing capacity for the runway, Taxiway B and runway guard light circuit. These circuits are generally oriented north to south and housed in conduit. The existing electrical cable will be removed in their entirety and replaced with new cable. The project will use the existing conduit in order to pull and feed electrical cabling. The project will also convert approximately 100 taxiway edge lights on Taxiway B to LED technology. In addition, this project includes converting the REIL for Runway 32L and four box PAPI for Runway 14R to LED technology. Work items under this project include cable removal, new cable installation, color coding new cabling, trenching and backfill, PAPI acquisition and installation, asphalt replacement, flagging and barricades. The installation of this project will be phased and will require portions of the airfield to be closed during installation.

2. PROGRAMMATIC PROJECT DISCUSSION

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

This project will update obsolete electrical components that will increase aircraft functionality of the runways, taxiways and connectors. This project aligns with the Airport's Strategic Plan goal of Maintaining a World Class Facility.

5. BUDGET REQUEST BASIS

The Airport is requesting appropriation for this project because many airfield electrical systems are end of life and not energy efficient. Project budget estimates are based on consultant as well as staff estimates.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

AD AIRFD ELEC SYS UPGRDE PH II

1134719

6. FUNDING AND REVENUE DISCUSSION

This project will be funded by internal Airport funds.

7. OPERATING BUDGET AND OTHER IMPACTS

This project should result in lower electrical utility charges, as energy-efficient components are installed.

8. PROJECT STATUS

This is a new project.

9. ALTERNATIVES ANALYSIS

Option 1 to maintain status quo and not upgrade the airfield electrical system would require servicing lines that were installed incrementally and include components that have reached the end of their useful lives. Option 2 is to upgrade airfield electrical system to install more efficient LED lighting that ensures long-term functionality of both lighting and signage.

10. OTHER AGENCY INVOLVEMENT

There would be involvement from DPER to issue electrical permits and provide site inspections during installation.

11. ART ELIGIBILITY

Airfield electrical systems.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project would replace airfield and glide slope REIL lighting with more energy-efficient LED lighting. The new lighting would lower the Airport's GHG emissions by requiring less energy than the current system in place.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

AD AIRFIELD SAFETY AND STANDARDS EVALUATION (AD AIRFLD SAFTY AND STDS EVAL)

1134748

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	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	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$500,000	\$0	\$0	\$500,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$500,000	\$0	\$0	\$500,000
Total Revenue	\$500,000	\$0	\$0	\$500,000

EXPENSE AD AIRFLD SAFTY AND STDS EVAL 1134748

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$500,000	\$0	\$0	\$500,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$500,000	\$0	\$0	\$500,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$500,000	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$500,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$500,000	\$500,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$500,000	\$500,000	\$0

NARRATIVES

AD AIRFLD SAFTY AND STDS EVAL

1134748

1. CURRENT PROJECT SCOPE

This planning study will evaluate the existing conditions of the Airport and identify FAA design deficiencies. The project will examine the design and placement of existing facilities such as, but not limited to, runways, taxiways, aprons, aircraft parking areas, buildings, vehicle service road, paint markings, edge lights, runway guard lights, service painted markings, signage and navigational aids. The planning study will evaluate each facility and determine if it meets current design standard by evaluating FAA guiding documents such as, but not limited to, AC 150/5300-13A, AC 150/5340-30G and AC 150/5340-1L. The planning study will identify individual projects and recommend priorities for implementation. Cost estimates for each potential project will be prepared to assist in establishing priorities.

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 developed over time to meet aircraft requirements at the time. As the Airport has grown and evolved, facilities that once met FAA design standards no longer meet the standards required for modern, larger aircraft. As aircraft gauge has grown, Modification of Standards were adopted to allow larger aircraft to operate where they did not fully meet geometric standards. The FAA recently revised its policies and Modifications of Standards must now 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.

4. PROJECT BENEFITS/OUTCOMES

This project will enable Airport engineering staff to better align facilities and services to recently-revised FAA policies and Modifications of Standards.

5. BUDGET REQUEST BASIS

This budget request estimate is based on the Airport Engineer's estimate, in consultation with project managers. This project will provide consultant advisory services to implement best practices to ensure compliance with modified Part 139 airfield safety standards.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	AD AIRFLD SAFTY AND STDS EVAL	1134748
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6. FUNDING AND REVENUE DISCUSSION

This project will be funded by internal Airport funds.

7. OPERATING BUDGET AND OTHER IMPACTS

This budget appropriation is request because the Airport's capital program needs to ensure design and placement of airside infrastructure meets the FAA regulatory requirements.

8. PROJECT STATUS

This is a new standalone project.

9. ALTERNATIVES ANALYSIS

Not conducting an airfield safety and standards evaluation includes a risk that the FAA may find the Airport not in compliance with FAA Part 139 inspection guidelines due to a modified standard.

10. OTHER AGENCY INVOLVEMENT

There will be involvement with the FAA during this project, to consult for guidance on applicable Advisory Circulars (ACs).

11. ART ELIGIBILITY

Airfield safety and standards evaluation.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project has no alignment with 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

AD FENCES & GATES UPGRDS PH II

1134750

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	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	\$2,250,000	\$2,000,000	\$0	\$4,250,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$2,250,000	\$2,000,000	\$0	\$4,250,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$2,250,000	\$2,000,000	\$0	\$4,250,000
Total Revenue	\$2,250,000	\$2,000,000	\$0	\$4,250,000

EXPENSE AD FENCES & GATES UPGRDS PH II

1134750

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$2,250,000	\$2,000,000	\$0	\$4,250,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$2,250,000	\$2,000,000	\$0	\$4,250,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$4,250,000	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$4,250,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$2,250,000	\$2,250,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$2,250,000	\$2,250,000	\$0

NARRATIVES

AD FENCES & GATES UPRDGS PH II

1134750

1. CURRENT PROJECT SCOPE

This project will remove and replace approximately 12,000 linear feet of airport controlled security perimeter fence. In addition, 15 vehicle gate and five pedestrian gate will be removed and replaced. 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. The new security fence will be designed using eight feet of polyvinyl coated chain link with one foot strands of barbed wire. Ecology blocks, measuring four feet wide, three feet tall, and two feet deep, will be installed every three feet to provide added security. The security fence will be installed between building surfaces, aprons, and parking lots. The north portion of the security fence will be installed in the existing turf. The project also includes hardening five of the proposed new gates. Temporary construction fencing will be installed and removed in 500 foot increments to allow phased installation of the permanent fence. In addition, the project will install approximately 2,500 feet of cable barrier and extend utilities to provide electrical power to gates where needed. Utilities will tie into the existing FAA utility corridor that runs parallel to Taxiway Bravo.

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 security system and facilities reveal potential vulnerabilities as well as opportunities to increase security protection. An administrative decision has been made to replace non-standard security fences with fencing that meets Tenant Security Committee requirements to better protect the sensitive military, Boeing, corporate and UPS cargo operations.

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

AD FENCES & GATES UPRGRDS PH II

1134750

5. BUDGET REQUEST BASIS

Project budget estimates are based on consultant as well as staff estimates.

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

This is a new standalone project.

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

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

AD LAND PURCHASE CONTINGENCY

1134753

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	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	\$3,200,000	\$0	\$0	\$3,200,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$3,200,000	\$0	\$0	\$3,200,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$3,200,000	\$0	\$0	\$3,200,000
Total Revenue	\$3,200,000	\$0	\$0	\$3,200,000

EXPENSE AD LAND PURCHASE CONTINGENCY 1134753

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$3,200,000	\$0	\$0	\$3,200,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$3,200,000	\$0	\$0	\$3,200,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$3,200,000	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,200,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$3,200,000	\$3,200,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$3,200,000	\$3,200,000	\$0

NARRATIVES

AD LAND PURCHASE CONTINGENCY

1134753

1. CURRENT PROJECT SCOPE

The Airport Division has identified several parcels that could be opportunities to meet future aeronautical and non-aeronautical development requirements. Those parcels could be used to create additional aircraft storage options, airport support services, general aviation development opportunities, air cargo handling, or business development associated with air freight logistics or the travel industry.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

KCIA land is constrained with the majority of developable property already secured privately through long-term leases. Revenue generated from the ground leases track with the Fair Market Value (FMV) of aviation and industrial property south of downtown Seattle. While values have been increasing much faster than measures of CPI, the ability for the airport to grow is still limited. Remaining undeveloped land is severely constrained by buildable height, lot depth (distance between airfield safety limits and the outside fenceline), or location without access to the runway. The Strategic Plan suggested that the airport identify potential strategic property acquisitions which might further KCIA's ability to fulfill its mission.

4. PROJECT BENEFITS/OUTCOMES

Increase Airport land area to better serve tenants by meeting demand for leaseable, providing potential additional tiedown space, and make available more land to consolidate non-contiguous leaseholds.

5. BUDGET REQUEST BASIS

The budget appropriation was based on an estimate provided by the Airport's Marketing and Business Development Manager.

6. FUNDING AND REVENUE DISCUSSION

This appropriation will be funded with Airport internal funds/fund balance.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

AD LAND PURCHASE CONTINGENCY

1134753

7. OPERATING BUDGET AND OTHER IMPACTS

There could be a potential impact on the operational budget in increased revenue from the land being acquired. The land purchased may also provide an alternative access road to the Georgetown Steam Plant owned by the City of Seattle.

8. PROJECT STATUS

This is a new standalone project.

9. ALTERNATIVES ANALYSIS

Not having contingency funds for future land purchases may result in the Airport missing opportunities to add airside land parcels that help maintain a world-class facility.

10. OTHER AGENCY INVOLVEMENT

There will be involvement with FMD's Real Estate Services Division and the Prosecuting Attorney's Office, who will support by preparing and reviewing purchase and sale documents for acquired land parcels.

11. ART ELIGIBILITY

Land acquisition.

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

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

AD STORMWATR PIPE REPLACEMENT PHASE II (AD STRMWTR PIPE REPLACMT PH II)

1134761

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	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	\$450,000	\$550,000	\$0	\$1,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$450,000	\$550,000	\$0	\$1,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$450,000	\$550,000	\$0	\$1,000,000
Total Revenue	\$450,000	\$550,000	\$0	\$1,000,000

EXPENSE AD STRMWTR PIPE REPLACMT PH II 1134761

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$450,000	\$550,000	\$0	\$1,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$450,000	\$550,000	\$0	\$1,000,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$450,000	\$450,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$450,000	\$450,000	\$0

NARRATIVES

AD STRMWTR PIPE REPLACMT PH II

1134761

1. CURRENT PROJECT SCOPE

This project will implement the second phase of projects to upgrade the Airport stormwater system as might be recommended in the pending Airport Infrastructure Master Plan. This project assumes 1,000 feet of 16" storm drain pipe will be installed. The specific locations and work items under this project have not yet been identified. Once the Airport Infrastructure Master Plan is completed, this project definition and cost estimate will be updated.

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

This appropriation is requested because the Airport has identified several areas where the stormwater pipes are end-of-life and in need of replacement. Some of these pipes have begun to fail, so pipe replacement is the only option available. This budget request is based on the Airport Engineer's estimates and recent comparable project costs.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

AD STRMWTR PIPE REPLACMT PH II

1134761

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

This is a new standalone project.

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.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

AD RUNWAY 14L-32R REHAB

1135085

Department	TRANSPORTATION
Council District(s)	
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 06/2018	FY19-20	FY21-22	FY23-24	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	\$2,000,001	\$10,200,000	\$12,200,001
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$2,000,001	\$10,200,000	\$12,200,001

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$200,001	\$102,000	\$302,001
33123 - FAA	\$0	\$1,800,000	\$10,098,000	\$11,898,000
Total Revenue	\$0	\$2,000,001	\$10,200,000	\$12,200,001

EXPENSE AD RUNWAY 14L-32R REHAB 1135085

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$2,000,001	\$10,200,000	\$12,200,001
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$2,000,001	\$10,200,000	\$12,200,001

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$12,200,001	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$12,200,001	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 RUNWAY 14L-32R REHAB

1135085

1. CURRENT PROJECT SCOPE

This project is to grind, repave, and rehabilitate 3000-foot short runway 14L-32R. Planning and design will begin 2023, and construction will be completed in 2024.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The short runway was rehabilitated most recently 20 years ago, and the pavement needs regrading.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The project cost is based on Airport engineering estimates.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	AD RUNWAY 14L-32R REHAB	1135085
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		
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

AD FUEL FARM ENVIRONMENTAL REMEDIATION (AD FUEL FARM ENVIRO REMEDTN)

1135087

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	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	\$2,575,000	\$0	\$2,575,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$2,575,000	\$0	\$2,575,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$2,575,000	\$0	\$2,575,000
Total Revenue	\$0	\$2,575,000	\$0	\$2,575,000

EXPENSE AD FUEL FARM ENVIRO REMEDTN 1135087

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$2,575,000	\$0	\$2,575,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$2,575,000	\$0	\$2,575,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$2,575,000	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,575,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 FUEL FARM ENVIRO REMEDTN

1135087

1. CURRENT PROJECT SCOPE

this project is to conduct soil sampling and environmental remediation at the North Fuel Farm upon the end of the Shultz Distributing long-term lease.

2. PROGRAMMATIC PROJECT DISCUSSION

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

This project estimate is baased on airport Engineering estimates in collaboration with consultants.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	AD FUEL FARM ENVIRO REMEDTN	1135087
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		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

AD PERIMETER SECURITY LIGHTING

1135089

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	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	\$850,001	\$0	\$850,001
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$850,001	\$0	\$850,001

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$850,001	\$0	\$850,001
Total Revenue	\$0	\$850,001	\$0	\$850,001

EXPENSE AD PERIMETER SECURITY LIGHTING 1135089

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$850,001	\$0	\$850,001
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$850,001	\$0	\$850,001

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$850,001	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$850,001	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 PERIMETER SECURITY LIGHTING

1135089

1. CURRENT PROJECT SCOPE

This project is to install high-capacity raised tower lighting near fences and gates along the Airport-owned perimeter separating landside and airside boundaries.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Increased lighting will provide better visibility at night and is an additional security measure that promotes the safety of both Airport and tenant-owned aircraft, vehicles and equipment.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This budget request is based on Airport engineering estimates in collaboration with consultants.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	AD PERIMETER SECURITY LIGHTING	1135089
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLR URBAN HABITAT RESERVE

1047110

Department	NATURAL RESOURCES AND PARKS
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3403 URBAN RESTOR & HBTAT RSTR
Class Code	STANDALONE
Substantial Completion	
Location	Countywide.
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$354,212	\$122,227	\$0	\$0	\$476,439
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$354,212	\$122,227	\$0	\$0	\$476,439

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$122,227	\$0	\$0	\$122,227
Total Revenue	\$122,227	\$0	\$0	\$122,227

EXPENSE WLR URBAN HABITAT RESERVE 1047110

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$476,439	\$0	\$0	\$0	\$0	\$476,439
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$476,439	\$0	\$0	\$0	\$0	\$476,439

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$1,178,382	\$476,439	\$354,212	\$476,439
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,178,382	\$476,439	\$354,212	\$476,439

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$122,227)	\$122,227	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$122,227)	\$122,227	\$0	\$0

NARRATIVES

WLR URBAN HABITAT RESERVE

1047110

1. CURRENT PROJECT SCOPE

The Urban Reforestation and Habitat Restoration (URHR) Fund - This fund is intended to provide funds to volunteer organizations, community groups and government agencies for reforestation and habitat restoration projects within the Urban Growth Area of King County. The annual interest income that this fund earns is available for grant awards. The funds are for restoration projects and are not available for acquisition, and are awarded at \$500 to a maximum of \$12,000. This project is the primary project used for these awarded grants.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

This project is the main project within this fund in which grants are awarded. This fund is an endowment from King County established in 1993 which annually receives interest income. The annual interest income that this account earns is available for grant awards in the following year. Any remaining non-granted amount, disencumbered and/or unspent amount remains in the account and is available for future use. Each grant application under goes a review process. URHR grants are restricted to within the Urban Growth area of King County. The emphasis must benefit either upland habitat or water-dependent habitat anywhere in urban and suburban King County and west of I-5 freeway and south of Seattle. The 5 categories that each application is scored are Project Objectives and Description of Activities and Outputs; Community Stewardship; Project Partners; Legacy; and Leverage. The requested budget will fund projects in 2018-2019.

4. PROJECT BENEFITS/OUTCOMES

The letting out of small grants will benefit upland habitat and water-dependent habitat which will improve water quality

5. BUDGET REQUEST BASIS

The budget requested is adds appropriation to true up budget and actual spending.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLR URBAN HABITAT RESERVE

1047110

6. FUNDING AND REVENUE DISCUSSION

This fund is established to provide funding for grants based upon a fixed principal amount. Grants can be awarded using earned interest only.

7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

8. PROJECT STATUS

Due to low interest rate the fund has had insufficient revenue to be able to issue grants for habitat restoration for the past five years. The fund now has accumulated approximately \$40,000 in fund balance and will begin issuing grants in 2018. The program's longer term expaectaions are for the interest rate to slowly increase, which will aloow WLRD to begin issuing grants on a more regular basis.

9. ALTERNATIVES ANALYSIS

Not Applicable

10. OTHER AGENCY INVOLVEMENT

No other agencies involved.

11. ART ELIGIBILITY

2) project not visible to the public

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This funding source helps increase tree cover and habitat restoration, reducing the carbon impact from other pollutant sources.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLR UHR PARTNERSHIPS

1134895

Department	NATURAL RESOURCES AND PARKS
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3403 URBAN RESTOR & HBTAT RSTR
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$710,981	\$0	\$0	\$710,981
4 Implementation	\$0	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$710,981	\$0	\$0	\$710,981

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$701,943	\$0	\$0	\$701,943
36111 - INVESTMENT INTEREST GROSS	\$9,038	\$0	\$0	\$9,038
Total Revenue	\$710,981	\$0	\$0	\$710,981

EXPENSE WLR UHR PARTNERSHIPS 1134895

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$710,981	\$0	\$0	\$710,981
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$710,981	\$0	\$0	\$710,981

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$710,981	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$710,981	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$710,981	\$0	\$710,981
4 Implementation	\$0	\$0	\$710,981	(\$710,981)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$710,981	\$710,981	\$0

NARRATIVES

WLR UHR PARTNERSHIPS

1134895

1. CURRENT PROJECT SCOPE

Urban Habitat Restoration Partnerships - This project will leverage county funds through a public private/partnership to fund projects consistent with the intent of urban reforestation and habitat restoration. Our general approach will be to work with one, or more, lead partners who are able to provide significant program coordination and to fund individual tree-planting efforts from non-profit, cities and other organizations.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

The Urban Reforestation and Habitat Restoration Fund (URHF) was established in 1993 to provide grants to local non-profits and governments for the purpose of urban reforestation and habitat restoration. Historically, the principal amount of \$650,000 has been preserved and only the interest income has been distributed for grant awards in the amount of \$500 to a maximum of \$12,000 on restoration projects. Due to low interest rates, the amount available for grants has been limited. This proposal will utilize the principal plus any interest earned to fund partnerships with other agencies and other groups to leverage these funds and accomplish the intent of the fund. Once the principal has been expended the fund would be closed.

4. PROJECT BENEFITS/OUTCOMES

Fund individual tree-planting proposals from NGOs, cities and others to further the Strategic Climate Action Plan (SCAP) goal of planting 1 million trees.

5. BUDGET REQUEST BASIS

The request is to spend the current fund balance, in collaboration with partners, to further the 1 million trees SCAP goal. Appropriating this project will allow for the investment of these funds to further climate goals through tree planting. Once this fund balance is spent, the fund will be proposed for closure.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLR UHR PARTNERSHIPS

1134895

6. FUNDING AND REVENUE DISCUSSION

This fund balance in this fund was originally from sources including REET, General Fund and SWM. A small portion of the proposed revenue is accumulated fund balance.

7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not eligible for 1% for Art.

12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project helps King County meet its 2015 Strategic Climate Action Plan (SCAP) goals by increasing tree cover and habitat restoration, reducing the carbon impact from other pollutant sources.

14. OTHER CONSIDERATIONS (OPTIONAL)

When assessing project proposals, we will consider the following criteria:

- Project sponsors must have a record of proven success with previous, large-scale tree planting efforts.
- Proposals include a reasonable, achievable work plan.
- Project locations have been approved by landowners and other aspects of the projects are "shovel ready."
- Funds will be targeted toward implementation and minimal funds are requested for planning.
- Plantings must not be a component of any mandated planting (e.g., mitigation).

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD CAPITAL PRJT OVERSIGHT (DES FMD MMRF CAP PRJT OVR SIGHT)

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	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$44,064	\$11,819	\$0	\$0	\$55,883
5 Closeout	\$2	\$0	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$64,394	\$11,819	\$0	\$0	\$76,213

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$11,819	\$0	\$0	\$11,819
Total Revenue	\$11,819	\$0	\$0	\$11,819

EXPENSE DES FMD MMRF CAP PRJT OVR SIGHT 1039756

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$28,974	\$0	\$0	\$0	\$0	\$28,974
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$47,489	\$0	\$0	\$0	\$0	\$47,489

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$28,974	\$44,064	\$28,974
5 Closeout	\$0	\$0	\$0	\$2	\$0
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$0	\$47,489	\$64,394	\$47,489

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$15,090	\$11,819	\$0	\$26,909
5 Closeout	\$2	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$16,905	\$11,819	\$0	\$28,724

NARRATIVES

DES FMD MMRF CAP PRJT OVR SIGHT

1039756

1. CURRENT PROJECT SCOPE

This is an administrative project payment to cover the proportionate share of the cost of the Capital Project Oversight (CPO) function in the King County Auditor's Office (KCAO).

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The CPO amount allocated to the Major Maintenance Reserve Fund is based on its share of all capital budget in all CIP funds.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMRF CAP PRJT OVSIGHT	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FMD MMRF QUICK RESPONSE

1124606

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	12/31/2020
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$150,557	\$185,000	\$0	\$0	\$335,557
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$150,557	\$185,000	\$0	\$0	\$335,557

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$109,414	\$0	\$0	\$109,414
34193 - FMD STREAMLINE RATES	\$75,586	\$0	\$0	\$75,586
Total Revenue	\$185,000	\$0	\$0	\$185,000

EXPENSE DES FMD MMRF QUICK RESPONSE

1124606

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$185,000	\$0	\$0	\$185,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$185,000	\$0	\$0	\$185,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$150,557	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$150,557	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$150,557	\$185,000	\$185,000	\$150,557
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$150,557	\$185,000	\$185,000	\$150,557

NARRATIVES

DES FMD MMRF QUICK RESPONSE

1124606

1. CURRENT PROJECT SCOPE

This project provides funding for unanticipated, non-discretionary repairs to MMR building systems. Typical use of these funds prevents further damage to a building or maintains building operation until a complete evaluation and repair can be scoped, funded and implemented.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

Problem: Limited MMR funding and deferred maintenance creates new risks and scopes of work in KC facilities. When building system failures or non-discretionary requirements appear (permit requirements or differing site conditions) Quick Response contingency funds may be needed to prevent further damage or to maintain bldg. operation.

4. PROJECT BENEFITS/OUTCOMES

Outcome: This project provides funds needed to prevent damage to buildings, or mitigate system failure or life safety risks in a building.

5. BUDGET REQUEST BASIS

This budget is requested now to restore the MMR Quick Response contingency project. The budget proposal was based on historical use of this contingency fund.

6. FUNDING AND REVENUE DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMRF QUICK RESPONSE

1124606

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

Since the inception of this contingency project in 2015, 11 projects have been funded that total \$463,000. The current balance in the project as of June 2018 is \$186,000. To keep the contingency fund in 2% range of the total fund balance, \$446,000 is currently being requested in the 3Q 2018 Omnibus.

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

N/A

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)

N/A

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

N/A

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	
Location	DES FMD 24/7 FACILITY GROUP-MAJOR REPAIR AND RENEWAL OF BLDG. SYSTEMS
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/02/19 - 12/30/20	\$17,510	\$688,965	\$0	\$0	\$706,475
2 Preliminary Design 01/02/19 - 12/30/20	\$4,356	\$285,829	\$0	\$0	\$290,185
3 Final Design 01/02/19 - 12/30/20	\$48,703	\$1,111,250	\$0	\$0	\$1,159,953
4 Implementation 01/02/19 - 12/30/20	\$6,685,917	\$11,774,935	\$0	\$0	\$18,460,852
5 Closeout 01/02/19 - 12/30/20	\$6,845	\$132,148	\$0	\$0	\$138,993
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$6,763,333	\$13,993,127	\$0	\$0	\$20,756,460

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
34193 - FMD STREAMLINE RATES	\$13,993,127	\$0	\$0	\$13,993,127
Total Revenue	\$13,993,127	\$0	\$0	\$13,993,127

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD MMRF 24/7 FACILITY GRP					1129710
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$35,740	\$0	\$0	\$0	\$0	\$35,740	
2 Prelim Design	\$91,490	\$0	\$0	\$0	\$0	\$91,490	
3 Final Design	\$39,550	\$0	\$0	\$0	\$0	\$39,550	
4 Implementation	\$437,911	\$0	\$0	\$0	\$0	\$437,911	
5 Closeout	\$237	\$0	\$0	\$0	\$0	\$237	
6 Acquisition	\$303	\$0	\$0	\$0	\$0	\$303	
Total Expense	\$605,230	\$0	\$0	\$0	\$0	\$605,230	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$64,487	\$17,510	\$35,740
2 Preliminary Design	\$0	\$0	\$82,883	\$4,356	\$91,490
3 Final Design	\$0	\$0	\$60,346	\$48,703	\$39,550
4 Implementation	\$0	\$0	\$1,093,516	\$6,685,917	\$437,911
5 Closeout	\$0	\$0	\$551	\$6,845	\$237
6 Acquisition	\$0	\$0	\$303	\$0	\$303
Total	\$0	\$0	\$1,302,086	\$6,763,331	\$605,231

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$18,229)	\$688,965	\$0	\$670,736
2 Preliminary Design	(\$87,134)	\$285,829	\$0	\$198,695
3 Final Design	\$9,153	\$1,111,250	\$0	\$1,120,403
4 Implementation	\$6,248,007	\$11,774,935	\$0	\$18,022,942
5 Closeout	\$6,609	\$132,148	\$0	\$138,757
6 Acquisition	(\$303)	\$0	\$0	(\$303)
Total	\$6,158,103	\$13,993,127	\$0	\$20,151,230

NARRATIVES DES FMD MMRF 24/7 FACILITY GRP 1129710

1. CURRENT PROJECT SCOPE

This programmatic project will fund major maintenance repairs and infrastructure replacement 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMRF 24/7 FACILITY GRP

1129710

2. PROGRAMMATIC PROJECT DISCUSSION

This program includes 8 projects at the KCCF, 10 at the MRJC, and 1 at the RCECC.

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 and improving the Facility Condition Index of the building.

5. BUDGET REQUEST BASIS

The total budget for this budget request is based on the individual project estimates of approximately 15 projects that are proposed for 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

Of the 13 originally funded projects, 5 have been completed as of June 2018 and 2 more will be completed by the end of 2018. 4 projects will be completed in 2019, and the remaining 2 were canceled in 2018, with those funds used to support another 2 projects that were included in the 3Q 2018 Omnibus

9. ALTERNATIVES ANALYSIS

N/A

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMRF 24/7 FACILITY GRP	1129710
13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT		
N/A		
14. OTHER CONSIDERATIONS (OPTIONAL)		
N/A		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD MMRF BARCLAY DEAN STANDBY GENERATOR (DES FMD MMR BARAY DEAN STANDBY) 1134406

Department	EXECUTIVE SERVICES
Council District(s)	8
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	02/28/2020
Location	4623 7th Ave S, Seattle 98108: Barclay Dean Standby Generator
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 02/28/19	\$0	\$7,742	\$0	\$0	\$7,742
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design 03/01/19 - 07/31/19	\$0	\$56,268	\$0	\$0	\$56,268
4 Implementation 08/01/19 - 12/30/19	\$0	\$267,733	\$0	\$0	\$267,733
5 Closeout 01/01/20 - 02/28/20	\$0	\$8,399	\$0	\$0	\$8,399
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$340,142	\$0	\$0	\$340,142

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
34193 - FMD STREAMLINE RATES	\$340,142	\$0	\$0	\$340,142
Total Revenue	\$340,142	\$0	\$0	\$340,142

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD MMR BARAY DEAN STANDBY				1134406
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$7,742	\$0	\$0	\$7,742
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$56,268	\$0	\$0	\$56,268
4 Implementation	\$0	\$0	\$267,733	\$0	\$0	\$267,733
5 Closeout	\$0	\$0	\$8,399	\$0	\$0	\$8,399
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$340,142	\$0	\$0	\$340,142

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$7,742	\$7,742	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$56,268	\$56,268	\$0
4 Implementation	\$0	\$267,733	\$267,733	\$0
5 Closeout	\$0	\$8,399	\$8,399	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$340,142	\$340,142	\$0

NARRATIVES DES FMD MMR BARAY DEAN STANDBY 1134406

1. CURRENT PROJECT SCOPE

This project will replace the existing 20-year old gas/propane generator with new 100kW diesel generator and redistribute emergency backup power connections to serve access control systems, the walk in refrigerator and freezer, alarm system, server/phones, and certain outlets in the office areas.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMR BARAY DEAN STANDBY

1134406

3. PROJECT JUSTIFICATION

Problem: 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMR BARAY DEAN STANDBY

1134406

14. OTHER CONSIDERATIONS (OPTIONAL)

The Barclay Dean Evidence storage unit's operational needs have changed over the years, subsequently also changing the priorities for emergency backup power. Certain types of equipment such as the walk-in refrigerator, new ventilation for the warehouse, access control, and data server, are not now connected to the existing generator, but will need to be with the new generator.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

N/A

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FMD MMRF ADMIN BLDG GENERATOR STUDY JH (DES FMD MMR ADMIN BLD STUDY JH) 1134407

Department	EXECUTIVE SERVICES
Council District(s)	8
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	07/01/2019
Location	500 Fifth Ave, Seattle 98104: Admin Bldg Generator Study
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/19 - 07/01/19	\$0	\$58,291	\$0	\$0	\$58,291
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	\$58,291	\$0	\$0	\$58,291

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
34193 - FMD STREAMLINE RATES	\$58,921	\$0	\$0	\$58,921
Total Revenue	\$58,921	\$0	\$0	\$58,921

EXPENSE DES FMD MMR ADMIN BLD STUDY JH 1134407

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$58,291	\$0	\$0	\$58,291
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	\$58,291	\$0	\$0	\$58,291

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$58,291	\$58,291	\$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	\$58,291	\$58,291	\$0

NARRATIVES

DES FMD MMR ADMIN BLD STUDY JH

1134407

1. CURRENT PROJECT SCOPE

This project will test and assess existing generator to determine remaining useful life and evaluate feasibility and determine costs associated with needed upgrades or replacements.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

Problem: 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMR ADMIN BLD STUDY JH

1134407

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; DES/FMD.

External Agencies; None at this time.

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

Not applicable. This project is a study.

14. OTHER CONSIDERATIONS (OPTIONAL)

None at this time.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

N/A

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FMD MMRF BARCLAY DEAN ROOF REPLACEMENT (DES FMD MMR BARCLAY DEAN ROOF)

1134408

Baseline Required, Green Building Reporting

Department	EXECUTIVE SERVICES
Council District(s)	8
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	11/30/2019
Location	4623 7th Ave S, Seattle 98108: Barclay Dean Warehouse
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 02/28/19	\$0	\$13,685	\$0	\$0	\$13,685
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design 03/01/19 - 06/30/19	\$0	\$76,959	\$0	\$0	\$76,959
4 Implementation 07/01/19 - 09/30/19	\$0	\$928,147	\$0	\$0	\$928,147
5 Closeout 10/01/19 - 11/30/19	\$0	\$8,523	\$0	\$0	\$8,523
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,027,314	\$0	\$0	\$1,027,314

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
34193 - FMD STREAMLINE RATES	\$1,027,314	\$0	\$0	\$1,027,314
Total Revenue	\$1,027,314	\$0	\$0	\$1,027,314

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD MMR BARCLAY DEAN ROOF					1134408
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$13,685	\$0	\$0	\$13,685	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$76,959	\$0	\$0	\$76,959	
4 Implementation	\$0	\$0	\$928,147	\$0	\$0	\$928,147	
5 Closeout	\$0	\$0	\$8,523	\$0	\$0	\$8,523	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$1,027,314	\$0	\$0	\$1,027,314	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$13,685	\$13,685	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$76,959	\$76,959	\$0
4 Implementation	\$0	\$928,147	\$928,147	\$0
5 Closeout	\$0	\$8,523	\$8,523	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,027,314	\$1,027,314	\$0

NARRATIVES

DES FMD MMR BARCLAY DEAN ROOF

1134408

1. CURRENT PROJECT SCOPE

This project will replace existing 20-plus year old roof coverings with materials that will have a thirty year warranty period. Work includes demolition of existing roof coverings down to the structural deck and a new roof coverings assembly that includes the addition of ridged insulation to achieve energy and building code compliance.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMR BARCLAY DEAN ROOF

1134408

3. PROJECT JUSTIFICATION

Problem: 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMR BARCLAY DEAN ROOF

1134408

14. OTHER CONSIDERATIONS (OPTIONAL)

The design for this project to replace the roof should be integrated with the designs for two other stand-alone projects;

1) The currently funded 2017-18 project to replace the HVAC Roof Top Units and;

2) The 2019-20 proposal for Testing & Balancing and Commissioning.

The Barclay Dean Evidence storage facility is in need of a comprehensive HVAC design to alleviate moisture and mold problems in the warehouse portion of the building, as well as infiltration of odorous and irritant air from the warehouse into the office portion of the building. The two HVAC projects may trigger an energy code requirement to upgrade the thermal insulation of the building and/or roof. This project allows for new roof insulation in support of the two HVAC projects.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

N/A

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FMD MMRF BARCLAY DEAN SECURITY UPGRADES (DES FMD MMR BARAY DEAN SEURITY) 1134409

Department	EXECUTIVE SERVICES
Council District(s)	8
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	10/31/2019
Location	4623 7th Ave S, Seattle 98108: Barclay Dean Security Upgrades
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/01/19 - 06/30/19	\$0	\$4,815	\$0	\$0	\$4,815
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design 07/01/19 - 07/31/19	\$0	\$7,927	\$0	\$0	\$7,927
4 Implementation 08/01/19 - 09/30/19	\$0	\$121,262	\$0	\$0	\$121,262
5 Closeout 10/01/19 - 10/31/19	\$0	\$2,407	\$0	\$0	\$2,407
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$136,411	\$0	\$0	\$136,411

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
34193 - FMD STREAMLINE RATES	\$136,411	\$0	\$0	\$136,411
Total Revenue	\$136,411	\$0	\$0	\$136,411

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD MMR BARAY DEAN SEURITY					1134409
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$4,815	\$0	\$0	\$4,815	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$7,927	\$0	\$0	\$7,927	
4 Implementation	\$0	\$0	\$121,262	\$0	\$0	\$121,262	
5 Closeout	\$0	\$0	\$2,407	\$0	\$0	\$2,407	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$136,411	\$0	\$0	\$136,411	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$4,815	\$4,815	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$7,927	\$7,927	\$0
4 Implementation	\$0	\$121,262	\$121,262	\$0
5 Closeout	\$0	\$2,407	\$2,407	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$136,411	\$136,411	\$0

NARRATIVES DES FMD MMR BARAY DEAN SEURITY 1134409

1. CURRENT PROJECT SCOPE

This project will replace outdated access control card readers and cameras with new current standard specification equipment, update access control panel and software, and consolidate inputs to headed equipment. Associated and ancillary work includes opening and closing suspended ceilings, drywall repairs, door hardware modifications, and general electrical work.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMR BARAY DEAN SEURITY

1134409

3. PROJECT JUSTIFICATION

Problem: 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

N/A

14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR BARAY DEAN SEURITY	1134409
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD MMRF BARCLAY DEAN -TESTING, ADJUSTING & BALANCING COMMISSIONING FOR THE NEW ROOF TOP (DES FMD MMR BARCLAY DEAN TAB) 1134410

Department	EXECUTIVE SERVICES
Council District(s)	8
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	12/31/2019
Location	4623 7th Ave S, Seattle 98108: Barclay Dean TAB
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 01/31/19	\$0	\$1,945	\$0	\$0	\$1,945
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design 07/01/19 - 09/30/19	\$0	\$22,336	\$0	\$0	\$22,336
4 Implementation 11/01/19 - 11/30/19	\$0	\$79,905	\$0	\$0	\$79,905
5 Closeout 12/01/19 - 12/31/19	\$0	\$2,627	\$0	\$0	\$2,627
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$106,813	\$0	\$0	\$106,813

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
34193 - FMD STREAMLINE RATES	\$106,813	\$0	\$0	\$106,813
Total Revenue	\$106,813	\$0	\$0	\$106,813

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD MMR BARCLAY DEAN TAB					1134410
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$1,945	\$0	\$0	\$1,945	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$22,336	\$0	\$0	\$22,336	
4 Implementation	\$0	\$0	\$79,905	\$0	\$0	\$79,905	
5 Closeout	\$0	\$0	\$2,627	\$0	\$0	\$2,627	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$106,813	\$0	\$0	\$106,813	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$1,945	\$1,945	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$22,336	\$22,336	\$0
4 Implementation	\$0	\$79,905	\$79,905	\$0
5 Closeout	\$0	\$2,627	\$2,627	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$106,813	\$106,813	\$0

NARRATIVES DES FMD MMR BARCLAY DEAN TAB 1134410

1. CURRENT PROJECT SCOPE

This project will provide testing, adjusting and balancing, and commissioning for the new roof top unit replacements, and new ventilation system for the warehouse.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMR BARCLAY DEAN TAB

1134410

3. PROJECT JUSTIFICATION

Problem: 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

N/A

14. OTHER CONSIDERATIONS (OPTIONAL)

Approval of this project will provide an extended benefit of integrating the design solutions of two other stand-alone projects; The Roof Top Unit replacements, and Ventilation and Pressurization controls between the warehouse and office portions of the entire building.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR BARCLAY DEAN TAB	1134410
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD MMRF D.C. SHORELINE BOILER REPLACEMENT (DES FMD MMR DC SHRLINE BOILER) 1134411

Department	EXECUTIVE SERVICES
Council District(s)	1
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	06/30/2020
Location	18009 Corliss Ave N, Shoreline 98133: D.C. Shoreline Boiler Replacement
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 03/31/19	\$0	\$10,896	\$0	\$0	\$10,896
2 Preliminary Design 04/01/19 - 04/30/19	\$0	\$23,316	\$0	\$0	\$23,316
3 Final Design 05/01/19 - 11/30/19	\$0	\$92,999	\$0	\$0	\$92,999
4 Implementation 12/01/19 - 03/31/20	\$0	\$534,064	\$0	\$0	\$534,064
5 Closeout 04/01/20 - 06/30/20	\$0	\$7,976	\$0	\$0	\$7,976
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$669,251	\$0	\$0	\$669,251

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
34193 - FMD STREAMLINE RATES	\$669,251	\$0	\$0	\$669,251
Total Revenue	\$669,251	\$0	\$0	\$669,251

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD MMR DC SHRLINE BOILER					1134411
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$10,896	\$0	\$0	\$10,896	
2 Prelim Design	\$0	\$0	\$23,316	\$0	\$0	\$23,316	
3 Final Design	\$0	\$0	\$92,999	\$0	\$0	\$92,999	
4 Implementation	\$0	\$0	\$534,064	\$0	\$0	\$534,064	
5 Closeout	\$0	\$0	\$7,976	\$0	\$0	\$7,976	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$669,251	\$0	\$0	\$669,251	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$10,896	\$10,896	\$0
2 Preliminary Design	\$0	\$23,316	\$23,316	\$0
3 Final Design	\$0	\$92,999	\$92,999	\$0
4 Implementation	\$0	\$534,064	\$534,064	\$0
5 Closeout	\$0	\$7,976	\$7,976	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$669,251	\$669,251	\$0

NARRATIVES DES FMD MMR DC SHRLINE BOILER 1134411

1. CURRENT PROJECT SCOPE

This project will replace the existing undersized electric boiler with a properly designed boiler to provide sufficient heat to the building in winter. The scope of work will also make revisions and improvements to the existing system as needed to provide a fully functioning system for the building.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMR DC SHRLINE BOILER

1134411

3. PROJECT JUSTIFICATION

Problem:

The existing 30 KW boiler was undersized than the actual heating loads required at the D.C site that causing the building is not fully heated during winter. The boilers cannot be run at the lower loads without producing excessive, highly corrosive soot in the fire chambers, which is unacceptable. The existing boiler is inadequate during cold spells in the winter. The proposed new boiler will save the most energy and provide the greatest longevity, thereby greatly reducing future boiler replacement costs.

This project was identified in the Facilities Management Division, Facility Condition database as deficient. 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 upsizing 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

No additional operating costs are forecast for this project at this stage of the project development.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

It is not an option to defer this project any longer. Not comfort in some areas, little or no building pressure control has been an issue yearround , as well as insufficient heat in the building during cold season that effecting to tenant agency's operations. The boiler is running but not fulfill its function to provide adequately heat to the building. Maintenance responses to cold issues will increase operational cost yearly.

10. OTHER AGENCY INVOLVEMENT

Internal Agencies: DES/FMD with minor coordination with Tenant agency.

External Agencies: There will be no involvement with other County agencies during project design and implementation.

11. ART ELIGIBILITY

The project is not visible to the public so is not eligible for the 1% for Art program

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR DC SHRLINE BOILER	1134411
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)		
N/A		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
N/A		
15. STRATEGIC IT PLAN ALIGNMENT		
N/A		
16. PROJECT COMPLEXITY		
N/A		
17. CAPACITY TO IMPLEMENT THE PROJECT		
N/A		
18. PROJECT RISKS		
There are expected to be minimum risks to persons or property during the implementation of this project.		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FMD MMRF D.C SW BURIEN EXTERIOR WINDOWS REPLACEMENT (DES FMD MMR DC SW BURIEN WINDW)

1134412

Department	EXECUTIVE SERVICES
Council District(s)	8
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	03/31/2020
Location	601 SW 149th ST., Burien 98166: DC SW Burien Exterior Windows Replacement
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 02/28/19	\$0	\$8,717	\$0	\$0	\$8,717
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design 03/01/19 - 09/30/19	\$0	\$74,684	\$0	\$0	\$74,684
4 Implementation 11/01/19 - 12/31/19	\$0	\$454,772	\$0	\$0	\$454,772
5 Closeout 01/01/20 - 03/31/20	\$0	\$7,085	\$0	\$0	\$7,085
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$545,258	\$0	\$0	\$545,258

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
34193 - FMD STREAMLINE RATES	\$545,258	\$0	\$0	\$545,258
Total Revenue	\$545,258	\$0	\$0	\$545,258

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD MMR DC SW BURIEN WINDW					1134412
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$8,717	\$0	\$0	\$8,717	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$74,684	\$0	\$0	\$74,684	
4 Implementation	\$0	\$0	\$454,772	\$0	\$0	\$454,772	
5 Closeout	\$0	\$0	\$7,085	\$0	\$0	\$7,085	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$545,258	\$0	\$0	\$545,258	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$8,717	\$8,717	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$74,684	\$74,684	\$0
4 Implementation	\$0	\$454,772	\$454,772	\$0
5 Closeout	\$0	\$7,085	\$7,085	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$545,258	\$545,258	\$0

NARRATIVES DES FMD MMR DC SW BURIEN WINDW 1134412

1. CURRENT PROJECT SCOPE

This project will replace the windows with commercial thermal barrier windows that complies with current applicable energy codes and King County SCAP energy guidance. The scope of work will also include adding security films on glass panels at some locations as needed.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMR DC SW BURIEN WINDW

1134412

3. PROJECT JUSTIFICATION

Problem:
Prevent heat loss through existing single glazed window system by replacing with thermal barrier window system to maximize energy efficiency in the building as well as to reduce operational cost.
This project was identified in the Facilities Management Division, Facility Condition database as deficient. 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 upsizing 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

No additional operating costs are forecast for this project at this stage of the project development.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

It is not an option to defer this project. Replacing with energy efficient rated window system will reduce significant operational cost in the long run and increase building asset value.

10. OTHER AGENCY INVOLVEMENT

Internal Agencies: DES/FMD with minor coordination with Tenant agency.
External Agencies: There will be no involvement with other County agencies during project design and implementation.

11. ART ELIGIBILITY

The project is maintenance so is not eligible for the 1% for Art program.

12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR DC SW BURIEN WINDW	1134412
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
N/A		
15. STRATEGIC IT PLAN ALIGNMENT		
N/A		
16. PROJECT COMPLEXITY		
N/A		
17. CAPACITY TO IMPLEMENT THE PROJECT		
N/A		
18. PROJECT RISKS		
There are expected to be minimum risks to persons or property during the implementation of this project.		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD MMRF NE DC FIRE ALAM REPLACEMENT (DES FMD MMR NE DC FIRE ALARM)

1134413

Department	EXECUTIVE SERVICES
Council District(s)	3
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	11/30/2019
Location	8601 160th Ave NE, Redmond 98052: NE DC Fire Alarm Replacement
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 01/31/19	\$0	\$5,779	\$0	\$0	\$5,779
2 Preliminary Design 02/01/19 - 02/28/19	\$0	\$9,793	\$0	\$0	\$9,793
3 Final Design 03/01/19 - 06/28/19	\$0	\$34,531	\$0	\$0	\$34,531
4 Implementation 07/01/19 - 09/30/19	\$0	\$197,994	\$0	\$0	\$197,994
5 Closeout 10/01/19 - 11/30/19	\$0	\$7,660	\$0	\$0	\$7,660
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$255,757	\$0	\$0	\$255,757

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
34193 - FMD STREAMLINE RATES	\$255,757	\$0	\$0	\$255,757
Total Revenue	\$255,757	\$0	\$0	\$255,757

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD MMR NE DC FIRE ALARM					1134413
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$5,779	\$0	\$0	\$5,779	
2 Prelim Design	\$0	\$0	\$9,793	\$0	\$0	\$9,793	
3 Final Design	\$0	\$0	\$34,531	\$0	\$0	\$34,531	
4 Implementation	\$0	\$0	\$197,994	\$0	\$0	\$197,994	
5 Closeout	\$0	\$0	\$7,660	\$0	\$0	\$7,660	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$255,757	\$0	\$0	\$255,757	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$5,779	\$5,779	\$0
2 Preliminary Design	\$0	\$9,793	\$9,793	\$0
3 Final Design	\$0	\$34,531	\$34,531	\$0
4 Implementation	\$0	\$197,994	\$197,994	\$0
5 Closeout	\$0	\$7,660	\$7,660	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$255,757	\$255,757	\$0

NARRATIVES

DES FMD MMR NE DC FIRE ALARM

1134413

1. CURRENT PROJECT SCOPE

This project will replace the obsolete Fire Alarm system and related equipment in need of replacement.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMR NE DC FIRE ALARM

1134413

3. PROJECT JUSTIFICATION

Problem: 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

N/A

14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR NE DC FIRE ALARM	1134413
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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

Department	EXECUTIVE SERVICES
Council District(s)	8
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	03/31/2020
Location	201 S Jackson St., Seattle 98104: KSC Elevator Machine Room Colling Units Replacement
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 02/28/19	\$0	\$10,900	\$0	\$0	\$10,900
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design 03/01/19 - 07/31/19	\$0	\$68,134	\$0	\$0	\$68,134
4 Implementation 08/01/19 - 12/31/19	\$0	\$374,914	\$0	\$0	\$374,914
5 Closeout 01/01/20 - 03/31/20	\$0	\$8,311	\$0	\$0	\$8,311
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$462,259	\$0	\$0	\$462,259

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
34193 - FMD STREAMLINE RATES	\$462,259	\$0	\$0	\$462,259
Total Revenue	\$462,259	\$0	\$0	\$462,259

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD MMR KSC EV MACHINE RM					1134430
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$10,900	\$0	\$0	\$10,900	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$68,134	\$0	\$0	\$68,134	
4 Implementation	\$0	\$0	\$374,914	\$0	\$0	\$374,914	
5 Closeout	\$0	\$0	\$8,311	\$0	\$0	\$8,311	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$462,259	\$0	\$0	\$462,259	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$10,900	\$10,900	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$68,134	\$68,134	\$0
4 Implementation	\$0	\$374,914	\$374,914	\$0
5 Closeout	\$0	\$8,311	\$8,311	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$462,259	\$462,259	\$0

NARRATIVES DES FMD MMR KSC EV MACHINE RM 1134430

1. CURRENT PROJECT SCOPE

This project will replace aging cooling units with new cooling units to provide adequate cooling air to elevator machine room.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

Problem:

The cooling units at the Elevator Machine Room are aging, beyond its life expectancy and in need to be replaced to prevent overheats during the warmer months, causing the elevator motors and electrical equipment to malfunction. This project will mitigate the risk of failure to the vertical transportation system in the building.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMR KSC EV MACHINE RM

1134430

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 will likely 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 with exacerbating elevator service outages and accelerating the need for equipment replacement, possibly on an urgent-need basis. 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.

External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities

11. ART ELIGIBILITY

Not eligible as the project is not visible to the public and is a maintenance/minor rehabilitation project noted in 1) and 3) above.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Project to remain the vertical transportation system in the Building being operation that will serve communities and allow tenant agencies to continue to provide services to all demographics.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Scorecard.

14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

N/A

15. STRATEGIC IT PLAN ALIGNMENT

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR KSC EV MACHINE RM	1134430
16. PROJECT COMPLEXITY		
N/A		
17. CAPACITY TO IMPLEMENT THE PROJECT		
N/A		
18. PROJECT RISKS		
N/A		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FMD MMRF NE DC SECURITY REPLACEMENT (DES FMD MMR NE DC SECURITY RP)

1134431

Department	EXECUTIVE SERVICES
Council District(s)	3
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	08/31/2019
Location	8601 160th Ave NE, Redmond 98052: NE DC Security Replacement
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 01/31/19	\$0	\$5,980	\$0	\$0	\$5,980
2 Preliminary Design 02/01/19 - 02/28/19	\$0	\$7,397	\$0	\$0	\$7,397
3 Final Design 03/01/19 - 03/28/19	\$0	\$18,198	\$0	\$0	\$18,198
4 Implementation 04/01/19 - 06/30/19	\$0	\$169,172	\$0	\$0	\$169,172
5 Closeout 07/01/19 - 08/31/19	\$0	\$4,367	\$0	\$0	\$4,367
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$205,114	\$0	\$0	\$205,114

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
34193 - FMD STREAMLINE RATES	\$205,114	\$0	\$0	\$205,114
Total Revenue	\$205,114	\$0	\$0	\$205,114

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD MMR NE DC SECURITY RP					1134431
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$5,980	\$0	\$0	\$5,980	
2 Prelim Design	\$0	\$0	\$7,397	\$0	\$0	\$7,397	
3 Final Design	\$0	\$0	\$18,198	\$0	\$0	\$18,198	
4 Implementation	\$0	\$0	\$169,172	\$0	\$0	\$169,172	
5 Closeout	\$0	\$0	\$4,367	\$0	\$0	\$4,367	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$205,114	\$0	\$0	\$205,114	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$5,980	\$5,980	\$0
2 Preliminary Design	\$0	\$7,397	\$7,397	\$0
3 Final Design	\$0	\$18,198	\$18,198	\$0
4 Implementation	\$0	\$169,172	\$169,172	\$0
5 Closeout	\$0	\$4,367	\$4,367	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$205,114	\$205,114	\$0

NARRATIVES DES FMD MMR NE DC SECURITY RP 1134431

1. CURRENT PROJECT SCOPE

The security system is obsolete and is in need of replacement with a new system with card readers, door monitoring and CCTV system.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMR NE DC SECURITY RP

1134431

3. PROJECT JUSTIFICATION

Problem: 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

N/A

14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR NE DC SECURITY RP	1134431
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FMD MMRF POLICE PREC. #4 CAMERA UPGRADE (DES FMD MMR POLICE PREC#4 CAMA)

1134432

Department	EXECUTIVE SERVICES
Council District(s)	8
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	12/31/2019
Location	14905 6th Ave SW, Burien 98166: Police Prec. #4 Camera Upgrade
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 02/28/19	\$0	\$4,808	\$0	\$0	\$4,808
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design 03/01/19 - 06/30/19	\$0	\$33,055	\$0	\$0	\$33,055
4 Implementation 07/01/19 - 09/30/19	\$0	\$284,189	\$0	\$0	\$284,189
5 Closeout 10/01/19 - 12/31/19	\$0	\$3,771	\$0	\$0	\$3,771
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$325,823	\$0	\$0	\$325,823

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
34193 - FMD STREAMLINE RATES	(\$325,823)	\$0	\$0	(\$325,823)
Total Revenue	(\$325,823)	\$0	\$0	(\$325,823)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD MMR POLICE PREC#4 CAMA					1134432
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$4,808	\$0	\$0	\$4,808	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$33,055	\$0	\$0	\$33,055	
4 Implementation	\$0	\$0	\$284,189	\$0	\$0	\$284,189	
5 Closeout	\$0	\$0	\$3,771	\$0	\$0	\$3,771	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$325,823	\$0	\$0	\$325,823	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$4,808	\$4,808	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$33,055	\$33,055	\$0
4 Implementation	\$0	\$284,189	\$284,189	\$0
5 Closeout	\$0	\$3,771	\$3,771	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$325,823	\$325,823	\$0

NARRATIVES DES FMD MMR POLICE PREC#4 CAMA 1134432

1. CURRENT PROJECT SCOPE

This project will upgrade existing security system of Police Precinct #4 Burien to install new cameras that will be compatible with the current building security system.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMR POLICE PREC#4 CAMA

1134432

3. PROJECT JUSTIFICATION

Problem:
Head end security equipment are not digital video. Replacing Indala readers to make improvement to building security system.
This project was identified in the Facilities Management Division, Facility Condition database as deficient. 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 upsizing 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

No additional operating costs are forecast for this project at this stage of the project development.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

It is not an option to defer this project.

10. OTHER AGENCY INVOLVEMENT

Internal Agencies: DES/FMD with minor coordination with Tenant agency.
External Agencies: There will be no involvement with other County agencies during project design and implementation.

11. ART ELIGIBILITY

The project is maintenance so is not eligible for the 1% for Art program.

12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR POLICE PREC#4 CAMA	1134432
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
N/A		
15. STRATEGIC IT PLAN ALIGNMENT		
N/A		
16. PROJECT COMPLEXITY		
N/A		
17. CAPACITY TO IMPLEMENT THE PROJECT		
N/A		
18. PROJECT RISKS		
There are expected to be minimum risks to persons or property during the implementation of this project.		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FMD MMRF PRECINCT #3 SECURITY REPLACEMENT (DES FMD MMR PREC #3 SECURITY)

1134433

Department	EXECUTIVE SERVICES
Council District(s)	9
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	08/31/2019
Location	22300 SE 231st ST, Maple Valley 98038: Precinct 3 security Replacement
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 01/30/19	\$0	\$2,420	\$0	\$0	\$2,420
2 Preliminary Design 02/01/19 - 02/28/19	\$0	\$5,536	\$0	\$0	\$5,536
3 Final Design 03/01/19 - 03/30/19	\$0	\$15,667	\$0	\$0	\$15,667
4 Implementation 04/01/19 - 06/30/19	\$0	\$114,588	\$0	\$0	\$114,588
5 Closeout 07/01/19 - 08/31/19	\$0	\$6,304	\$0	\$0	\$6,304
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$144,515	\$0	\$0	\$144,515

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
34193 - FMD STREAMLINE RATES	\$144,515	\$0	\$0	\$144,515
Total Revenue	\$144,515	\$0	\$0	\$144,515

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD MMR PREC #3 SECURITY					1134433
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$2,420	\$0	\$0	\$2,420	
2 Prelim Design	\$0	\$0	\$5,536	\$0	\$0	\$5,536	
3 Final Design	\$0	\$0	\$15,667	\$0	\$0	\$15,667	
4 Implementation	\$0	\$0	\$114,588	\$0	\$0	\$114,588	
5 Closeout	\$0	\$0	\$6,304	\$0	\$0	\$6,304	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$144,515	\$0	\$0	\$144,515	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$2,420	\$2,420	\$0
2 Preliminary Design	\$0	\$5,536	\$5,536	\$0
3 Final Design	\$0	\$15,667	\$15,667	\$0
4 Implementation	\$0	\$114,588	\$114,588	\$0
5 Closeout	\$0	\$6,304	\$6,304	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$144,515	\$144,515	\$0

NARRATIVES DES FMD MMR PREC #3 SECURITY 1134433

1. CURRENT PROJECT SCOPE

This project will upgrade the security system in need of replacement with new system, card readers, door monitoring and CCTV system.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMR PREC #3 SECURITY

1134433

3. PROJECT JUSTIFICATION

Problem: 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

N/A

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR PREC #3 SECURITY	1134433
13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT		
N/A		
14. OTHER CONSIDERATIONS (OPTIONAL)		
N/A		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FMD MMRF YESLER BUILDING FIRE ALARM REPLACEMENT (DES FMD MMR YESLER FIRE ALARM) 1134434

Department	EXECUTIVE SERVICES
Council District(s)	8
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	10/31/2019
Location	400 Yesler Way, Seattle 98104: Yesler Building Fire Alarm Replacement
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 01/31/19	\$0	\$3,588	\$0	\$0	\$3,588
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design 02/01/19 - 03/28/19	\$0	\$40,888	\$0	\$0	\$40,888
4 Implementation 04/01/19 - 09/30/19	\$0	\$288,421	\$0	\$0	\$288,421
5 Closeout 10/01/19 - 10/31/19	\$0	\$2,481	\$0	\$0	\$2,481
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$335,378	\$0	\$0	\$335,378

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
34193 - FMD STREAMLINE RATES	\$335,378	\$0	\$0	\$335,378
Total Revenue	\$335,378	\$0	\$0	\$335,378

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD MMR YESLER FIRE ALARM					1134434
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$3,588	\$0	\$0	\$3,588	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$40,888	\$0	\$0	\$40,888	
4 Implementation	\$0	\$0	\$288,421	\$0	\$0	\$288,421	
5 Closeout	\$0	\$0	\$2,481	\$0	\$0	\$2,481	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$335,378	\$0	\$0	\$335,378	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$3,588	\$3,588	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$40,888	\$40,888	\$0
4 Implementation	\$0	\$288,421	\$288,421	\$0
5 Closeout	\$0	\$2,481	\$2,481	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$335,378	\$335,378	\$0

NARRATIVES DES FMD MMR YESLER FIRE ALARM 1134434

1. CURRENT PROJECT SCOPE

The fire alarm system is nearly obsolete and in need of replacement.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMR YESLER FIRE ALARM

1134434

3. PROJECT JUSTIFICATION

Problem: 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR YESLER FIRE ALARM	1134434
14. OTHER CONSIDERATIONS (OPTIONAL)		
N/A		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD MMRF EARLINGTON BLDG. 2ND FLOOR STRUCTURAL IMPROVEMENTS (DES FMD MMR EARLINGTON 2F STRU) 1134459

Department	EXECUTIVE SERVICES
Council District(s)	8
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	03/30/2020
Location	919 SW Grady Way, Renton 98055: Earlington Bldg. 2nd Floor Structural Improvements
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 01/31/19	\$0	\$13,874	\$0	\$0	\$13,874
2 Preliminary Design 02/01/19 - 03/31/19	\$0	\$13,781	\$0	\$0	\$13,781
3 Final Design 04/01/19 - 11/30/19	\$0	\$98,183	\$0	\$0	\$98,183
4 Implementation 12/01/19 - 03/31/20	\$0	\$638,624	\$0	\$0	\$638,624
5 Closeout 04/01/20 - 06/30/20	\$0	\$10,592	\$0	\$0	\$10,592
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$775,054	\$0	\$0	\$775,054

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
34193 - FMD STREAMLINE RATES	\$775,054	\$0	\$0	\$775,054
Total Revenue	\$775,054	\$0	\$0	\$775,054

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD MMR EARLNIGTON 2F STRU					1134459
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$13,874	\$0	\$0	\$13,874	
2 Prelim Design	\$0	\$0	\$13,781	\$0	\$0	\$13,781	
3 Final Design	\$0	\$0	\$98,183	\$0	\$0	\$98,183	
4 Implementation	\$0	\$0	\$638,624	\$0	\$0	\$638,624	
5 Closeout	\$0	\$0	\$10,592	\$0	\$0	\$10,592	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$775,054	\$0	\$0	\$775,054	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$13,874	\$13,874	\$0
2 Preliminary Design	\$0	\$13,781	\$13,781	\$0
3 Final Design	\$0	\$98,183	\$98,183	\$0
4 Implementation	\$0	\$638,624	\$638,624	\$0
5 Closeout	\$0	\$10,592	\$10,592	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$775,054	\$775,054	\$0

NARRATIVES DES FMD MMR EARLNIGTON 2F STRU 1134459

1. CURRENT PROJECT SCOPE

This project will repair structural deficiencies to the second floor structure of the building. It will specifically strengthen floor beams, floor beam connections, and reinforce the plywood subfloor as recommended in the structural condition assessment report.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMR EARLINGTON 2F STRU

1134459

3. PROJECT JUSTIFICATION

Problem:
Several modifications have been made to the second floor structure as well as space usage from the original construction. The WJA report has indicated floor joists are overstressed at several locations as well as the deficiency of joist connections.
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 upsizing 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

N/A

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

It is not an option to defer this project as it will maintain the risk of failure and safety. Repair structural deficiencies is needed.

10. OTHER AGENCY INVOLVEMENT

Internal Agencies: DES/FMD with minor coordination with Tenant agency.
External Agencies: There will be no involvement with other County agencies during project design and implementation.

11. ART ELIGIBILITY

The project is not visible to the public so is not eligible for the 1% for Art program.

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

Structural repair no impact to SCAP.

14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR EARLNIGTON 2F STRU	1134459
15. STRATEGIC IT PLAN ALIGNMENT		
N/A		
16. PROJECT COMPLEXITY		
N/A		
17. CAPACITY TO IMPLEMENT THE PROJECT		
N/A		
18. PROJECT RISKS		
There are expected to be minimal risks to persons or property during the implementation of this project.		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD MMRF PRECINCT #4 D3050 AIR HANDLING UNIT #1 RENEWAL (DES FMD MMR PRC#4 D3050 AIR U1)

1134605

Department	EXECUTIVE SERVICES
Council District(s)	8
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	02/28/2020
Location	14905 6th Ave SW, Burien 98166: Precinct 4 – D3050- Air Handling Unit #1 Renewal
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 01/30/19	\$0	\$3,384	\$0	\$0	\$3,384
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design 02/01/19 - 06/30/19	\$0	\$36,841	\$0	\$0	\$36,841
4 Implementation 07/01/19 - 11/30/19	\$0	\$251,001	\$0	\$0	\$251,001
5 Closeout 12/01/19 - 02/28/20	\$0	\$10,151	\$0	\$0	\$10,151
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$301,377	\$0	\$0	\$301,377

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
34193 - FMD STREAMLINE RATES	\$301,377	\$0	\$0	\$301,377
Total Revenue	\$301,377	\$0	\$0	\$301,377

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD MMR PRC#4 D3050 AIR U1				1134605
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$3,384	\$0	\$0	\$3,384
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$36,841	\$0	\$0	\$36,841
4 Implementation	\$0	\$0	\$251,001	\$0	\$0	\$251,001
5 Closeout	\$0	\$0	\$10,151	\$0	\$0	\$10,151
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$301,377	\$0	\$0	\$301,377

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$3,384	\$3,384	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$36,841	\$36,841	\$0
4 Implementation	\$0	\$251,001	\$251,001	\$0
5 Closeout	\$0	\$10,151	\$10,151	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$301,377	\$301,377	\$0

NARRATIVES DES FMD MMR PRC#4 D3050 AIR U1 1134605

1. CURRENT PROJECT SCOPE

This project will replace the rooftop air handing unit and will include include redesign and replacement of riser ducting and transition to horizontal ductwork.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MMR PRC#4 D3050 AIR U1

1134605

3. PROJECT JUSTIFICATION

Problem: 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 Precinct air handling in the near term. The project improves a critical system in a occupied Public Safety 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

N/A

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR PRC#4 D3050 AIR U1	1134605
13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT		
N/A		
14. OTHER CONSIDERATIONS (OPTIONAL)		
N/A		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD MMR MRJC OUT YEAR EST

1135103

Art Eligible

Department	EXECUTIVE SERVICES
Council District(s)	
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$80,000,000	\$59,000,000	\$139,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$80,000,000	\$59,000,000	\$139,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$0	\$80,000,000	\$59,000,000	\$139,000,000
Total Revenue	\$0	\$80,000,000	\$59,000,000	\$139,000,000

EXPENSE DES FMD MMR MRJC OUT YEAR EST 1135103

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

1. CURRENT 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 2021-2022 budget as separate projects contingent on funding availability.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This planning level estimate is included in the outyears of the 2019-2020 six year to indicate the backlog of infrastructure maintenance awaiting funding at the MRJC. The amount is computed using the Maintenance Replacement Fund (MMRF) database that is used to track the facility condition, and scheduled replacement and predicted cost. The scheduled replacement years for building systems are determined by industry standards for the expected life of each system. The predicted cost for the replacement of a building system is based on the current replacement value (CRV) of the building in cost per square footage, the percentage of the building system compared to the entire building, the total area of the building, an adjustment factor that recognizes that the entire system will not be replaced), and a project soft cost multiplier.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR MRJC OUT YEAR EST	1135103
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD MMR KCCH OUT YEAR EST

1135104

Art Eligible

Department	EXECUTIVE SERVICES
Council District(s)	
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$166,000,000	\$14,000,000	\$180,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$166,000,000	\$14,000,000	\$180,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$0	\$166,000,000	\$14,000,000	\$180,000,000
Total Revenue	\$0	\$166,000,000	\$14,000,000	\$180,000,000

EXPENSE DES FMD MMR KCCH OUT YEAR EST

1135104

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

1. CURRENT PROJECT SCOPE

This is a planning level estimate of the backlogged building systems infrastructure work needed at the King County Courthouse. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2021-2022 budget as separate projects contingent on funding availability.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This planning level estimate is included in the outyears of the 2019-2020 six year to indicate the backlog of infrastructure maintenance awaiting funding at the King County Courthouse. The amount is computed using the Maintenance Replacement Fund MMRF database that is used to track the facility condition, and scheduled replacement and predicted cost. The scheduled replacement years for building systems are determined by industry standards for the expected life of each system. The predicted cost for the replacement of a building system is based on the current replacement value (CRV) of the building in cost per square footage, the percentage of the building system compared to the entire building, the total area of the building, an adjustment factor that recognizes that the entire system will not be replaced, and a project soft cost multiplier.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR KCCH OUT YEAR EST	1135104
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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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD MMR ADMIN OUT YEAR EST

1135105

Art Eligible

Department	EXECUTIVE SERVICES
Council District(s)	
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$43,000,000	\$15,000,000	\$58,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$43,000,000	\$15,000,000	\$58,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$0	\$43,000,000	\$15,000,000	\$58,000,000
Total Revenue	\$0	\$43,000,000	\$15,000,000	\$58,000,000

EXPENSE DES FMD MMR ADMIN OUT YEAR EST 1135105

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

1. CURRENT PROJECT SCOPE

This is a planning level estimate of the backlogged building systems infrastructure work needed at the Administration Building. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2021-2022 budget as separate projects contingent on funding availability.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This planning level estimate is included in the outyears of the 2019-2020 six year to indicate the backlog of infrastructure maintenance awaiting funding at the Administration Building. The amount is computed using the Maintenance Replacement Fund (MMRF) database that is used to track the facility condition, and scheduled replacement and predicted cost. The scheduled replacement years for building systems are determined by industry standards for the expected life of each system. The predicted cost for the replacement of a building system is based on the current replacement value (CRV) of the building in cost per square footage, the percentage of the building system compared to the entire building, the total area of the building, an adjustment factor that recognizes that the entire system will not be replaced, and a project soft cost multiplier.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR ADMIN OUT YEAR EST	1135105
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD MMR YESLER OUT YER EST

1135106

Art Eligible

Department	EXECUTIVE SERVICES
Council District(s)	
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$19,000,000	\$8,000,000	\$27,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$19,000,000	\$8,000,000	\$27,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$0	\$19,000,000	\$8,000,000	\$27,000,000
Total Revenue	\$0	\$19,000,000	\$8,000,000	\$27,000,000

EXPENSE DES FMD MMR YESLER OUT YER EST 1135106

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

1. CURRENT PROJECT SCOPE

This is a planning level estimate of the backlogged building systems infrastructure work needed at the Yesler Building. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2021-2022 budget as separate projects contingent upon funding availability.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This planning level estimate is included in the outyears of the 2019-2020 six year to indicate the backlog of infrastructure maintenance awaiting funding at the Yesler Building. The amount is computed using the Maintenance Replacement Fund (MMRF) database that is used to track the facility condition, and scheduled replacement and predicted cost. The scheduled replacement years for building systems are determined by industry standards for the expected life of each system. The predicted cost for the replacement of a building system is based on the current replacement value (CRV) of the building in cost per square footage, the percentage of the building system compared to the entire building, the total area of the building, an adjustment factor that recognizes that the entire system will not be replaced, and a project soft cost multiplier.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR YESLER OUT YER EST	1135106
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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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD MMR CHINOOK OUT YE EST

1135107

Art Eligible

Department	EXECUTIVE SERVICES
Council District(s)	
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$11,000,000	\$8,000,000	\$19,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$11,000,000	\$8,000,000	\$19,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$0	\$11,000,000	\$8,000,000	\$19,000,000
Total Revenue	\$0	\$11,000,000	\$8,000,000	\$19,000,000

EXPENSE DES FMD MMR CHINOOK OUT YE EST 1135107

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

1. CURRENT PROJECT SCOPE

This is a planning level estimate of the backlogged building systems infrastructure work needed at the Chinook Building. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2021-2022 budget as separate projects contingent upon funding availability.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This planning level estimate is included in the outyears of the 2019-2020 six year to indicate the backlog of infrastructure maintenance awaiting funding at the Chinook Building. The amount is computed using the Maintenance Replacement Fund (MMRF) database that is used to track the facility condition, and scheduled replacement and predicted cost. The scheduled replacement years for building systems are determined by industry standards for the expected life of each system. The predicted cost for the replacement of a building system is based on the current replacement value (CRV) of the building in cost per square footage, the percentage of the building system compared to the entire building, the total area of the building, an adjustment factor that recognizes that the entire system will not be replaced, and a project soft cost multiplier.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR CHINOOK OUT YE EST	1135107
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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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD KCCF OUT YEAR EST

1135109

Art Eligible

Department	EXECUTIVE SERVICES
Council District(s)	
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$53,000,000	\$27,000,000	\$80,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$53,000,000	\$27,000,000	\$80,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$0	\$53,000,000	\$27,000,000	\$80,000,000
Total Revenue	\$0	\$53,000,000	\$27,000,000	\$80,000,000

EXPENSE DES FMD KCCF OUT YEAR EST 1135109

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

1. CURRENT PROJECT SCOPE

This is a planning level estimate of the backlogged building systems infrastructure work needed at the King County Correctional Facility. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2021-2022 budget as separate projects contingent on funding availability.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This planning level estimate is included in the outyears of the 2019-2020 six year to indicate the backlog of infrastructure maintenance awaiting funding at the King County Correctional Facility. The amount is computed using the Maintenance Replacement Fund (MMRF) database that is used to track the facility condition, and scheduled replacement and predicted cost. The scheduled replacement years for building systems are determined by industry standards for the expected life of each system. The predicted cost for the replacement of a building system is based on the current replacement value (CRV) of the building in cost per square footage, the percentage of the building system compared to the entire building, the total area of the building, an adjustment factor that recognizes that the entire system will not be replaced, and a project soft cost multiplier.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD KCCF OUT YEAR EST	1135109
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD MMR OTHER BLDGS EST

1135110

Art Eligible

Department	EXECUTIVE SERVICES
Council District(s)	
Fund	3421 MJR MNTNCE RSRV SUB-FUND
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$28,000,000	\$49,000,000	\$77,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$28,000,000	\$49,000,000	\$77,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$0	\$28,000,000	\$49,000,000	\$77,000,000
Total Revenue	\$0	\$28,000,000	\$49,000,000	\$77,000,000

EXPENSE DES FMD MMR OTHER BLDGS EST

1135110

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

1. CURRENT 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 2021-2022 budget as separate projects contingent on funding availability.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This planning level estimate is included in the outyears of the 2019-2020 six year to indicate the backlog of infrastructure maintenance awaiting funding at the buildings other than the Civic Campus and the detention facilities. The amount is computed using the Maintenance Replacement Fund (MMRF) database that is used to track the facility condition, and scheduled replacement and predicted cost. The scheduled replacement years for building systems are determined by industry standards for the expected life of each system. The predicted cost for the replacement of a building system is based on the current replacement value (CRV) of the building in cost per square footage, the percentage of the building system compared to the entire building, the total area of the building, an adjustment factor that recognizes that the entire system will not be replaced, and a project soft cost multiplier.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MMR OTHER BLDGS EST	1135110
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLOS PROPERTY CONVERSIONS & ACQUISITIONS (WLOS PROPERTY CONVERSIONS)

1047254

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	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$199,999	\$1,060,000	\$0	\$0	\$1,259,999
Total Budget	\$199,999	\$1,060,000	\$0	\$0	\$1,259,999

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39512 - SALE OF LAND	\$1,060,000	\$0	\$0	\$1,060,000
Total Revenue	\$1,060,000	\$0	\$0	\$1,060,000

EXPENSE WLOS PROPERTY CONVERSIONS 1047254

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$182,419	\$0	\$1,060,000	\$0	\$0	\$1,242,419
Total Expense	\$182,419	\$0	\$1,060,000	\$0	\$0	\$1,242,419

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	(\$12,190,893)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$13,433,312	\$182,419	\$199,999	\$182,419
Total	\$0	\$1,242,419	\$182,419	\$199,999	\$182,419

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$17,580	\$1,060,000	\$1,060,000	\$17,580
Total	\$17,580	\$1,060,000	\$1,060,000	\$17,580

NARRATIVES

WLOS PROPERTY CONVERSIONS

1047254

1. CURRENT PROJECT SCOPE

Open Space Property Conversions and Acquisitions - This project will be used for the acquisition of Farmlands and Open Space Lands. Farmlands should be within designated areas of the Sammamish, Lower Green, Upper Green, Snoqualmie Valley and the Enumclaw Plateau Agriculture Production Districts, and other agricultural lands of County significance.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Long-term goals for the Farmland Preservation Program, which is an integral component of the Land Conservation Initiative, has identified 10,500 acres of farmland that are the highest priority for protection through acquisition of conservation easements. The sale/surplus of non-bond funded farmland will be used to acquire farmland fee or easements throughout the Agriculture Production Districts in King County.

4. PROJECT BENEFITS/OUTCOMES

N/A

5. BUDGET REQUEST BASIS

The Open Space Property Conversions and Acquisitions project holds spending authority pending the sale/surplus of non-bond funded farmland. Current plans include the sale of the Mount Peak north and south farms and use the proceeds for acquisitions in or near the Sammamish and Enumclaw Agricultural Production Districts (APD).

6. FUNDING AND REVENUE DISCUSSION

This project is funded by revenues from the sale/surplus of non-bond funded farmland.

7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLOS PROPERTY CONVERSIONS	1047254
8. PROJECT STATUS		
Ongoing project.		
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 CO2 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$55,323	\$0	\$0	\$0	\$55,323
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/14 - 12/31/16	\$25,507,126	\$4,000,000	\$5,300,000	\$4,200,000	\$39,007,126
Total Budget	\$25,562,449	\$4,000,000	\$5,300,000	\$4,200,000	\$39,062,449

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
33708 - INTERLOCAL GRANTS OTHER	\$1,050,000	\$1,050,000	\$1,050,000	\$3,150,000
39512 - SALE OF LAND	\$0	\$0	\$0	\$0
42009 - SALMON RECOV FUND BOARD	\$2,850,000	\$3,450,000	\$3,150,000	\$9,450,000
42018 - PUGET SOUND ACQ REST	\$100,000	\$800,000	\$0	\$900,000
Total Revenue	\$4,000,000	\$5,300,000	\$4,200,000	\$13,500,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WLOS GRANT CONTINGENCY					1047267
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$6,408	\$0	\$0	\$0	\$0	\$6,408	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$1,540	\$0	\$0	\$0	\$0	\$1,540	
4 Implementation	\$1,228	\$0	(\$1,464,472)	(\$531,040)	(\$799,226)	(\$2,793,510)	
5 Closeout	\$13,951,395	\$0	\$0	\$0	\$0	\$13,951,395	
6 Acquisition	\$3,121,057	\$3,071,778	\$5,314,472	\$5,397,706	\$5,365,893	\$22,270,906	
Total Expense	\$17,081,628	\$3,071,778	\$3,850,000	\$4,866,666	\$4,566,667	\$33,436,739	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$6,408	\$6,408	\$0	\$6,408
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$1,540	\$1,540	\$0	\$1,540
4 Implementation	\$0	(\$2,774,908)	\$1,228	\$55,323	\$1,228
5 Closeout	\$0	\$0	\$14,244,395	\$0	\$13,951,395
6 Acquisition	\$0	\$33,719,917	\$3,121,057	\$25,507,126	\$6,192,835
Total	\$0	\$30,952,957	\$17,374,628	\$25,562,449	\$20,153,406

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$6,408)	\$0	\$0	(\$6,408)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$1,540)	\$0	\$0	(\$1,540)
4 Implementation	\$54,096	\$0	(\$1,464,472)	\$1,518,568
5 Closeout	(\$13,951,395)	\$0	\$0	(\$13,951,395)
6 Acquisition	\$19,314,290	\$4,000,000	\$5,314,472	\$17,999,818
Total	\$5,409,043	\$4,000,000	\$3,850,000	\$5,559,043

NARRATIVES

1. CURRENT PROJECT SCOPE

Open Space Grant Contingency - This 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

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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLOS GRANT CONTINGENCY

1047267

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 project.

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 CO2 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	Woodinville
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$2,460,593	\$180,000	\$0	\$0	\$2,640,593
Total Budget	\$2,460,593	\$180,000	\$0	\$0	\$2,640,593

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$180,000	\$0	\$0	\$180,000
Total Revenue	\$180,000	\$0	\$0	\$180,000

EXPENSE

PKS BEAR CREEK WATERWAYS

1044590

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$162	\$0	\$0	\$0	\$0	\$162
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	\$1,686,102	\$0	\$950,000	\$0	\$0	\$2,636,102
Total Expense	\$1,686,264	\$0	\$950,000	\$0	\$0	\$2,636,264

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$496	\$0	\$162
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	\$1,782,827	\$2,460,593	\$1,686,102
Total	\$0	\$0	\$1,783,323	\$2,460,593	\$1,686,264

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$162)	\$0	\$0	(\$162)
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	\$774,491	\$180,000	\$950,000	\$4,491
Total	\$774,329	\$180,000	\$950,000	\$4,329

NARRATIVES

PKS BEAR CREEK WATERWAYS

1044590

1. CURRENT PROJECT SCOPE

Bear Creek Waterways - This project seeks to acquire and do feasibility assessment for key parcels in two focus areas for the protection and conservation of riparian habitat, floodplain, and adjacent wetlands in the Bear Creek Basin and improve public access to new and existing King County park lands.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This acquisition preserves open space along Bear 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 budget request is based on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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

On-going (negotiation)

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Open Space Acquisition

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project doesn't not directly further a goal of the King County Equity and Social Justice Plan

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS BURKE GILMAN REGIONAL TRA

1044591

Baseline Required, TA

Department	NATURAL RESOURCES AND PARKS
Council District(s)	6
Fund	3581 PARKS CAPITAL
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$126,695	\$0	\$0	\$0	\$126,695
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$2,485,212	\$0	\$0	\$0	\$2,485,212
4 Implementation	\$4,274,327	(\$4,195)	\$0	\$0	\$4,270,132
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$6,886,234	(\$4,195)	\$0	\$0	\$6,882,039

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$4,195)	\$0	\$0	(\$4,195)
Total Revenue	(\$4,195)	\$0	\$0	(\$4,195)

EXPENSE

PKS BURKE GILMAN REGIONAL TRA

1044591

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$32,998	\$0	\$0	\$0	\$0	\$32,998
2 Prelim Design	\$47,208	\$0	\$0	\$0	\$0	\$47,208
3 Final Design	\$311,530	\$0	\$0	\$0	\$0	\$311,530
4 Implementation	\$6,419,019		\$0	\$0	\$0	\$6,419,019
5 Closeout	\$9,867	\$0	\$0	\$0	\$0	\$9,867
6 Acquisition	\$61,417	\$0	\$0	\$0	\$0	\$61,417
Total Expense	\$6,882,039	\$0	\$0	\$0	\$0	\$6,882,039

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$32,998	\$126,695	\$32,998
2 Preliminary Design	\$0	\$0	\$47,208	\$0	\$47,208
3 Final Design	\$0	\$0	\$311,530	\$2,485,212	\$311,530
4 Implementation	\$0	\$0	\$6,419,019	\$4,274,327	\$6,419,019
5 Closeout	\$0	\$0	\$9,867	\$0	\$9,867
6 Acquisition	\$0	\$0	\$61,417	\$0	\$61,417
Total	\$0	\$0	\$6,882,039	\$6,886,234	\$6,882,039

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$93,697	\$0	\$0	\$93,697
2 Preliminary Design	(\$47,208)	\$0	\$0	(\$47,208)
3 Final Design	\$2,173,682	\$0	\$0	\$2,173,682
4 Implementation	(\$2,144,692)	(\$4,195)	\$0	(\$2,148,887)
5 Closeout	(\$9,867)	\$0	\$0	(\$9,867)
6 Acquisition	(\$61,417)	\$0	\$0	(\$61,417)
Total	\$4,195	(\$4,195)	\$0	\$0

NARRATIVES

PKS BURKE GILMAN REGIONAL TRA

1044591

1. CURRENT PROJECT SCOPE

Burke Gilman Regional Trail - The project designs and constructs the King County portion of the Burke-Gilman Trail from NE 145th Street to Logboom Park to meet current regional trail standards.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The remaining balance. The project is a legacy project and completed.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS BURKE GILMAN REGIONAL TRA	1044591
9. ALTERNATIVES ANALYSIS		
10. OTHER AGENCY INVOLVEMENT		
11. ART ELIGIBILITY		
Disappropriation		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	
Location	General
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$141,033	\$10,000	\$0	\$0	\$151,033
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$156,173	\$10,000	\$0	\$0	\$166,173

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39776 - CONTRIB REET #2	\$10,000	\$0	\$0	\$10,000
Total Revenue	\$10,000	\$0	\$0	\$10,000

EXPENSE

PKS CAPITAL PROJECT OVERSIGHT

1044592

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$107,390	\$17,000	\$41,000	\$0	\$0	\$165,390
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$107,390	\$17,000	\$41,000	\$0	\$0	\$165,390

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$107,390	\$141,033	\$124,390
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$107,390	\$156,173	\$124,390

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$16,643	\$10,000	\$41,000	(\$14,357)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$31,783	\$10,000	\$41,000	\$783

NARRATIVES

PKS CAPITAL PROJECT OVERSIGHT

1044592

1. CURRENT PROJECT SCOPE

Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The amount is from PSB based on prior biennium actuals.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

On-going project

9. ALTERNATIVES ANALYSIS

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS CAPITAL PROJECT OVERSIGHT	1044592
10. OTHER AGENCY INVOLVEMENT		
N/A		
11. ART ELIGIBILITY		
PAO central rate project		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

PKS COUGAR MTN PRECIPICE TRL

1044596

Department	NATURAL RESOURCES AND PARKS
Council District(s)	9
Fund	3581 PARKS CAPITAL
Class Code	STANDALONE
Substantial Completion	
Location	Cougar Mountain Regional Wildland Park
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,918,227	\$1,050,000	\$0	\$0	\$2,968,227
Total Budget	\$1,929,750	\$1,050,000	\$0	\$0	\$2,979,750

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$1,050,000	\$0	\$0	\$1,050,000
Total Revenue	\$1,050,000	\$0	\$0	\$1,050,000

EXPENSE

PKS COUGAR MTN PRECIPICE TRL

1044596

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	(\$26)	\$0	\$0	\$0	\$0	(\$26)
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$1,173	\$0	\$0	\$0	\$0	\$1,173
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$1,348,125	\$500,000	\$1,050,000	\$0	\$0	\$2,898,125
Total Expense	\$1,349,271	\$500,000	\$1,050,000	\$0	\$0	\$2,899,271

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	(\$26)	\$0	(\$26)
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$11,523	\$0
4 Implementation	\$0	\$0	\$1,173	\$0	\$1,173
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$1,368,472	\$1,918,227	\$1,848,125
Total	\$0	\$0	\$1,369,619	\$1,929,750	\$1,849,272

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$26	\$0	\$0	\$26
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$11,523	\$0	\$0	\$11,523
4 Implementation	(\$1,173)	\$0	\$0	(\$1,173)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$70,102	\$1,050,000	\$1,050,000	\$70,102
Total	\$80,478	\$1,050,000	\$1,050,000	\$80,478

NARRATIVES

PKS COUGAR MTN PRECIPICE TRL

1044596

1. CURRENT PROJECT SCOPE

Cougar Mountain Precipice Trail - This project is to acquire 108 acres of undeveloped forested land adjacent to Cougar Mountain Regional Wildland Park for open space benefits, recreation and public access.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This acquisition preserves forested hillsides adjacent to Cougar Mountain Regional Wildland Park. 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 108 acres of undeveloped forested open space to Cougar Mountain Regional Wildland Park permanently protecting an important regional asset, preserving wildlife habitat and other open space benefits such as flood reduction, water quality and clean air.

5. BUDGET REQUEST BASIS

The budget request is based on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee.

6. FUNDING AND REVENUE DISCUSSION

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS COUGAR MTN PRECIPICE TRL

1044596

8. PROJECT STATUS

This is an ongoing project. Many parcels have been identified adjacent to Cougar Mountain and the Open Space Team has been working for many years with great success to acquire these parcels.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Open Space Acquisition

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project does not directly further a goal of the King County Equity and Social Justice Plan

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

PKS M:E Lake Samm Trail

1044600

MPA Reporting, Master Project, Baseline Required, 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	
Location	Sammamish, Issaquah
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$372,799	\$0	\$0	\$0	\$372,799
2 Preliminary Design	\$6	\$0	\$0	\$0	\$6
3 Final Design	\$15,171,580	\$400,000	\$0	\$0	\$15,571,580
4 Implementation	\$33,705,286	\$8,892,000	\$0	\$0	\$42,597,286
5 Closeout	\$125,836	\$0	\$0	\$0	\$125,836
6 Acquisition	\$6	\$0	\$0	\$0	\$6
Total Budget	\$49,375,514	\$9,292,000	\$0	\$0	\$58,667,514

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$92,000	\$0	\$0	\$92,000

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$9,292,000	\$0	\$0	\$9,292,000
Total Revenue	\$9,292,000	\$0	\$0	\$9,292,000

EXPENSE

PKS M:E Lake Samm Trail

1044600

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$1,479,578	\$0	\$1,500,000	\$0	\$0	\$2,979,578
2 Prelim Design	\$387,617	\$0	\$0	\$0	\$0	\$387,617
3 Final Design	\$7,190,134	\$6,000,000	\$0	\$0	\$0	\$13,190,134
4 Implementation	\$31,346,272	\$2,000,000	\$7,650,000	\$0	\$0	\$40,996,272
5 Closeout	\$386,487	\$0	\$50,000	\$0	\$0	\$436,487
6 Acquisition	\$221,014	\$0	\$0	\$0	\$0	\$221,014
Total Expense	\$41,011,101	\$8,000,000	\$9,200,000	\$0	\$0	\$58,211,101

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$295,171	\$1,814,897	\$372,799	\$1,479,578
2 Preliminary Design	\$0	\$929,775	\$392,395	\$6	\$387,617
3 Final Design	\$0	\$13,557,811	\$7,333,226	\$15,171,580	\$13,190,134
4 Implementation	\$0	\$83,930,991	\$32,975,439	\$33,705,286	\$33,346,272
5 Closeout	\$0	\$350,000	\$421,421	\$125,836	\$386,487
6 Acquisition	\$0	\$9,337	\$226,362	\$6	\$221,014
Total	\$0	\$99,073,085	\$43,163,740	\$49,375,513	\$49,011,102

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$1,106,779)	\$0	\$1,500,000	(\$2,606,779)
2 Preliminary Design	(\$387,610)	\$0	\$0	(\$387,610)
3 Final Design	\$1,981,446	\$400,000	\$0	\$2,381,446
4 Implementation	\$359,014	\$8,892,000	\$7,650,000	\$1,601,014
5 Closeout	(\$260,650)	\$0	\$50,000	(\$310,650)
6 Acquisition	(\$221,007)	\$0	\$0	(\$221,007)
Total	\$364,414	\$9,292,000	\$9,200,000	\$456,414

NARRATIVES

PKS M:E Lake Samm Trail

1044600

1. CURRENT 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 former railroad corridor on the east side of Lake Sammamish.

2. PROGRAMMATIC PROJECT DISCUSSION

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. The ELST is currently a 3.5-mile missing link in the regional trail system serving the north and east portions of King County. The South Sammamish B segment is the last and most challenging segment of the ELST 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 2019/20 appropriation will add 1.03 miles of regional trail to the network.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:E Lake Samm Trail

1044600

5. BUDGET REQUEST BASIS

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 PAO based on current anticipated project needs. This appropriation request seeks authority to fund a portion of the construction of a 1.03 mile portion of the 3.5-mile South Sammamish Segment B. The proposed portion of the project to be constructed is located between SE 33rd St. and Station B in the City of Sammamish. The 2019-2020 appropriation request also includes \$1.5 million in additional funds to support the litigation team in facing continued legal challenges to ownership of the corridor, removing built encroachments within Parks property, and other ongoing and emergent legal matters related to the project. The request also includes design money for revising the Inglewood parking lot design. Due to the high cost, the parking lot will be constructed into multiple sub-segments and the design needs to be adjusted accordingly.

6. FUNDING AND REVENUE DISCUSSION

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 portion in early 2020 pending the outcome of permit appeals.

9. ALTERNATIVES ANALYSIS

Alternatives analysis was done as part of the master plan for the ELST.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

N/A

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.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS M:E Lake Samm Trail	1044600
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

PKS FOOTHILLS REGIONAL TRAIL

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 FOOTHILLS REGIONAL TRAIL
Substantial Completion	12/15/2022
Location	Foothill Trail - Enumclaw/White River
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$9,177,705	\$4,545,000	\$0	\$0	\$13,722,705
5 Closeout	\$38,084	\$0	\$0	\$0	\$38,084
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$9,966,095	\$4,545,000	\$0	\$0	\$14,511,095

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$45,000	\$0	\$0	\$45,000

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$3,979,900	\$0	\$0	\$3,979,900
39789 - CONTRIB REET #1	\$565,100	\$0	\$0	\$565,100
Total Revenue	\$4,545,000	\$0	\$0	\$4,545,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		PKS FOOTHILLS REGIONAL TRAIL					1044668
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$207,432	\$0	\$0	\$0	\$0	\$207,432	
2 Prelim Design	\$627,125	\$0	\$0	\$0	\$0	\$627,125	
3 Final Design	\$1,755,341	\$400,000	\$1,060,000	\$0	\$0	\$3,215,341	
4 Implementation	\$511,268	\$0	\$6,400,000	\$0	\$0	\$6,911,268	
5 Closeout	\$5,594	\$0	\$50,000	\$0	\$0	\$55,594	
6 Acquisition	\$6,778	\$0	\$0	\$0	\$0	\$6,778	
Total Expense	\$3,113,538	\$400,000	\$7,510,000	\$0	\$0	\$11,023,538	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$89,581	\$200,000	\$237,167	\$48,806	\$207,432
2 Preliminary Design	\$289,542	\$618,584	\$627,700	\$0	\$627,125
3 Final Design	\$1,258,144	\$3,106,416	\$1,845,990	\$701,500	\$2,155,341
4 Implementation	\$7,642,366	\$15,000,000	\$511,268	\$9,177,705	\$511,268
5 Closeout	\$39,529	\$75,000	\$5,594	\$38,084	\$5,594
6 Acquisition	\$0	\$0	\$15,925	\$0	\$6,778
Total	\$9,319,162	\$19,000,000	\$3,243,644	\$9,966,095	\$3,513,538

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$158,626)	\$0	\$0	(\$158,626)
2 Preliminary Design	(\$627,125)	\$0	\$0	(\$627,125)
3 Final Design	(\$1,453,841)	\$0	\$1,060,000	(\$2,513,841)
4 Implementation	\$8,666,437	\$4,545,000	\$6,400,000	\$6,811,437
5 Closeout	\$32,490	\$0	\$50,000	(\$17,510)
6 Acquisition	(\$6,778)	\$0	\$0	(\$6,778)
Total	\$6,452,557	\$4,545,000	\$7,510,000	\$3,487,557

NARRATIVES	PKS FOOTHILLS REGIONAL TRAIL	1044668
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1. CURRENT 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 leave from 252nd St. in Enumclaw at the existing terminus for the KC Foothills Trail. This segment will extend 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.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

PKS FOOTHILLS REGIONAL TRAIL

1044668

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

Segment A when complete will add 0.8 miles of trail. Completion of Segment B of the Foothills trail will add 0.3 miles of trail including a new bridge to connect King County's Foothill Trail to the 21 miles Foothills trail in Pierce County.

5. BUDGET REQUEST BASIS

The budget request is based on a detailed engineer's estimate, past experience with previous segments of the project, and on contractual commitments for design and engineering. This appropriation request funds the construction phase of Segment A and also includes additional design budget for Segment B which has a \$2.8 million RCO grant for the bridge over the White River (requires a grant match and completion by Dec. 2021). The project has been segmented into two separate projects in order to meet environmental, safety, and budget constraints.

6. FUNDING AND REVENUE DISCUSSION

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 A is in permitting and nearing construction advertisement. Segment B is beginning final design phase and is planned for construction in 2021 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.

11. ART ELIGIBILITY

N/A

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. 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS FOOTHILLS REGIONAL TRAIL	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	
Location	Preston - Fall City (Located between Issaquah and Preston)
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$2,924,395	\$275,000	\$0	\$0	\$3,199,395
Total Budget	\$2,924,395	\$275,000	\$0	\$0	\$3,199,395

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$275,000	\$0	\$0	\$275,000
Total Revenue	\$275,000	\$0	\$0	\$275,000

EXPENSE

PKS MITCHELL HILL DUTHIE

1044750

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$28	\$0	\$0	\$0	\$0	\$28
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$2,572,197	\$350,000	\$275,000	\$0	\$0	\$3,197,197
Total Expense	\$2,572,225	\$350,000	\$275,000	\$0	\$0	\$3,197,225

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$28	\$0	\$28
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$2,572,197	\$2,924,395	\$2,922,197
Total	\$0	\$0	\$2,572,225	\$2,924,395	\$2,922,225

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$28)	\$0	\$0	(\$28)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$2,198	\$275,000	\$275,000	\$2,198
Total	\$2,170	\$275,000	\$275,000	\$2,170

NARRATIVES

PKS MITCHELL HILL DUTHIE

1044750

1. CURRENT PROJECT SCOPE

Mitchell Hill Forest Additions - The goal of the Mitchell Hill Forest Additions project is to acquire up to 150 acres of forested open space that will connect King County's Mitchell Hill Forest with adjacent WADNR lands. The project area is part of Duthie Hill/Grand Ridge/Mitchell Hill/Preston Ridge forest complex. This area supports second growth forest that is important habitat for upland species, including black bear, cougar and approximately 80 species of resident birds.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This acquisition proposal continues a multi-year effort to connect over 2,000 acres of King County open space park lands with over 2,000 acres of Washington State Department of Natural Resources (WADNR) forest lands. These lands are located north of Preston and I-90 in rural King County within both the Snoqualmie/Skykomish and Lake Washington/Cedar/Sammamish Watershed Systems. King County ownership would restrict future additional residential development, ensuring retention of forestland, and give additional protection to a designated wildlife habitat network. Establishing connectivity between thousands of acres of county and state lands provides significant conservation of forest land, protection of terrestrial and aquatic habitat, and opportunities for miles of new passive recreation trails for hiking, mountain biking, running and horseback riding.

This request is the result of a long-term partnership with WADNR and the Mountains to Sound Greenway Trust to connect county and state lands in the Preston area. Acquisition of lands to connect to Mitchell Hill Forest to Preston Ridge Forest and WADNR lands is a recommendation in the WADNR Draft Concept Snoqualmie Recreation Corridor Plan, the Draft Mitchell Forest Plan and the Forest Stewardship Plan for Preston Ridge Forest (2001). Also, facilitating connectivity and expanding the backcountry trail system are listed as acquisition criteria in the 2010 Parks Open Space Plan and policy goals listed in the King County Comprehensive Plan.

4. PROJECT BENEFITS/OUTCOMES

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

PKS MITCHELL HILL DUTHIE

1044750

5. BUDGET REQUEST BASIS

The budget request is basing on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee.

6. FUNDING AND REVENUE DISCUSSION

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 King County Roads and other landowners adjacent to the county's Mitchell Hill Forest.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

King County Roads, Washington State Department of Natural Resources (DNR), Mountains to Sound Greenway Trust.

11. ART ELIGIBILITY

Open Space Acquisition

12. EQUITY AND SOCIAL JUSTICE IMPACT

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS PKS EXPANSION IMPLEMENTAT

1044756

TA

Department	NATURAL RESOURCES AND PARKS
Council District(s)	
Fund	3581 PARKS CAPITAL
Class Code	STANDALONE
Substantial Completion	
Location	General
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$1	\$0	\$0	\$0	\$1
3 Final Design	\$1	\$0	\$0	\$0	\$1
4 Implementation	\$1,800,207	(\$37,025)	\$0	\$0	\$1,763,182
5 Closeout	\$2	\$0	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$1,800,212	(\$37,025)	\$0	\$0	\$1,763,187

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$37,025)	\$0	\$0	(\$37,025)
Total Revenue	(\$37,025)	\$0	\$0	(\$37,025)

EXPENSE

PKS PKS EXPANSION IMPLEMENTAT

1044756

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$1,039,593	\$0	\$0	\$0	\$0	\$1,039,593
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$719,850	\$0	\$0	\$0	\$0	\$719,850
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$3,739	\$0	\$0	\$0	\$0	\$3,739
Total Expense	\$1,763,182	\$0	\$0	\$0	\$0	\$1,763,182

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$1,039,593	\$0	\$1,039,593
2 Preliminary Design	\$0	\$0	\$0	\$1	\$0
3 Final Design	\$0	\$0	\$0	\$1	\$0
4 Implementation	\$0	\$0	\$719,850	\$1,800,207	\$719,850
5 Closeout	\$0	\$0	\$0	\$2	\$0
6 Acquisition	\$0	\$0	\$3,739	\$1	\$3,739
Total	\$0	\$0	\$1,763,182	\$1,800,212	\$1,763,182

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$1,039,593)	\$0	\$0	(\$1,039,593)
2 Preliminary Design	\$1	\$0	\$0	\$1
3 Final Design	\$1	\$0	\$0	\$1
4 Implementation	\$1,080,357	(\$37,025)	\$0	\$1,043,332
5 Closeout	\$2	\$0	\$0	\$2
6 Acquisition	(\$3,738)	\$0	\$0	(\$3,738)
Total	\$37,030	(\$37,025)	\$0	\$5

NARRATIVES

PKS PKS EXPANSION IMPLEMENTAT

1044756

1. CURRENT PROJECT SCOPE

Parks' Expansion Implementation - Provides staffing for program support and financial management of the Parks Open Space and Trails Levy.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

N/A

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate remaining balance. This budget request is a technical adjustment to reallocate the balance of a legacy project to a single project 1126266 PKS CPITAL PLAN ADM in Parks Capital Fund 3581. Consolidating the funding into one master project will improve efficiency and monitoring as a whole.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

On-going work but the administrative charges for Parks capital program is budgeted in a project #1126266 PKS CPITAL PLAN ADM. Consolidating the funding into one master project will improve efficiency and monitoring as a whole.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS PKS EXPANSION IMPLEMENTAT	1044756
9. ALTERNATIVES ANALYSIS		
N/A		
10. OTHER AGENCY INVOLVEMENT		
11. ART ELIGIBILITY		
Disappropriation		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS South County Regional Trail (PKS South County Regional Tra)

1112621

MPA Reporting, 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	
Location	South King County
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$3,579,935	\$0	\$0	\$0	\$3,579,935
4 Implementation	\$10,025,190	\$10,000,000	\$0	\$0	\$20,025,190
5 Closeout	\$35,893	\$379,270	\$0	\$0	\$415,163
6 Acquisition	\$975,004	\$0	\$0	\$0	\$975,004
Total Budget	\$16,035,684	\$10,379,270	\$0	\$0	\$26,414,954

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$102,765	\$0	\$0	\$102,765

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	\$8,775,505	\$0	\$0	\$8,775,505
39789 - CONTRIB REET #1	\$1,603,765	\$0	\$0	\$1,603,765
Total Revenue	\$10,379,270	\$0	\$0	\$10,379,270

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		PKS South County Regional Tra				1112621
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$15,983	\$0	\$0	\$0	\$0	\$15,983
2 Prelim Design	\$1,475,244	\$0	\$443,000	\$0	\$0	\$1,918,244
3 Final Design	\$1,882,681	\$650,000	\$0	\$0	\$0	\$2,532,681
4 Implementation	\$6,669,158	\$1,750,000	\$11,805,000	\$0	\$0	\$20,224,158
5 Closeout	\$67,386	\$750,000	\$250,000	\$0	\$0	\$1,067,386
6 Acquisition	\$107,365	\$0	\$250,000	\$0	\$0	\$357,365
Total Expense	\$10,217,817	\$3,150,000	\$12,748,000	\$0	\$0	\$26,115,817

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$166,016	\$17,552	\$136,748	\$15,983
2 Preliminary Design	\$0	\$1,998,805	\$1,482,641	\$1,282,913	\$1,475,244
3 Final Design	\$0	\$5,750,948	\$2,145,601	\$3,579,935	\$2,532,681
4 Implementation	\$0	\$42,596,323	\$6,681,382	\$10,025,190	\$8,419,158
5 Closeout	\$0	\$406,292	\$71,351	\$35,893	\$817,386
6 Acquisition	\$0	\$469,539	\$159,042	\$975,004	\$107,365
Total	\$0	\$51,387,923	\$10,557,569	\$16,035,683	\$13,367,817

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$120,765	\$0	\$0	\$120,765
2 Preliminary Design	(\$192,330)	\$0	\$443,000	(\$635,330)
3 Final Design	\$1,047,255	\$0	\$0	\$1,047,255
4 Implementation	\$1,606,032	\$10,000,000	\$11,805,000	(\$198,968)
5 Closeout	(\$781,493)	\$379,270	\$250,000	(\$652,223)
6 Acquisition	\$867,639	\$0	\$250,000	\$617,639
Total	\$2,667,868	\$10,379,270	\$12,748,000	\$299,138

NARRATIVES PKS South County Regional Tra 1112621

1. CURRENT PROJECT SCOPE

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

PKS South County Regional Tra

1112621

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.

5. BUDGET REQUEST BASIS

This budget request is based on past program needs adjusted to address rising design and construction costs in the region. Program budget in this 2019-2020 appropriation is a consolidation of the individual budgets for project segments. Budget for individual project segments are based on either planning level or a detailed engineer's estimate, past experience with previous similar projects, and on recent contractual commitments for design and engineering. The 2019-2020 funding request for this MPA project advances Segment C from Final Design into Construction while continuing the preliminary design for both segments D and E. Segments D & E are contiguous and while it is not currently the plan to construct them at the same time, there are cost savings by undertaking the Phase 2 work concurrently.

6. FUNDING AND REVENUE DISCUSSION

\$8.7m of funding for the construction of Segment C will be reimbursed to KC Parks from the WSDOT via a funding agreement.

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 A is moving into bid advertisement and construction will begin in September 2018 and be completed in 2019. Segment C is in Final Design. 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

N/A

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS South County Regional Tra	1112621
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

PKS SOOS CREEK REGIONAL PARK

1114770

Department	NATURAL RESOURCES AND PARKS
Council District(s)	7
Fund	3581 PARKS CAPITAL
Class Code	STANDALONE
Substantial Completion	
Location	Covington
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$699,000	\$250,000	\$0	\$0	\$949,000
Total Budget	\$699,000	\$250,000	\$0	\$0	\$949,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 REGIONAL PARK

1114770

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,650	\$0	\$0	\$0	\$0	\$1,650
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$674,067	\$0	\$270,000	\$0	\$0	\$944,067
Total Expense	\$675,717	\$0	\$270,000	\$0	\$0	\$945,717

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$9,983	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$1,650	\$0	\$1,650
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$675,296	\$699,000	\$674,067
Total	\$0	\$0	\$686,929	\$699,000	\$675,717

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$1,650)	\$0	\$0	(\$1,650)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$24,933	\$250,000	\$270,000	\$4,933
Total	\$23,283	\$250,000	\$270,000	\$3,283

NARRATIVES

PKS SOOS CREEK REGIONAL PARK

1114770

1. CURRENT PROJECT SCOPE

Soos Creek Regional Park - This project builds on a 2013 acquisition feasibility study to acquire lands for the southward extension of Soos Creek Park and Trail and awards made for properties along Soos Creek.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

Chinook and steelhead salmon recovery

4. PROJECT BENEFITS/OUTCOMES

Improved habitat and water quality.

5. BUDGET REQUEST BASIS

The budget request is based on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee.

6. FUNDING AND REVENUE DISCUSSION

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS SOOS CREEK REGIONAL PARK	1114770
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8. PROJECT STATUS

Ready to begin landowner negotiations.

9. ALTERNATIVES ANALYSIS

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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS M:GREEN2CEDAR RIVER TRAIL

1120085

Master Project, Art Eligible

Department	NATURAL RESOURCES AND PARKS
Council District(s)	9
Fund	3581 PARKS CAPITAL
Class Code	PKS M:GREEN2CEDAR RIVER TRAIL
Substantial Completion	
Location	Renton to Black Diamond
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$7,155,774	(\$3,979,900)	\$0	\$0	\$3,175,874
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$9,409,496	(\$3,979,900)	\$0	\$0	\$5,429,596

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	(\$3,979,900)	\$0	\$0	(\$3,979,900)
Total Revenue	(\$3,979,900)	\$0	\$0	(\$3,979,900)

EXPENSE

PKS M:GREEN2CEDAR RIVER TRAIL

1120085

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$117,934	\$0	\$0	\$0	\$0	\$117,934
2 Prelim Design	\$1,007,598	\$170,000	\$1,000,000	\$0	\$0	\$2,177,598
3 Final Design	\$55,177	\$1,100,000	\$1,266,000	\$0	\$0	\$2,421,177
4 Implementation	\$91,209	\$0	\$0	\$0	\$0	\$91,209
5 Closeout	\$200,330	\$0	\$0	\$0	\$0	\$200,330
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$1,472,248	\$1,270,000	\$2,266,000	\$0	\$0	\$5,008,248

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$117,934	\$19,800	\$117,934
2 Preliminary Design	\$0	\$0	\$1,217,042	\$825,611	\$1,177,598
3 Final Design	\$0	\$0	\$439,175	\$1,408,311	\$1,155,177
4 Implementation	\$0	\$0	\$91,209	\$7,155,774	\$91,209
5 Closeout	\$0	\$0	\$200,330	\$0	\$200,330
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$2,065,690	\$9,409,496	\$2,742,248

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$98,134)	\$0	\$0	(\$98,134)
2 Preliminary Design	(\$351,987)	\$0	\$1,000,000	(\$1,351,987)
3 Final Design	\$253,134	\$0	\$1,266,000	(\$1,012,866)
4 Implementation	\$7,064,565	(\$3,979,900)	\$0	\$3,084,665
5 Closeout	(\$200,330)	\$0	\$0	(\$200,330)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$6,667,248	(\$3,979,900)	\$2,266,000	\$421,348

NARRATIVES

PKS M:GREEN2CEDAR RIVER TRAIL

1120085

1. CURRENT 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. This is the case for several Parks other trail projects which are ready to advertise and bid for construction in 2019. To address that problem this 2019/2020 budget appropriation redistributes construction money to projects ready to build.

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:GREEN2CEDAR RIVER TRAIL

1120085

5. BUDGET REQUEST BASIS

This 2019-2020 budget appropriation redistributes construction funding to other projects; thus providing enough funding to construct one trail project ready to construct. Final design will progress on this trail and permitting will be undertaken to prepare for future construction funding that is adequate to build a portion of this trail. Additional segmentation of the G2C North Segment may be considered to create a fundable construction segment for the future biennium.

6. FUNDING AND REVENUE DISCUSSION

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 is underway. Preliminary design is in progress for the G2C South Segment of the trail with an estimated completion date of January 2019.

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 is in progress for 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

Disappropriation

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

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS M:GREEN2CEDAR RIVER TRAIL	1120085
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS M:EASTSIDE RAIL CORR (ERC)

1121155

Master Project, Green Building Reporting, Art Eligible

Department	NATURAL RESOURCES AND PARKS
Council District(s)	1, 3, 6, 9
Fund	3581 PARKS CAPITAL
Class Code	PKS M:EASTSIDE RAIL CORR (ERC)
Substantial Completion	
Location	Renton, Bellevue, Kirkland, Woodinville, and Redmond
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$5,518,370	\$1,000,000	\$0	\$0	\$6,518,370
2 Preliminary Design	\$4,453,001	\$0	\$0	\$0	\$4,453,001
3 Final Design	\$3,831,654	\$0	\$0	\$0	\$3,831,654
4 Implementation	\$3,442,518	\$7,585,000	\$0	\$0	\$11,027,518
5 Closeout	\$1	\$0	\$0	\$0	\$1
6 Acquisition	\$226,601	\$0	\$0	\$0	\$226,601
Total Budget	\$17,472,146	\$8,585,000	\$0	\$0	\$26,057,146

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$85,000	\$0	\$0	\$85,000

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$8,585,000	\$0	\$0	\$8,585,000
Total Revenue	\$8,585,000	\$0	\$0	\$8,585,000

EXPENSE

PKS M:EASTSIDE RAIL CORR (ERC)

1121155

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$4,861,792	\$670,000	\$1,547,992	\$0	\$0	\$7,079,784
2 Prelim Design	\$500,600	\$1,800,000	\$0	\$0	\$0	\$2,300,600
3 Final Design	\$175,323	\$200,000	\$5,400,000	\$0	\$0	\$5,775,323
4 Implementation	\$1,222,164	\$1,350,000	\$7,585,000	\$0	\$0	\$10,157,164
5 Closeout	\$112	\$100,000	\$0	\$0	\$0	\$100,112
6 Acquisition	\$40,894	\$0	\$0	\$0	\$0	\$40,894
Total Expense	\$6,800,885	\$4,120,000	\$14,532,992	\$0	\$0	\$25,453,877

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$5,112,454	\$5,518,370	\$5,531,792
2 Preliminary Design	\$0	\$0	\$1,141,059	\$4,453,001	\$2,300,600
3 Final Design	\$0	\$0	\$279,142	\$3,831,654	\$375,323
4 Implementation	\$0	\$0	\$2,688,090	\$3,442,518	\$2,572,164
5 Closeout	\$0	\$0	\$112	\$1	\$100,112
6 Acquisition	\$0	\$0	\$58,569	\$226,601	\$40,894
Total	\$0	\$0	\$9,279,426	\$17,472,145	\$10,920,885

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$13,421)	\$1,000,000	\$1,547,992	(\$561,413)
2 Preliminary Design	\$2,152,401	\$0	\$0	\$2,152,401
3 Final Design	\$3,456,332	\$0	\$5,400,000	(\$1,943,668)
4 Implementation	\$870,355	\$7,585,000	\$7,585,000	\$870,355
5 Closeout	(\$100,111)	\$0	\$0	(\$100,111)
6 Acquisition	\$185,707	\$0	\$0	\$185,707
Total	\$6,551,263	\$8,585,000	\$14,532,992	\$603,271

NARRATIVES

PKS M:EASTSIDE RAIL CORR (ERC)

1121155

1. CURRENT PROJECT SCOPE

The Eastside Rail Corridor Trail - 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, Wilburton "Gap" by Washington State Department of Transportation (WSDOT) which includes a new bridge over I-405 with partial funding support by KC, 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

Will be done on a separate excel file

3. PROJECT JUSTIFICATION

The 2019/20 appropriation will fund a portion of the WSDOT I-405 project that begins construction in 2019. This budget will provide cost share in coordination with trail construction in 2019-2020. This funding is needed or the WSDOT project will not move forward with the Wilburton Gap.

4. PROJECT BENEFITS/OUTCOMES

This 2019/20 appropriation will fund a project that will close a major gap in the Eastside Rail Corridor trail (the crossing over I-405 southbound), and construct 2.5 miles of new paved trail.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:EASTSIDE RAIL CORR (ERC)

1121155

5. BUDGET REQUEST BASIS

Budget is based on estimates developed for the WSDOT I-405 design-build RFP and supplemented to include County expenses for construction period services. Legal and emergent costs are based on input from PAO and in house engineering. In combination with budget from the WSDOT I-405 Renton to Bellevue project, this appropriation will complete construction of the Wilburton "Gap" bridge over I-405 along with associated connecting trail, and construct 2 miles of paved trail along the Eastside Rail Corridor between Coal Creek Parkway and Ripley Lane. This appropriation also adds additional funding to support ongoing emergent trail issues and trail related legal services for the Eastside Rail Corridor program.

6. FUNDING AND REVENUE DISCUSSION

The total value of the project constructed in partnership with WSDOT is approximately \$26 million. The proposed budget is matched with \$19 million of WSDOT funding as defined in their previous agreement to provide a non-motorized crossing over I-405, and as mitigation for trail impacts (to the Lake Washington Loop Trail) associated with widening I-405. Balance of \$7 million for King County portion of the project funding is included in this 2019/20 appropriation.

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 project for this appropriation. Other projects within the master program are in various phases of planning, design, and implementation.

9. ALTERNATIVES ANALYSIS

The size, location, and character of the Wilburton Gap bridge were developed through an extensive stakeholder process that considered several potential scenarios. The selected bridge provides a preferred trail experience at a cost acceptable to WSDOT. Alternatives for the trail segment between Coal Creek Parkway and Ripley Lane were considered in the Master Plan and EIS for the Eastside Rail Corridor Trail. The trail planned for construction in this location is consistent with the Master Plan preferred alternative.

10. OTHER AGENCY INVOLVEMENT

This project is being constructed by WSDOT as part of their design-build contract to add HOV/toll lanes to I-405 between Renton and Bellevue. Design requirements for the design-build contract are being prepared by WSDOT and King County Parks.

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 and Bellevue.

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 Eastside Rail Corridor Trail 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 ERC Trail, 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS M:EASTSIDE RAIL CORR (ERC)	1121155
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS M:STEVE COX MEMORIAL PARK

1121444

Master Project, Green Building Reporting, Art Eligible

Department	NATURAL RESOURCES AND PARKS
Council District(s)	8
Fund	3581 PARKS CAPITAL
Class Code	PKS M:STEVE COX MEMORIAL PARK
Substantial Completion	
Location	Steve Cox Memorial Park
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$51,240	\$5,000	\$0	\$0	\$56,240
2 Preliminary Design	\$9,396	\$0	\$0	\$0	\$9,396
3 Final Design	\$486,688	\$40,000	\$0	\$0	\$526,688
4 Implementation	\$3,832,020	\$250,000	\$0	\$0	\$4,082,020
5 Closeout	\$69,927	\$5,000	\$0	\$0	\$74,927
6 Acquisition	\$2	\$0	\$0	\$0	\$2
Total Budget	\$4,449,274	\$300,000	\$0	\$0	\$4,749,274

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$2,970	\$0	\$0	\$2,970

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39776 - CONTRIB REET #2	\$300,000	\$0	\$0	\$300,000
Total Revenue	\$300,000	\$0	\$0	\$300,000

EXPENSE

PKS M:STEVE COX MEMORIAL PARK

1121444

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$159,352	\$0	\$5,000	\$0	\$0	\$164,352
2 Prelim Design	\$77,478	\$0	\$0	\$0	\$0	\$77,478
3 Final Design	\$141,631	\$0	\$40,000	\$0	\$0	\$181,631
4 Implementation	\$760,222	\$3,090,000	\$350,000	\$0	\$0	\$4,200,222
5 Closeout	\$5,245	\$0	\$45,000	\$0	\$0	\$50,245
6 Acquisition	\$244	\$0	\$0	\$0	\$0	\$244
Total Expense	\$1,144,171	\$3,090,000	\$440,000	\$0	\$0	\$4,674,171

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$168,459	\$51,240	\$159,352
2 Preliminary Design	\$0	\$0	\$115,843	\$9,396	\$77,478
3 Final Design	\$0	\$0	\$173,931	\$486,688	\$141,631
4 Implementation	\$0	\$0	\$769,879	\$3,832,020	\$3,850,222
5 Closeout	\$0	\$0	\$5,605	\$69,927	\$5,245
6 Acquisition	\$0	\$0	\$244	\$2	\$244
Total	\$0	\$0	\$1,233,961	\$4,449,273	\$4,234,172

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$108,112)	\$5,000	\$5,000	(\$108,112)
2 Preliminary Design	(\$68,081)	\$0	\$0	(\$68,081)
3 Final Design	\$345,057	\$40,000	\$40,000	\$345,057
4 Implementation	(\$18,202)	\$250,000	\$350,000	(\$118,202)
5 Closeout	\$64,682	\$5,000	\$45,000	\$24,682
6 Acquisition	(\$242)	\$0	\$0	(\$242)
Total	\$215,102	\$300,000	\$440,000	\$75,102

NARRATIVES

PKS M:STEVE COX MEMORIAL PARK

1121444

1. CURRENT PROJECT SCOPE

Steve Cox Memorial Park - This master program funds priority and emergent capital projects to address priority capital rehabilitation needs, major maintenance, repair and safety needs at Steve Cox Memorial Park.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Steve Cox Memorial 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 citizens. 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 regularly 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.

Replacing the stadium infield synthetic turf ensures the field will be playable for the next 10 years, installing shower room ventilation to have a fully functional locker rooms, and updating picnic shelter to enhance safety and security. Other minor improvements are planned and emergent issues arise that need to be promptly addressed.

4. PROJECT BENEFITS/OUTCOMES

A safe and open Park System with usable assets at Steve Cox Memorial 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:STEVE COX MEMORIAL PARK

1121444

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 2019-2020 capital appropriation for this master program funds continued identification, planning, design, engineering, permitting, and construction of priority and emergent projects to address priority capital rehabilitation needs, major maintenance, repair and safety needs at Steve Cox Memorial Park. The planned capital asset improvements funded by this 2019-2020 appropriation at Steve Cox Memorial Park include, but are not limited to, the following currently identified needs: major rehab and/or replacement of stadium ballfield infield synthetic turf, shower room ventilation, picnic shelter, flagpole, repair, upgrade lawn area drainage east of play area, replacement of missing stones on reflexology path and other minor improvements are planned. The appropriation also funds emergent issues that arise within the park that need to be promptly addressed.

6. FUNDING AND REVENUE DISCUSSION

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

On-Going

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

N/A

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.

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

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS M:STEVE COX MEMORIAL PARK	1121444
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS M:NEWAUKUM/BIG SPRING CRK

1121445

Department	NATURAL RESOURCES AND PARKS
Council District(s)	9
Fund	3581 PARKS CAPITAL
Class Code	STANDALONE
Substantial Completion	
Location	Northwest of Enumclaw
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$940,000	\$225,000	\$0	\$0	\$1,165,000
Total Budget	\$940,000	\$225,000	\$0	\$0	\$1,165,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 M:NEWAUKUM/BIG SPRING CRK

1121445

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$599,077	\$0	\$550,000	\$0	\$0	\$1,149,077
Total Expense	\$599,077	\$0	\$550,000	\$0	\$0	\$1,149,077

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$772,113	\$940,000	\$599,077
Total	\$0	\$0	\$772,113	\$940,000	\$599,077

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$340,923	\$225,000	\$550,000	\$15,923
Total	\$340,923	\$225,000	\$550,000	\$15,923

NARRATIVES

PKS M:NEWAUKUM/BIG SPRING CRK

1121445

1. CURRENT 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 >200,000 trees along Big Spring and Newaukum Creeks since 2007. Building the size of this natural area expands 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

N/A

3. PROJECT JUSTIFICATION

Chinook and steelhead salmon recovery

4. PROJECT BENEFITS/OUTCOMES

Improved habitat and water quality.

5. BUDGET REQUEST BASIS

The budget request is based on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS M:NEWAUKUM/BIG SPRING CRK	1121445
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8. PROJECT STATUS

Ready to begin landowner negotiations.

9. ALTERNATIVES ANALYSIS

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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS M:RTS MOBILITY CONNECTIONS

1121455

Master Project, 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:RTS MOBILITY CONNECTIONS
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$0	\$0	\$0	\$1
4 Implementation	\$2,450,001	\$2,930,729	\$0	\$0	\$5,380,730
5 Closeout	\$1	\$0	\$0	\$0	\$1
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$3,000,006	\$2,930,729	\$0	\$0	\$5,930,735

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$29,017	\$0	\$0	\$29,017

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$2,430,729	\$0	\$0	\$2,430,729
39789 - CONTRIB REET #1	\$500,000	\$0	\$0	\$500,000
Total Revenue	\$2,930,729	\$0	\$0	\$2,930,729

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		PKS M:RTS MOBILITY CONNECTIONS					1121455
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$357,477	\$0	\$0	\$0	\$0	\$357,477	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0	
4 Implementation	\$476,365	\$1,500,000	\$2,900,000	\$0	\$0	\$4,876,365	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$833,842	\$1,500,000	\$2,900,000	\$0	\$0	\$5,233,842	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$379,092	\$459,851	\$357,477
2 Preliminary Design	\$0	\$0	\$0	\$90,151	\$0
3 Final Design	\$0	\$0	\$0	\$1	\$0
4 Implementation	\$0	\$0	\$895,779	\$2,450,001	\$1,976,365
5 Closeout	\$0	\$0	\$0	\$1	\$0
6 Acquisition	\$0	\$0	\$275	\$1	\$0
Total	\$0	\$0	\$1,275,146	\$3,000,006	\$2,333,842

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$102,374	\$0	\$0	\$102,374
2 Preliminary Design	\$90,151	\$0	\$0	\$90,151
3 Final Design	\$1	\$0	\$0	\$1
4 Implementation	\$473,636	\$2,930,729	\$2,900,000	\$504,365
5 Closeout	\$1	\$0	\$0	\$1
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$666,164	\$2,930,729	\$2,900,000	\$696,893

NARRATIVES

PKS M:RTS MOBILITY CONNECTIONS

1121455

1. CURRENT 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. These connections are envisioned as new urban trails, on-road bike/pedestrian facilities, or other innovative approaches to extend the safety and mobility benefits of the regional trails to urban destinations. These connections will increase use, enhance multimodal transportation and urban center connectivity within the region. The master program will fund the planning and engineering investigation of the feasibility of various connections using available rights-of-way, in conjunction with local city staff. Coordination with local agencies to design and construct these types of connections will be an ongoing priority project activity.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:RTS MOBILITY CONNECTIONS

1121455

3. PROJECT JUSTIFICATION

Timing is critical and now is the time to make this essential connection a reality. Sound Transit is designing and constructing an extension of their light rail rail system to Redmond in the vicinity of three regional trails, passing under SR 520 and over Bear Creek utilizing the ELST and Redmond Connector Corridors. This is the opportunity to make these non-motorized connections a part of the overall design for the transportation improvements in the SR 520 right-of-way. Previous attempts have been unable to secure an appropriate solution due to cost. Sound Transit, WSDOT, City of Redmond and King County's mutual participation in developing a solution for all is essential to the success of this connection.

4. PROJECT BENEFITS/OUTCOMES

When completed, an essential mobility connection twenty or more years in planning will finally be completed allowing non-motorized travel to and from the trails, light rail stations and surrounding neighborhoods. The region will have gained a new essential non-motorized connection in an extremely difficult location.

5. BUDGET REQUEST BASIS

Budget is based on Sound Transit's detailed Engineer's Estimate, past experience with previous segments of the project and on past contractual commitments for design and engineering of similar project connections. This 2019-2020 appropriation will fund the following high priority mobility connection: compensate Sound Transit for design and construction of a trail connection between four essential public transportation facilities near and under SR520 in Redmond. The trail connection will connect East Lake Sammamish Trail (ELST), the new Sound Transit Marymoor Station, the Redmond Central Connector, and the Bear Creek Trail and increase mobility between these essential facilities.

6. FUNDING AND REVENUE DISCUSSION

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

Subprojects in the Mobility Connections Program are in various phases of planning, design and construction based on the opportunities of establishing partnership projects with local jurisdictions that meet the goals of the Mobility Connections program and the capacity of local jurisdictions to lead the project implementation.

9. ALTERNATIVES ANALYSIS

N/A

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.

11. ART ELIGIBILITY

N/A

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:RTS MOBILITY CONNECTIONS

1121455

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS M:AQUATIC CENTER

1121497

Master Project, Art Eligible

Department	NATURAL RESOURCES AND PARKS
Council District(s)	7
Fund	3581 PARKS CAPITAL
Class Code	PKS M:AQUATIC CENTER
Substantial Completion	
Location	Weyerhaeuser King County Aquatic Center (WKCAC), Federal Way
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$10,841	\$0	\$0	\$0	\$10,841
2 Preliminary Design	\$56,049	\$0	\$0	\$0	\$56,049
3 Final Design	\$125,843	\$200,000	\$0	\$0	\$325,843
4 Implementation	\$2,048,756	\$400,000	\$0	\$0	\$2,448,756
5 Closeout	\$6,938	\$0	\$0	\$0	\$6,938
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$2,248,428	\$600,000	\$0	\$0	\$2,848,428

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$5,941	\$0	\$0	\$5,941

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 M:AQUATIC CENTER

1121497

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$19,195	\$0	\$0	\$0	\$0	\$19,195
2 Prelim Design	\$35,000	\$0	\$0	\$0	\$0	\$35,000
3 Final Design	\$805,000	\$0	\$200,000	\$0	\$0	\$1,005,000
4 Implementation	\$1,358,323	\$50,000	\$50,000	\$0	\$0	\$1,458,323
5 Closeout	\$20,000	\$0	\$0	\$0	\$0	\$20,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$2,237,518	\$50,000	\$250,000	\$0	\$0	\$2,537,518

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$19,195	\$10,841	\$19,195
2 Preliminary Design	\$0	\$0	\$35,000	\$56,049	\$35,000
3 Final Design	\$0	\$0	\$805,229	\$125,843	\$805,000
4 Implementation	\$0	\$0	\$1,368,992	\$2,048,756	\$1,408,323
5 Closeout	\$0	\$0	\$20,000	\$6,938	\$20,000
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$0	\$2,248,416	\$2,248,428	\$2,287,518

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$8,354)	\$0	\$0	(\$8,354)
2 Preliminary Design	\$21,049	\$0	\$0	\$21,049
3 Final Design	(\$679,157)	\$200,000	\$200,000	(\$679,157)
4 Implementation	\$640,433	\$400,000	\$50,000	\$990,433
5 Closeout	(\$13,062)	\$0	\$0	(\$13,062)
6 Acquisition	\$1	\$0	\$0	\$1
Total	(\$39,090)	\$600,000	\$250,000	\$310,910

NARRATIVES

PKS M:AQUATIC CENTER

1121497

1. CURRENT 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

Existing skylights were installed at WKAC in 1988 and have exceeded their useful life of 20-30 years and require replacement. Design will commence in anticipation of replacement when sufficient funds become available in 2021 or earlier.

WKAC 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 citizens. 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:AQUATIC CENTER

1121497

4. PROJECT BENEFITS/OUTCOMES

A final permitted design that is ready for bid advertisement and construction of new skylights with a useful life of 20-30 years will be added to the WKCAC to allow its continued operation and service to the community. When construction funds are appropriated in 2020/21 biennium and construction is complete, the new skylights will ensure a safe and open facility with usable assets at WKCAC. This is the primary benefit and outcome of this appropriation request. 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 2019-2020 capital appropriation for this master program funds continued identification, planning, design, engineering, permitting, and construction of priority and emergent projects to address priority capital rehabilitation needs, major maintenance, repair and safety needs at Weyerhaeuser King County Aquatic Center (WKCAC). The planned asset improvement projects funded by this 2019-2020 appropriation at WKCAC include, but are not limited to, the following: priority emergent issues when they arise, fund the design and replacement of existing large skylights at WKCAC.

6. FUNDING AND REVENUE DISCUSSION

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 feasibility study of alternatives has been undertaken. Preliminary design is started.

9. ALTERNATIVES ANALYSIS

Feasibility Study was undertaken and examined four different skylight material options. The selected option provided the best value.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

N/A

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)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS M:AQUATIC CENTER	1121497
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$13,296	\$20,000	\$0	\$0	\$33,296
2 Preliminary Design	\$267,771	\$25,000	\$0	\$0	\$292,771
3 Final Design	\$52,027	\$25,000	\$0	\$0	\$77,027
4 Implementation	\$1,811,194	\$525,000	\$0	\$0	\$2,336,194
5 Closeout	\$11,927	\$5,000	\$0	\$0	\$16,927
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$2,156,217	\$600,000	\$0	\$0	\$2,756,217

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$5,941	\$0	\$0	\$5,941

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 M:PLAYAREA REHAB

1121498

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$189,080	\$0	\$20,000	\$0	\$0	\$209,080
2 Prelim Design	\$51,047	\$10,000	\$25,000	\$0	\$0	\$86,047
3 Final Design	\$27,280	\$10,000	\$25,000	\$0	\$0	\$62,280
4 Implementation	\$1,374,491	\$338,000	\$605,000	\$0	\$0	\$2,317,491
5 Closeout	\$2,068	\$5,000	\$5,000	\$0	\$0	\$12,068
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$1,643,967	\$363,000	\$680,000	\$0	\$0	\$2,686,967

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$192,645	\$13,296	\$189,080
2 Preliminary Design	\$0	\$0	\$54,700	\$267,771	\$61,047
3 Final Design	\$0	\$0	\$31,679	\$52,027	\$37,280
4 Implementation	\$0	\$0	\$1,436,051	\$1,811,194	\$1,712,491
5 Closeout	\$0	\$0	\$2,068	\$11,927	\$7,068
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$0	\$1,717,143	\$2,156,216	\$2,006,966

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$175,784)	\$20,000	\$20,000	(\$175,784)
2 Preliminary Design	\$206,724	\$25,000	\$25,000	\$206,724
3 Final Design	\$14,747	\$25,000	\$25,000	\$14,747
4 Implementation	\$98,703	\$525,000	\$605,000	\$18,703
5 Closeout	\$4,859	\$5,000	\$5,000	\$4,859
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$149,250	\$600,000	\$680,000	\$69,250

NARRATIVES

PKS M:PLAYAREA REHAB

1121498

1. CURRENT 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.

5. BUDGET REQUEST BASIS

Budget is based on detailed Engineer's Estimate, past experience with similar project and on contractual commitments for design and engineering. Carryover from 2018 will be used to finish the rehabilitation of the Skyway Play Area. In 2019, Both 2-5 year old and 5-12 year old play areas in Petrovitsky Park will be rehabilitated. No play area rehabilitations are scheduled for 2020 under current budget proposal. Play area rehabilitations to be completed in 2021 to 2024 include Marymoor North 5-12 year area, Boulevard Lane 5-12 year area, Maplewood, 5 to 12 year area, Dockton 5 to 12 year area, and Big Finn Hill Climbing Net. Depending on size of the approved budget appropriations and future cost increases for design and construction of play areas, partial rehabilitations may also be undertaken at Preston Athletic Fields, Marymoor North 2 to 5 year area, and Cottage Lake.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:PLAYAREA REHAB

1121498

6. FUNDING AND REVENUE DISCUSSION

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 May 2018, nine play areas have been completed since 2014, with two more scheduled for completion in 2018.

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

N/A

11. ART ELIGIBILITY

N/A

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 play area 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

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$395,536	\$100,000	\$0	\$0	\$495,536
2 Preliminary Design	\$232,265	\$100,000	\$0	\$0	\$332,265
3 Final Design	\$793,285	\$250,000	\$0	\$0	\$1,043,285
4 Implementation	\$2,914,031	\$1,250,000	\$0	\$0	\$4,164,031
5 Closeout	\$13,588	\$50,000	\$0	\$0	\$63,588
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$4,348,707	\$1,750,000	\$0	\$0	\$6,098,707

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$17,327	\$0	\$0	\$17,327

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$1,750,000	\$0	\$0	\$1,750,000
Total Revenue	\$1,750,000	\$0	\$0	\$1,750,000

EXPENSE PKS M:BRIDGE&TRESTLE PROGRAM

1121499

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$214,985	\$50,000	\$250,000	\$0	\$0	\$514,985
2 Prelim Design	\$142,462	\$50,000	\$250,000	\$0	\$0	\$442,462
3 Final Design	\$165,576	\$100,000	\$500,000	\$0	\$0	\$765,576
4 Implementation	\$1,116,380	\$1,000,000	\$2,000,000	\$0	\$0	\$4,116,380
5 Closeout	\$6,876	\$25,000	\$125,000	\$0	\$0	\$156,876
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$1,646,278	\$1,225,000	\$3,125,000	\$0	\$0	\$5,996,278

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$249,772	\$395,536	\$264,985
2 Preliminary Design	\$0	\$0	\$149,801	\$232,265	\$192,462
3 Final Design	\$0	\$0	\$183,800	\$793,285	\$265,576
4 Implementation	\$0	\$0	\$1,116,908	\$2,914,031	\$2,116,380
5 Closeout	\$0	\$0	\$7,140	\$13,588	\$31,876
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$0	\$1,707,421	\$4,348,706	\$2,871,279

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$130,551	\$100,000	\$250,000	(\$19,449)
2 Preliminary Design	\$39,804	\$100,000	\$250,000	(\$110,196)
3 Final Design	\$527,709	\$250,000	\$500,000	\$277,709
4 Implementation	\$797,652	\$1,250,000	\$2,000,000	\$47,652
5 Closeout	(\$18,287)	\$50,000	\$125,000	(\$93,287)
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$1,477,430	\$1,750,000	\$3,125,000	\$102,430

NARRATIVES

PKS M:BRIDGE&TRESTLE PROGRAM

1121499

1. CURRENT 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

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:BRIDGE&TRESTLE PROGRAM

1121499

5. BUDGET REQUEST BASIS

The amount requested for the master program in this 2019-2020 appropriation request comes from the overall 6 year CIP program for bridges and trestles. This request is comprised of numerous subprojects that continue the fulfillment of commitments that were made in the Parks Levy. 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 2019-2020 appropriation request for the master program includes but is not limited to funding for the following: responding to emergent priority bridge issues that arise, program administration, inspections, load ratings, and small repairs. This project also funds the rehabilitation of the Coal Creek Bridges (45', 70') and Trestle (135') on the new Eastside Regional Corridor (ERC).

6. FUNDING AND REVENUE DISCUSSION

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 2018 are currently underway. Two separate small bridge repairs are currently scheduled for the fall 2018. A feasibility study will begin this summer to address emergent needs. One medium sized bridge replacement is in permitting and scheduled for construction beginning in October of 2018.

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

N/A

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS M:BRIDGE&TRESTLE PROGRAM	1121499
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$70,279	\$20,000	\$0	\$0	\$90,279
2 Preliminary Design	\$18,610	\$60,000	\$0	\$0	\$78,610
3 Final Design	\$1,286,250	\$200,000	\$0	\$0	\$1,486,250
4 Implementation	\$3,581,781	\$1,200,000	\$0	\$0	\$4,781,781
5 Closeout	\$50,141	\$20,000	\$0	\$0	\$70,141
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$5,007,063	\$1,500,000	\$0	\$0	\$6,507,063

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$796,197	\$0	\$0	\$796,197
39789 - CONTRIB REET #1	\$703,803	\$0	\$0	\$703,803
Total Revenue	\$1,500,000	\$0	\$0	\$1,500,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		PKS M:REG TRL SURFACE IMPR					1121500
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$484,925	\$0	\$30,000	\$0	\$0	\$514,925	
2 Prelim Design	\$422	\$0	\$110,000	\$0	\$0	\$110,422	
3 Final Design	\$213,378	\$200,000	\$300,000	\$0	\$0	\$713,378	
4 Implementation	\$1,305,422	\$1,595,000	\$2,200,000	\$0	\$0	\$5,100,422	
5 Closeout	\$3,520	\$20,000	\$30,000	\$0	\$0	\$53,520	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$2,007,667	\$1,815,000	\$2,670,000	\$0	\$0	\$6,492,667	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$571,429	\$70,279	\$484,925
2 Preliminary Design	\$0	\$0	\$929	\$18,610	\$422
3 Final Design	\$0	\$0	\$301,971	\$1,286,250	\$413,378
4 Implementation	\$0	\$0	\$1,413,872	\$3,581,781	\$2,900,422
5 Closeout	\$0	\$0	\$3,520	\$50,141	\$23,520
6 Acquisition	\$0	\$0	\$3,441	\$1	\$0
Total	\$0	\$0	\$2,295,162	\$5,007,062	\$3,822,667

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$414,646)	\$20,000	\$30,000	(\$424,646)
2 Preliminary Design	\$18,188	\$60,000	\$110,000	(\$31,812)
3 Final Design	\$872,872	\$200,000	\$300,000	\$772,872
4 Implementation	\$681,360	\$1,200,000	\$2,200,000	(\$318,640)
5 Closeout	\$26,621	\$20,000	\$30,000	\$16,621
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$1,184,396	\$1,500,000	\$2,670,000	\$14,396

NARRATIVES	PKS M:REG TRL SURFACE IMPR	1121500
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1. CURRENT 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:REG TRL SURFACE IMPR

1121500

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 prioritize pavement repairs and overlay of the regional trail system.

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. Keeping parks surfacing and appurtenances safe and usable is a requirement for continued operation of any facility. This is the direct result of having funds 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 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. This appropriation request will fund for asphalt overlays of long trail segments and extend the trail lifetime for an additional 10-15 years.

6. FUNDING AND REVENUE DISCUSSION

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

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

11. ART ELIGIBILITY

Parks trail maintenence

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:REG TRL SURFACE IMPR

1121500

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS M:DOCK REHAB PROGRAM

1121501

Master Project, 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:DOCK REHAB PROGRAM
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$45,454	\$10,000	\$0	\$0	\$55,454
2 Preliminary Design	\$14,039	\$0	\$0	\$0	\$14,039
3 Final Design	\$50,949	\$100,000	\$0	\$0	\$150,949
4 Implementation	\$493,758	\$390,000	\$0	\$0	\$883,758
5 Closeout	\$5,622	\$0	\$0	\$0	\$5,622
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$609,823	\$500,000	\$0	\$0	\$1,109,823

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$4,950	\$0	\$0	\$4,950

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 M:DOCK REHAB PROGRAM

1121501

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$11,645	\$0	\$20,000	\$0	\$0	\$31,645
2 Prelim Design	\$0	\$0	\$5,000	\$0	\$0	\$5,000
3 Final Design	\$0	\$25,000	\$115,000	\$0	\$0	\$140,000
4 Implementation	\$0	\$95,000	\$760,000	\$0	\$0	\$855,000
5 Closeout	\$0	\$0	\$25,000	\$0	\$0	\$25,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$11,645	\$120,000	\$925,000	\$0	\$0	\$1,056,645

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$13,084	\$45,454	\$11,645
2 Preliminary Design	\$0	\$0	\$3,019	\$14,039	\$0
3 Final Design	\$0	\$0	\$0	\$50,949	\$25,000
4 Implementation	\$0	\$0	\$0	\$493,758	\$95,000
5 Closeout	\$0	\$0	\$0	\$5,622	\$0
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$0	\$16,103	\$609,823	\$131,645

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$33,809	\$10,000	\$20,000	\$23,809
2 Preliminary Design	\$14,039	\$0	\$5,000	\$9,039
3 Final Design	\$25,949	\$100,000	\$115,000	\$10,949
4 Implementation	\$398,758	\$390,000	\$760,000	\$28,758
5 Closeout	\$5,622	\$0	\$25,000	(\$19,378)
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$478,178	\$500,000	\$925,000	\$53,178

NARRATIVES

PKS M:DOCK REHAB PROGRAM

1121501

1. CURRENT 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

3. PROJECT JUSTIFICATION

The existing aging dock facility has significant priority needs for replacement of dock components. It must be repaired and rehabilitated or closed. The work will be undertaken in multiple phases to keep it open for 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 is studying the best way to approach this removal and replacement.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:DOCK REHAB PROGRAM

1121501

4. PROJECT BENEFITS/OUTCOMES

Two of the primary benefits are increased access for all citizens 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

Budget request is based on past program needs adjusted to address rising design and construction costs in the region. Program budget in this appropriation is a consolidation of the individual budgets for project segments. Budget for individual project segments are based on either planning level or detailed Engineer's Estimate, past experience with previous similar project and on recent contractual commitments for design and engineering. The 2019-2020 appropriation request for the master program includes but is not limited to funding for the following: responding to emergent priority issues at docks that arise, program administration, inspections, and small repairs. This project also funds the replacement of portions of the Dockton Park dock facility located on Vashon Island. Remaining funds will also be used to study the needed repairs, removal or replacement of the piles at this dock and also the Tramp Harbor dock located on Vashon Island as required by Washington State Department of Natural Resources in the aquatic lease issued for continued use of the dock facility.

6. FUNDING AND REVENUE DISCUSSION

KC Parks has received RCO grant funding for a portion of the updates to Dockton Park Dock. This additional appropriation will help to leverage these dollars and increase Parks ability to meet its requirements in the aquatic lease.

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

Design and permitting is underway for the first set of replacement dock components.

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. RCO has awarded a grant for a small set of updates to the Dockton Dock.

11. ART ELIGIBILITY

N/A

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS M:DOCK REHAB PROGRAM	1121501
13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT		
<p>Programmatic Sustainable Scorecard Platinum will be targeted where applicable.</p> <p>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.</p>		
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS M: RSTRM REHAB & RPLMNT

1123893

Master Project, 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: RSTRM REHAB & RPLMNT
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$40,000	\$0	\$0	\$40,000
2 Preliminary Design	\$0	\$50,000	\$0	\$0	\$50,000
3 Final Design	\$0	\$100,000	\$0	\$0	\$100,000
4 Implementation	\$986,577	\$800,000	\$0	\$0	\$1,786,577
5 Closeout	\$0	\$10,000	\$0	\$0	\$10,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$986,577	\$1,000,000	\$0	\$0	\$1,986,577

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$9,901	\$0	\$0	\$9,901

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39789 - CONTRIB REET #1	\$1,000,000	\$0	\$0	\$1,000,000
Total Revenue	\$1,000,000	\$0	\$0	\$1,000,000

EXPENSE

PKS M: RSTRM REHAB & RPLMNT

1123893

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$164,466	\$0	\$40,000	\$0	\$0	\$204,466
2 Prelim Design	\$25,149	\$0	\$50,000	\$0	\$0	\$75,149
3 Final Design	\$47,620	\$70,000	\$100,000	\$0	\$0	\$217,620
4 Implementation	\$11,216	\$663,000	\$800,000	\$0	\$0	\$1,474,216
5 Closeout	\$0	\$5,000	\$10,000	\$0	\$0	\$15,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$248,451	\$738,000	\$1,000,000	\$0	\$0	\$1,986,451

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$170,792	\$0	\$164,466
2 Preliminary Design	\$0	\$0	\$29,934	\$0	\$25,149
3 Final Design	\$0	\$0	\$58,284	\$0	\$117,620
4 Implementation	\$0	\$0	\$11,216	\$986,577	\$674,216
5 Closeout	\$0	\$0	\$0	\$0	\$5,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$270,226	\$986,577	\$986,451

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$164,466)	\$40,000	\$40,000	(\$164,466)
2 Preliminary Design	(\$25,149)	\$50,000	\$50,000	(\$25,149)
3 Final Design	(\$117,620)	\$100,000	\$100,000	(\$117,620)
4 Implementation	\$312,362	\$800,000	\$800,000	\$312,362
5 Closeout	(\$5,000)	\$10,000	\$10,000	(\$5,000)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$127	\$1,000,000	\$1,000,000	\$127

NARRATIVES

PKS M: RSTRM REHAB & RPLMNT

1123893

1. CURRENT PROJECT SCOPE

Restroom Rehabilitation and Replacement - This project will assess, evaluate, rehabilitate, enhance, and/or replace existing aging park restroom facilities throughout King County's park system in order to ensure they remain usable, functional and open for public and staff use.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Restroom facilities proposed in this project are past their useful life and replacement will provide an opportunity to install more water efficient toilets and fixtures. The Parks Division has received numerous complaints from park users about the poor condition of these restroom facilities. The proposed improvements will enhance visitor use of park facilities.

4. PROJECT BENEFITS/OUTCOMES

Updated restroom facilities will create a more enjoyable park user experience and will improve operating and maintenance efficiency.

5. BUDGET REQUEST BASIS

Budget is based on detailed Engineer's Estimate, past experience with previous similar projects for design, engineering, permitting, and construction. The 2019-2020 appropriation will be used to fund design, engineering, permitting and construction of emerging priority restroom issues, replace the restroom at Coalfield Park, rehab and/or replace the restroom at Five Mile Lake. Other high priority restroom projects identified for upcoming 6-Year CIP include but are not limited to the following: Dockton Park, Tolt McDonald Park, Dick Thurnau Park, Sammamish River Trail at Northshore, Redmond Ridge and some of those in Marymoor Park.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M: RSTRM REHAB & RPLMNT

1123893

6. FUNDING AND REVENUE DISCUSSION

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

In 2017/2018 King County focused on developing and finalizing restroom design standards for use throughout its system. The standards will be used for future restroom projects. By the end of 2018 King County plans to purchase up to six Portland Loo (brand name for urban restroom designed by City of Portland to discourage nefarious activities) single user restroom facilities for testing in high risk parks with high incidents of vandalism and nefarious activities. Four are scheduled for installation at Steve Cox Park in 2018 and two for installation at Skyway Park in 2019.

9. ALTERNATIVES ANALYSIS

A non-action alternative would result in frequent repairs and probable closure of restroom facilities. Delays in addressing this condition may result in additional costs and could create negative public opinion of the lack of service provided to the community.

10. OTHER AGENCY INVOLVEMENT

Permitting agencies may have limited involvement. No other agency involvement is anticipated.

11. ART ELIGIBILITY

N/A

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

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS M: PK LOT & PTHWY RHB

1123894

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: PK LOT & PTHWY RHB
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$50,000	\$0	\$0	\$0	\$50,000
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$305,000	\$125,000	\$0	\$0	\$430,000
4 Implementation	\$1,892,974	\$840,000	\$0	\$0	\$2,732,974
5 Closeout	\$40,248	\$35,000	\$0	\$0	\$75,248
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$2,288,223	\$1,000,000	\$0	\$0	\$3,288,223

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$9,901	\$0	\$0	\$9,901

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39789 - CONTRIB REET #1	\$1,000,000	\$0	\$0	\$1,000,000
Total Revenue	\$1,000,000	\$0	\$0	\$1,000,000

EXPENSE

PKS M: PK LOT & PTHWY RHB

1123894

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$7,410	\$0	\$0	\$0	\$0	\$7,410
2 Prelim Design	\$6,536	\$0	\$0	\$0	\$0	\$6,536
3 Final Design	\$59,889	\$149,000	\$125,000	\$0	\$0	\$333,889
4 Implementation	\$1,181,258	\$733,000	\$840,000	\$0	\$0	\$2,754,258
5 Closeout	\$747	\$25,000	\$35,000	\$0	\$0	\$60,747
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$1,255,841	\$907,000	\$1,000,000	\$0	\$0	\$3,162,841

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$19,651	\$50,000	\$7,410
2 Preliminary Design	\$0	\$0	\$7,074	\$0	\$6,536
3 Final Design	\$0	\$0	\$74,539	\$305,000	\$208,889
4 Implementation	\$0	\$0	\$1,259,843	\$1,892,974	\$1,914,258
5 Closeout	\$0	\$0	\$747	\$40,248	\$25,747
6 Acquisition	\$0	\$0	\$2,654	\$0	\$0
Total	\$0	\$0	\$1,364,508	\$2,288,222	\$2,162,840

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$42,591	\$0	\$0	\$42,591
2 Preliminary Design	(\$6,536)	\$0	\$0	(\$6,536)
3 Final Design	\$96,111	\$125,000	\$125,000	\$96,111
4 Implementation	(\$21,284)	\$840,000	\$840,000	(\$21,284)
5 Closeout	\$14,501	\$35,000	\$35,000	\$14,501
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$125,383	\$1,000,000	\$1,000,000	\$125,383

NARRATIVES

PKS M: PK LOT & PTHWY RHB

1123894

1. CURRENT PROJECT SCOPE

The Parking Lot and Pathway Rehabilitation Program - funds emergent parking lot or pathway repairs, rehabilitation of existing parking lots and pathways, as well as, design, engineering, permitting and implementation of parking lot improvement and pavement conversion projects in high priority locations within King County's Parks system.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Parking lots and pathways are critical to maintaining safe and ADA compliant access to King County's Parks system. A number of parking lots and pathways are in a state of significant deterioration. It is critical that the Division invest in its infrastructure to keep parks open and safe for public use. Further delay or slowing of this work increases the amount of damage and degradation to these facilities, thereby significantly increasing costs and risks to the public.

4. PROJECT BENEFITS/OUTCOMES

A safe and open Park System with usable 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 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M: PK LOT & PTHWY RHB

1123894

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. This 2019-2020 capital appropriation funds emergent pavement repairs, parking lot and pathway rehabilitation, and improvements at high priority locations. It allows the Division to bring parking lots and pathways up to current design and safety standards. Major elements of the program include pathway ADA accessibility within parking lots, sub-base repair, paving, tree removal, parking lot drainage improvements, and installation of root barrier as needed.

6. FUNDING AND REVENUE DISCUSSION

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

N/A

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

N/A

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

17. CAPACITY TO IMPLEMENT THE PROJECT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M: PK LOT & PTHWY RHB

1123894

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$50,000	\$40,000	\$0	\$0	\$90,000
2 Preliminary Design	\$0	\$60,000	\$0	\$0	\$60,000
3 Final Design	\$198,000	\$280,000	\$0	\$0	\$478,000
4 Implementation	\$1,541,859	\$1,200,000	\$0	\$0	\$2,741,859
5 Closeout	\$10,000	\$20,000	\$0	\$0	\$30,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,799,860	\$1,600,000	\$0	\$0	\$3,399,860

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39776 - CONTRIB REET #2	\$600,000	\$0	\$0	\$600,000
39789 - CONTRIB REET #1	\$1,000,000	\$0	\$0	\$1,000,000
Total Revenue	\$1,600,000	\$0	\$0	\$1,600,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE **PKS M: DRNGE/SWR/WTR SYSTM RHB** **1123896**

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$54,268	\$0	\$40,000	\$0	\$0	\$94,268
2 Prelim Design	\$85,290	\$0	\$60,000	\$0	\$0	\$145,290
3 Final Design	\$180,604	\$56,000	\$259,000	\$0	\$0	\$495,604
4 Implementation	\$579,471	\$431,000	\$1,500,000	\$0	\$0	\$2,510,471
5 Closeout	\$12,424	\$0	\$40,000	\$0	\$0	\$52,424
6 Acquisition	\$333	\$0	\$0	\$0	\$0	\$333
Total Expense	\$912,389	\$487,000	\$1,899,000	\$0	\$0	\$3,298,389

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$54,504	\$50,000	\$54,268
2 Preliminary Design	\$0	\$0	\$94,449	\$0	\$85,290
3 Final Design	\$0	\$0	\$254,914	\$198,000	\$236,604
4 Implementation	\$0	\$0	\$774,750	\$1,541,859	\$1,010,471
5 Closeout	\$0	\$0	\$16,026	\$10,000	\$12,424
6 Acquisition	\$0	\$0	\$333	\$0	\$333
Total	\$0	\$0	\$1,194,976	\$1,799,859	\$1,399,390

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$4,268)	\$40,000	\$40,000	(\$4,268)
2 Preliminary Design	(\$85,290)	\$60,000	\$60,000	(\$85,290)
3 Final Design	(\$38,604)	\$280,000	\$259,000	(\$17,604)
4 Implementation	\$531,388	\$1,200,000	\$1,500,000	\$231,388
5 Closeout	(\$2,423)	\$20,000	\$40,000	(\$22,423)
6 Acquisition	(\$333)	\$0	\$0	(\$333)
Total	\$400,470	\$1,600,000	\$1,899,000	\$101,470

NARRATIVES **PKS M: DRNGE/SWR/WTR SYSTM RHB** **1123896**

1. CURRENT 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

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M: DRNGE/SWR/WTR SYSTM RHB

1123896

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. High priority projects in this 2019-2020 capital appropriation request include capital investments in replacement of failing culverts in the Parks System and additional emerging utility system priorities which are identified during the biennium.

6. FUNDING AND REVENUE DISCUSSION

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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS M: DRNGE/SWR/WTR SYSTM RHB	1123896
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS M:EMERALD NCKLCE TR

1123925

Department	NATURAL RESOURCES AND PARKS
Council District(s)	3
Fund	3581 PARKS CAPITAL
Class Code	STANDALONE
Substantial Completion	
Location	Sammamish
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$700,000	\$50,000	\$0	\$0	\$750,000
Total Budget	\$700,000	\$50,000	\$0	\$0	\$750,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 M:EMERALD NCKLCE TR

1123925

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$103	\$0	\$0	\$0	\$0	\$103
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$101	\$0	\$0	\$0	\$0	\$101
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$699,796		\$50,000	\$0	\$0	\$749,796
Total Expense	\$699,999	\$0	\$50,000	\$0	\$0	\$749,999

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$373	\$0	\$103
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$101	\$0	\$101
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$686,142	\$700,000	\$699,796
Total	\$0	\$0	\$686,616	\$700,000	\$700,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$103)	\$0	\$0	(\$103)
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$101)	\$0	\$0	(\$101)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$204	\$50,000	\$50,000	\$204
Total	\$0	\$50,000	\$50,000	\$0

NARRATIVES

PKS M:EMERALD NCKLCE TR

1123925

1. CURRENT PROJECT SCOPE

Emerald Necklace Trail - This grant request would provide for some early feasibility work (appraisals and title work) to be completed to support acquisition of parcels in fee or easement within the Patterson Creek Basin that would both serve as an addition to the County's Soaring Eagle Park and address some crucial missing links associated with the proposed "Emerald Necklace", an inter-jurisdictional effort to create a continuous 28-mile trail encircling the Sammamish Plateau within, and adjacent to, the City of Sammamish. This proposed trail project would connect to many local/community trails currently located on public lands within the vicinity and the regional trails that surround Sammamish. Approximately 80% of the proposed Emerald Necklace trail is already in place.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

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. The parcels are also identified in the WRIA 8 Plan and the Land Conservation Initiative inventory as high conservation priorities. The City of Sammamish and the Mountains to Sound Greenway are spearheading Emerald Necklace trail effort. King County is involved due to its park ownership within the proposed trail corridor and the fact that a large portion of the trail would be located in unincorporated rural zoned lands. This project is supported by the City of Sammamish and several key stakeholder groups (Sammamish Friends, Sammamish Walks, and Issaquah Alps Trail Club). 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

If fully implemented, this project will help facilitate the acquisition of an addition of 40 acres of land to Soaring Eagle Park and trail conservation easements on multiple parcels adding several miles of additional linkages of the Emerald Necklace Trail.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:EMERALD NCKLCE TR

1123925

5. BUDGET REQUEST BASIS

The budget request is based on estimates for early due diligence work provided by Water and Land Resource (WLR) Open Space Acquisitions staff and as recommended by the Conservation Futures Tax (CFT) Committee. This project would allow feasibility work to support acquisition of multiple key "missing link" parcels located in the proposed Emerald Necklace Corridor as described above.

6. FUNDING AND REVENUE DISCUSSION

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

Initial mapping and analysis of the proposed trail corridor have begun. An appraisal and a title report has been ordered for two of the properties for which there is a willing seller. This project builds upon an earlier acquisitions in 2017 that resulted in the fee acquisition of 170 acres which became an addition to Soaring Eagle and contributed to completing some portions of the Emerald Necklace Corridor. Funds from the King County's Transfer of Development Rights (TDR) Program (as a result of sale of the parcels' development rights to developers within the City of Sammamish) may also be available to support some of the parcels within the larger acquisition project scope.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

The City of Sammamish has an interest in working with King County in support of the overall Emerald Necklace Corridor vision and has partnered with the County on a TDR ILA that helps provide funding to support acquisitions related to this project.

11. ART ELIGIBILITY

Open Space Acquisition

12. EQUITY AND SOCIAL JUSTICE IMPACT

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS M: MARYMOOR PARK

1123996

Master Project, Art Eligible

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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$150,000	\$0	\$0	\$150,000
2 Preliminary Design	\$0	\$300,000	\$0	\$0	\$300,000
3 Final Design	\$0	\$500,000	\$0	\$0	\$500,000
4 Implementation	\$1,468,080	\$2,000,000	\$0	\$0	\$3,468,080
5 Closeout	\$0	\$50,000	\$0	\$0	\$50,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,468,081	\$3,000,000	\$0	\$0	\$4,468,081

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$29,703	\$0	\$0	\$29,703

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$216,000	\$0	\$0	\$216,000
39789 - CONTRIB REET #1	\$2,784,000	\$0	\$0	\$2,784,000
Total Revenue	\$3,000,000	\$0	\$0	\$3,000,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		PKS M: MARYMOOR PARK				1123996
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$16,806	\$30,000	\$250,000	\$0	\$0	\$296,806
2 Prelim Design	\$19,693	\$0	\$500,000	\$0	\$0	\$519,693
3 Final Design	\$41,158	\$30,000	\$500,000	\$0	\$0	\$571,158
4 Implementation	\$389,993	\$360,000	\$2,270,000	\$0	\$0	\$3,019,993
5 Closeout	\$3,421	\$0	\$50,000	\$0	\$0	\$53,421
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$471,072	\$420,000	\$3,570,000	\$0	\$0	\$4,461,072

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$47,966	\$0	\$46,806
2 Preliminary Design	\$0	\$0	\$20,467	\$0	\$19,693
3 Final Design	\$0	\$0	\$46,144	\$0	\$71,158
4 Implementation	\$0	\$0	\$390,339	\$1,468,080	\$749,993
5 Closeout	\$0	\$0	\$3,421	\$0	\$3,421
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$508,337	\$1,468,080	\$891,071

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$46,806)	\$150,000	\$250,000	(\$146,806)
2 Preliminary Design	(\$19,693)	\$300,000	\$500,000	(\$219,693)
3 Final Design	(\$71,158)	\$500,000	\$500,000	(\$71,158)
4 Implementation	\$718,087	\$2,000,000	\$2,270,000	\$448,087
5 Closeout	(\$3,421)	\$50,000	\$50,000	(\$3,421)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$577,009	\$3,000,000	\$3,570,000	\$7,009

NARRATIVES PKS M: MARYMOOR PARK 1123996

1. CURRENT 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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 citizens. 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.

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.

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 2019-2020 proposed capital appropriation for this master program funds continued identification, planning, design, engineering, permitting, and construction of priority and emergent projects to address priority capital rehabilitation needs, major maintenance, repair and safety needs at Marymoor Park. The planned asset improvement projects funded by this 2019-2020 appropriation at Marymoor Park include, but are not limited to, the following: synthetic turf field surface replacement, a variety of infrastructure issues at Clise Mansion, Cottage interior remodeling, improvements to North Utility building, picnic shelter upgrades, pathway improvements, and pedestrian lighting at parking lots.

6. FUNDING AND REVENUE DISCUSSION

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

N/A

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M: MARYMOOR PARK

1123996

12. EQUITY AND SOCIAL JUSTICE IMPACT

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS:ASSET MGT SYS

1124055

IT Project

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	12/31/2020
Location	General
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$823,545	\$830,000	\$0	\$0	\$1,653,545
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$873,545	\$830,000	\$0	\$0	\$1,703,545

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39776 - CONTRIB REET #2	\$830,000	\$0	\$0	\$830,000
Total Revenue	\$830,000	\$0	\$0	\$830,000

EXPENSE PKS:ASSET MGT SYS 1124055

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$734	\$0	\$0	\$0	\$0	\$734
2 Prelim Design	\$28,376	\$0	\$0	\$0	\$0	\$28,376
3 Final Design	\$25,011	\$50,000	\$0	\$0	\$0	\$75,011
4 Implementation	\$101,097	\$250,000	\$1,230,000	\$0	\$0	\$1,581,097
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$155,217	\$300,000	\$1,230,000	\$0	\$0	\$1,685,217

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$50,000	\$734	\$50,000	\$734
2 Preliminary Design	\$0	\$0	\$32,824	\$0	\$28,376
3 Final Design	\$0	\$0	\$75,072	\$0	\$75,011
4 Implementation	\$0	\$1,653,545	\$103,174	\$823,545	\$351,097
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,703,545	\$211,804	\$873,545	\$455,218

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$49,267	\$0	\$0	\$49,267
2 Preliminary Design	(\$28,376)	\$0	\$0	(\$28,376)
3 Final Design	(\$75,011)	\$0	\$0	(\$75,011)
4 Implementation	\$472,448	\$830,000	\$1,230,000	\$72,448
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$418,328	\$830,000	\$1,230,000	\$18,328

NARRATIVES

PKS:ASSET MGT SYS

1124055

1. CURRENT PROJECT SCOPE

Parks Asset Management System - This is a project to customize and setup a Parks Asset Management System using Lucity Software. It also includes ongoing collection of asset data, conducting inspections to update existing asset data, software licensing fees, and labor to maintain/operate the software system once implemented. The project also proposes to develop a prioritization algorithm for identified asset deficiencies and their repair or replacement.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

As the division embarks on the renovation and construction of a significant number of capital assets. There exists a need to make more informed data driven decisions. This requires that we develop a data set of new and existing assets, procedures to manage those assets, and an automated system to manage and track major maintenance details, drawings, and documents associated with each asset, including their priority ranking for major maintenance, inspection, protection and renewal. The automated system will allow the division to track and report on all Parks assets and to maintain a record of each of the assets, asset service schedules, major maintenance records, the current value of the asset and a schedule for asset replacement. It would also allow Parks to establish regular rehabilitation and replacement cycles and allow the division to develop a system to assist the division in the management and prioritization of the repair and replacement all of its assets.

4. PROJECT BENEFITS/OUTCOMES

This project will allow the Division to more efficiently and accurately identify and prioritize repair and replacement of parks assets using data driven decisions.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS:ASSET MGT SYS

1124055

5. BUDGET REQUEST BASIS

The budget request is based on the Project Manager's estimate of labor and other equipment costs to collect, input, maintain, and analyze data as well as anticipated software licensing fees. The 2019-2020 appropriation request will allow the division to complete the implementation of the Parks Asset Management System using Lucity Software. It will also pay for the costs associated with collecting, updating, and maintaining data in the system.

6. FUNDING AND REVENUE DISCUSSION

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 division is currently working with Lucity to setup, customize, and import existing asset data into the asset management system. Park's goal is to go Live with existing asset data in the system by the end of 2018. Continued timely support for the IT and GIS team is essential in order to meet this goal.

9. ALTERNATIVES ANALYSIS

A lack of funded would result in a no-action alternative that would result in a delay in the collection and automation of the agency's physical assets and a delay in the automation of the documentation of maintenance records. It would also make prioritization of future projects less efficient and more costly.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

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. Investment in this system will benefit underserved communities and disadvantaged individuals that use these facilities.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This is a software and data collection program only and the requirements of the Green Building Ordinance do not apply.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS:ASSET MGT SYS

1124055

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	General
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$3,138,859	\$3,531,025	\$0	\$0	\$6,669,884
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$3,138,859	\$3,531,025	\$0	\$0	\$6,669,884

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	\$37,025	\$0	\$0	\$37,025
39776 - CONTRIB REET #2	\$3,302,000	\$0	\$0	\$3,302,000
39789 - CONTRIB REET #1	\$192,000	\$0	\$0	\$192,000
Total Revenue	\$3,531,025	\$0	\$0	\$3,531,025

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		PKS CPITAL PLAN ADM					1126266
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$49,311	\$0	\$0	\$0	\$0	\$49,311	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0	
4 Implementation	\$813,144	\$1,640,000	\$4,070,000	\$0	\$0	\$6,523,144	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$862,455	\$1,640,000	\$4,070,000	\$0	\$0	\$6,572,455	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$74,982	\$0	\$49,311
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$1,652,190	\$3,138,859	\$2,453,144
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$1,727,172	\$3,138,859	\$2,502,455

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$49,311)	\$0	\$0	(\$49,311)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$685,715	\$3,531,025	\$4,070,000	\$146,740
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$636,404	\$3,531,025	\$4,070,000	\$97,429

NARRATIVES

PKS CPITAL PLAN ADM

1126266

1. CURRENT 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

N/A

3. PROJECT JUSTIFICATION

It provides more transparency with respect to the various costs associated with implementing the Parks capital program.

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS CPITAL PLAN ADM

1126266

5. BUDGET REQUEST BASIS

The amount requested is calculated based on previous actuals including software and side-system license fees and anticipated labor costs (the software referenced here is Unifier, Parks' capital project management system).

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

N/A

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

N/A

11. ART ELIGIBILITY

The project is administrative project and 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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	
Location	Woodinville
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$578,000	\$96,500	\$0	\$0	\$674,500
Total Budget	\$578,000	\$96,500	\$0	\$0	\$674,500

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$96,500	\$0	\$0	\$96,500
Total Revenue	\$96,500	\$0	\$0	\$96,500

EXPENSE PKS COLD/COTTAGE LAKE CREEK 1127071

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$193,842	\$0	\$480,000	\$0	\$0	\$673,842
Total Expense	\$193,842	\$0	\$480,000	\$0	\$0	\$673,842

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$208,462	\$578,000	\$193,842
Total	\$0	\$0	\$208,462	\$578,000	\$193,842

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$384,158	\$96,500	\$480,000	\$658
Total	\$384,158	\$96,500	\$480,000	\$658

NARRATIVES

PKS COLD/COTTAGE LAKE CREEK

1127071

1. CURRENT PROJECT SCOPE

Cottage Lake Creek - This project is to acquire and protect significant open space lands along Cottage Lake Creek, an important salmon bearing stream.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

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 budget request is based on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee. This project will acquire a property on the Nicholls property along Cottage Lake Creek. They own ~ 11 parcels totaling 35 acres.

6. FUNDING AND REVENUE DISCUSSION

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS COLD/COTTAGE LAKE CREEK	1127071
8. PROJECT STATUS		
On-going (negotiation)		
9. ALTERNATIVES ANALYSIS		
10. OTHER AGENCY INVOLVEMENT		
11. ART ELIGIBILITY		
Open Space Acquisition		
12. EQUITY AND SOCIAL JUSTICE IMPACT		
This project does not directly further a goal of the King County Equity and Social Justice Plan		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	
Location	Between Black Diamond and Enumclaw
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,005,000	\$250,000	\$0	\$0	\$1,255,000
Total Budget	\$1,005,000	\$250,000	\$0	\$0	\$1,255,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 LOWER NEWAUKUM CRK

1127075

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$99,726	\$0	\$1,100,000	\$0	\$0	\$1,199,726
Total Expense	\$99,726	\$0	\$1,100,000	\$0	\$0	\$1,199,726

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$219,469	\$1,005,000	\$99,726
Total	\$0	\$0	\$219,469	\$1,005,000	\$99,726

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$905,274	\$250,000	\$1,100,000	\$55,274
Total	\$905,274	\$250,000	\$1,100,000	\$55,274

NARRATIVES

PKS LOWER NEWAUKUM CRK

1127075

1. CURRENT PROJECT SCOPE

Lower Newaukum Creek - This project will acquire additional natural areas along the Green River. The Lower Newaukum Creek project has a goal of acquiring and protecting 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

N/A

3. PROJECT JUSTIFICATION

Chinook and steelhead salmon recovery

4. PROJECT BENEFITS/OUTCOMES

Improved habitat and water quality.

5. BUDGET REQUEST BASIS

The budget request is based on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee.

6. FUNDING AND REVENUE DISCUSSION

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS LOWER NEWAUKUM CRK	1127075
8. PROJECT STATUS		
Ready to begin landowner negotiations.		
9. ALTERNATIVES ANALYSIS		
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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS VASHON ISLND S UPLAND FRST

1129476

Department	NATURAL RESOURCES AND PARKS
Council District(s)	8
Fund	3581 PARKS CAPITAL
Class Code	STANDALONE
Substantial Completion	
Location	Vashon Island (Frog Holler Forest)
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$595,000	\$500,000	\$0	\$0	\$1,095,000
Total Budget	\$595,000	\$500,000	\$0	\$0	\$1,095,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 VASHON ISLND S UPLAND FRST

1129476

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$100	\$0	\$0	\$0	\$0	\$100
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	\$184,816	\$410,000	\$500,000	\$0	\$0	\$1,094,816
Total Expense	\$184,916	\$410,000	\$500,000	\$0	\$0	\$1,094,916

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$100	\$0	\$100
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	\$213,570	\$595,000	\$594,816
Total	\$0	\$0	\$213,670	\$595,000	\$594,916

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$100)	\$0	\$0	(\$100)
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$184	\$500,000	\$500,000	\$184
Total	\$84	\$500,000	\$500,000	\$84

NARRATIVES

PKS VASHON ISLND S UPLAND FRST

1129476

1. CURRENT PROJECT SCOPE

Vashon Island South Upland Forest Acquisition - This is a multi-year project to conserve more than 500 acres of upland forest on the south end of Vashon Island, creating a community forest and passive recreational opportunity.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This is an ongoing initiative to conserve large blocks of undeveloped forest land in SE Vashon Island. More than 500 acres of upland forests could be preserved to connect to Camp Sealth and Misty Isle Farm, other large forest landholdings, and adjacent natural areas along the shoreline. The acquisition approach may include both development rights and fee purchase.

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

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan.

5. BUDGET REQUEST BASIS

The budget request is based on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee. Acquire 40 acres of forested land that would add to Frog Holler Forest as part of an initiative on southwestern Vashon Island to conserve large tracts of upland forests.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS VASHON ISLND S UPLAND FRST

1129476

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 owners of the 40-acre parcel.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

Vashon Land Trust

11. ART ELIGIBILITY

Open Space Acquisition

12. EQUITY AND SOCIAL JUSTICE IMPACT

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS M:PARKS ENERGY EFFICIENCY

1129671

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:PARKS ENERGY EFFICIENCY
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$20,000	\$0	\$0	\$0	\$20,000
3 Final Design	\$20,000	\$0	\$0	\$0	\$20,000
4 Implementation	\$1,421,000	\$400,000	\$0	\$0	\$1,821,000
5 Closeout	\$5,000	\$0	\$0	\$0	\$5,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,466,000	\$400,000	\$0	\$0	\$1,866,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39789 - CONTRIB REET #1	\$400,000	\$0	\$0	\$400,000
Total Revenue	\$400,000	\$0	\$0	\$400,000

EXPENSE

PKS M:PARKS ENERGY EFFICIENCY

1129671

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$3,745	\$0	\$0	\$0	\$0	\$3,745
4 Implementation	\$860,788	\$450,000	\$400,000	\$0	\$0	\$1,710,788
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$864,533	\$450,000	\$400,000	\$0	\$0	\$1,714,533

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$466	\$20,000	\$0
3 Final Design	\$0	\$0	\$3,745	\$20,000	\$3,745
4 Implementation	\$0	\$0	\$1,045,851	\$1,421,000	\$1,310,788
5 Closeout	\$0	\$0	\$0	\$5,000	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$1,050,062	\$1,466,000	\$1,314,533

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$20,000	\$0	\$0	\$20,000
3 Final Design	\$16,255	\$0	\$0	\$16,255
4 Implementation	\$110,213	\$400,000	\$400,000	\$110,213
5 Closeout	\$5,000	\$0	\$0	\$5,000
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$151,468	\$400,000	\$400,000	\$151,468

NARRATIVES

PKS M: PARKS ENERGY EFFICIENCY

1129671

1. CURRENT PROJECT SCOPE

The Parks Energy Efficiency Program (PEEP) Program - funds emergent priority energy issues that arise, energy audits of existing park facilities and the ongoing replacement of existing energy consuming systems with better energy controls and more energy efficient systems.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

This master program allows the Parks Division to meet its Strategic Climate Action Plan (SCAP) goals of reducing energy and greenhouse gas emissions. It also reduces short and long term energy costs which will free up utility funds in the operating budget.

4. PROJECT BENEFITS/OUTCOMES

Reduced energy consumption, lower operating costs, and reduced greenhouse gas emissions.

5. BUDGET REQUEST BASIS

Budget is based on planning level estimate, past experience with previous types of projects and on past contractual commitments for design and engineering. This 2019-2020 appropriation will fund the following: emergent priority energy issues that arise, energy audits of existing park facilities, the ongoing replacement of existing energy consuming systems with better energy controls and more energy efficient systems.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:PARKS ENERGY EFFICIENCY

1129671

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 reduced relative energy costs for 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

Parks has and continues to strive to reduce its impacts on the environment. The program has installed a significant number of energy efficient systems and continues to identify and implement new ones.

9. ALTERNATIVES ANALYSIS

Energy alternatives are continually evaluated for each project undertaken in this master program, always considering the latest available proven technologies.

10. OTHER AGENCY INVOLVEMENT

The Lighting Lab, PSE and Seattle City Light are consulted for information on latest proven technologies and available energy rebates that allow master program funds to be go toward other projects.

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

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS EMERGENT CONTINGENCY 3581

1129673

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	General
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$2,430,729	(\$2,430,729)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$2,430,729	(\$2,430,729)	\$0	\$0	\$0

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	(\$2,430,729)	\$0	\$0	(\$2,430,729)
Total Revenue	(\$2,430,729)	\$0	\$0	(\$2,430,729)

EXPENSE

PKS EMERGENT CONTINGENCY 3581

1129673

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$2,430,729	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$2,430,729	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$2,430,729	(\$2,430,729)	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$2,430,729	(\$2,430,729)	\$0	\$0

NARRATIVES

PKS EMERGENT CONTINGENCY 3581

1129673

1. CURRENT PROJECT SCOPE

Emergent Need Contingency Project Fund 3581 - This is a project to provide a mechanism for funding an existing capital project within the same fund that has insufficient appropriation due to unforeseen circumstances such as project delays or accelerations. If needed, this project will also provide a source of funding for matching portions of grants.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate the remaining balance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS EMERGENT CONTINGENCY 3581	1129673
8. PROJECT STATUS		
N/A		
9. ALTERNATIVES ANALYSIS		
N/A		
10. OTHER AGENCY INVOLVEMENT		
11. ART ELIGIBILITY		
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)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	General
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,089,250	\$13,690,000	\$0	\$0	\$14,779,250
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,089,250	\$13,690,000	\$0	\$0	\$14,779,250

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	\$13,690,000	\$0	\$0	\$13,690,000
Total Revenue	\$13,690,000	\$0	\$0	\$13,690,000

EXPENSE

PKS GRANT CONTINGENCY 3581

1129676

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$800,000	\$13,979,000	\$0	\$0	\$14,779,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$800,000	\$13,979,000	\$0	\$0	\$14,779,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$1,089,250	\$800,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$1,089,250	\$800,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$289,250	\$13,690,000	\$13,979,000	\$250
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$289,250	\$13,690,000	\$13,979,000	\$250

NARRATIVES

PKS GRANT CONTINGENCY 3581

1129676

1. CURRENT 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

N/A

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), WADNR, 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, and the Cooperative Watershed Management (CWM).

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS GRANT CONTINGENCY 3581	1129676
8. PROJECT STATUS		
N/A		
9. ALTERNATIVES ANALYSIS		
N/A		
10. OTHER AGENCY INVOLVEMENT		
11. ART ELIGIBILITY		
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)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS M:RTS MONITORING & MAINT

1129690

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 MONITORING & MAINT
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,302,000	\$504,195	\$0	\$0	\$1,806,195
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,302,000	\$504,195	\$0	\$0	\$1,806,195

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$500,000	\$0	\$0	\$500,000
36999 - OTHER MISC REVENUE	\$4,195	\$0	\$0	\$4,195
Total Revenue	\$504,195	\$0	\$0	\$504,195

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		PKS M:RTS MONITORING & MAINT					1129690
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$7,834	\$0	\$0	\$0	\$0	\$7,834	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$2,991	\$0	\$0	\$0	\$0	\$2,991	
4 Implementation	\$458,744	\$450,000	\$850,000	\$0	\$0	\$1,758,744	
5 Closeout	\$665	\$0	\$0	\$0	\$0	\$665	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$470,234	\$450,000	\$850,000	\$0	\$0	\$1,770,234	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$7,834	\$0	\$7,834
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$2,991	\$0	\$2,991
4 Implementation	\$0	\$0	\$478,676	\$1,302,000	\$908,744
5 Closeout	\$0	\$0	\$665	\$0	\$665
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$490,166	\$1,302,000	\$920,234

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$7,834)	\$0	\$0	(\$7,834)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$2,991)	\$0	\$0	(\$2,991)
4 Implementation	\$393,256	\$504,195	\$850,000	\$47,451
5 Closeout	(\$665)	\$0	\$0	(\$665)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$381,766	\$504,195	\$850,000	\$35,961

NARRATIVES PKS M:RTS MONITORING & MAINT 1129690

1. CURRENT PROJECT SCOPE

Regional Trail System Monitoring & Maintenance - This master program funds on-site assessments of capital plantings and mitigation along the Regional Trail System Projects. In addition, during the permit required time periods, the program funds are used to evaluate the health of landscape plantings, perform required site maintenance and monitoring, remove invasive plants, replant dead or damaged plants, and provide reports to regulatory agencies for review and approval.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:RTS MONITORING & MAINT

1129690

3. PROJECT JUSTIFICATION

Public agencies are not generally required to post bonds for these permit requirements. Permitting agencies and/or local city ordinances still require King County to install significant planting on new capital projects and compliance is mandatory. This planting must be maintained in accordance with permit conditions and city standards. They also must be regularly monitored to ensure survivability standards (can be anywhere between 85-100%) are being met. Funding will provide appropriate compliance monitoring and maintenance to meet the permit requirements and city standards. Monitoring and maintenance is typically required for at least 3 to 10 years or for as long as it takes to meet survivability standards. Failure to meet standards may require planting and longer monitoring periods.

4. PROJECT BENEFITS/OUTCOMES

Successful maintenance of these sites adds the user enjoyment of the regional trails. Successfully maintaining and achieving performance standards within the targeted timeframe also keeps King County Parks is high standing with citizens and regulatory agencies. This makes obtaining future permits for similar capital project work easier and faster.

5. BUDGET REQUEST BASIS

Budget for this 2019-20 appropriation request is based on actual historical costs of successfully maintaining and monitoring similar sites over the past few years. These costs have been slightly adjusted for anticipated increasing labor, equipment, and materials costs based on growth and demands in the region. The 2019-2020 budget appropriation request will fund emergent trail landscape issues that arise, monitoring and maintenance of permit required landscaping and mitigation areas, as required by permit agencies and local jurisdictions. Locations currently included in this master program are the following: East Lake Sammamish Trail, Lake to Sound Trail, Burke Gilman Trail, and other regional trails as needs emerge.

6. FUNDING AND REVENUE DISCUSSION

The requested amount includes a transfer of \$4,195 from a completed project #1044591 (PKS Burke Gilman Regional Trail).

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

Six distinct locations along three trails were monitored and maintained in 2017/2018. One of these sites successfully met its performance standards and was approved by the regulatory agency as no longer requiring monitoring or maintenance. At least three new locations are expected to be added for 2019/2020, and two existing locations are on track to meet performance standards by 2020.

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

Federal, state, and local permitting agencies must approve monitoring and maintenance success at a site. King County Parks utilizes the King County Community Work Program (DAJD) for maintenance in some locations.

11. ART ELIGIBILITY

It is a monitoring and maintenance project.

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

Landscaping and mitigation areas are included in the Sustainable Scorecard analysis that is done for the associated project, and thus are not reevaluated a second time under this program. 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS M:RTS MONITORING & MAINT	1129690
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS M:SKYWAY PARK

1129700

Master Project, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,155,000	\$500,000	\$0	\$0	\$1,655,000
5 Closeout	\$5,000	\$0	\$0	\$0	\$5,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,355,000	\$500,000	\$0	\$0	\$1,855,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$4,950	\$0	\$0	\$4,950

REVENUE

Account	FY19-20	FY21-22	FY23-24	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:SKYWAY PARK 1129700

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$2,922	\$0	\$0	\$0	\$0	\$2,922
2 Prelim Design	\$20,561	\$0	\$50,000	\$0	\$0	\$70,561
3 Final Design	\$0	\$130,000	\$50,000	\$0	\$0	\$180,000
4 Implementation	\$5,000	\$50,000	\$1,510,000	\$0	\$0	\$1,565,000
5 Closeout	\$0	\$0	\$20,000	\$0	\$0	\$20,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$28,483	\$180,000	\$1,630,000	\$0	\$0	\$1,838,483

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$2,922	\$25,000	\$2,922
2 Preliminary Design	\$0	\$0	\$36,262	\$35,000	\$20,561
3 Final Design	\$0	\$0	\$12,238	\$135,000	\$130,000
4 Implementation	\$0	\$0	\$9,950	\$1,155,000	\$55,000
5 Closeout	\$0	\$0	\$0	\$5,000	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$61,372	\$1,355,000	\$208,483

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$22,078	\$0	\$0	\$22,078
2 Preliminary Design	\$14,439	\$0	\$50,000	(\$35,561)
3 Final Design	\$5,000	\$0	\$50,000	(\$45,000)
4 Implementation	\$1,100,000	\$500,000	\$1,510,000	\$90,000
5 Closeout	\$5,000	\$0	\$20,000	(\$15,000)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,146,517	\$500,000	\$1,630,000	\$16,517

NARRATIVES

PKS M:SKYWAY PARK

1129700

1. CURRENT 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, 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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 2019-2020 budget appropriation will be used to continue with the improvements that could not be included in the scope for the 2017-2018 improvements due to insufficient funds, which based on current estimate, would potentially include a new pedestrian entry-way, expanded parking, and enhancement of the existing restroom facilities.

6. FUNDING AND REVENUE DISCUSSION

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 project is currently in intermediate design and permitting for improvements with estimated construction by a Contractor to occur in 2019. One baseball field was rehabbed/repared in Spring 2018 for use by the little league. Additional smaller improvements may be constructed in 2018 by King County crews including enhanced fencing, kiosks, and signage.

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 to 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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 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.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS SNOQ VLLY TRL NORTH ACQ 1132221

Department	NATURAL RESOURCES AND PARKS
Council District(s)	3
Fund	3581 PARKS CAPITAL
Class Code	STANDALONE
Substantial Completion	
Location	Snoqualmie
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$15,000	\$0	\$0	\$0	\$15,000
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	\$10,000	\$269,000	\$0	\$0	\$279,000
Total Budget	\$25,000	\$269,000	\$0	\$0	\$294,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$269,000	\$0	\$0	\$269,000
Total Revenue	\$269,000	\$0	\$0	\$269,000

EXPENSE PKS SNOQ VLLY TRL NORTH ACQ 1132221

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$15,000	\$0	\$0	\$15,000
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	\$275,000	\$0	\$0	\$275,000
Total Expense	\$0	\$0	\$290,000	\$0	\$0	\$290,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$15,000	\$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	\$13,174	\$10,000	\$0
Total	\$0	\$0	\$13,174	\$25,000	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$15,000	\$0	\$15,000	\$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	\$10,000	\$269,000	\$275,000	\$4,000
Total	\$25,000	\$269,000	\$290,000	\$4,000

NARRATIVES

PKS SNOQ VLLY TRL NORTH ACQ

1132221

1. CURRENT PROJECT SCOPE

Snoqualmie Valley Trail - The project is to secure a trail easement on 0.34 miles of former railroad right-of-way to complete the northern end of the 31-mile long Snoqualmie Valley Trail corridor, at the Snohomish-King County line.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

Funding helped to do background work necessary to secure the last remaining segment of the historic Milwaukee Road railroad corridor for the future extension of the soft-surface Snoqualmie Valley Trail.

4. PROJECT BENEFITS/OUTCOMES

Acquisition of this property will allow for the future extension of the Snoqualmie Valley Trail North to the Snohomish County line and eventual connection to a planned trail to the cities of Monroe and Snohomish.

5. BUDGET REQUEST BASIS

The budget request is based on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee.

6. FUNDING AND REVENUE DISCUSSION

The amount requested may be adjusted once the appraisal has been finalized and after CFT grant decisions are made for 2018.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS SNOQ VLLY TRL NORTH ACQ

1132221

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 planning work has been completed and two options have been developed for the property owners' consideration (one retaining the barn and one removing it). An appraisal has been ordered and is being reviewed by WLRD's property agent for the project.

9. ALTERNATIVES ANALYSIS

Two options have been developed for the trail through this property: one retains the barn and routes the trail to the west of the barn and the other removes the barn.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Open Space Acquisition

12. EQUITY AND SOCIAL JUSTICE IMPACT

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS BLACK DIAMOND ACQ

1132224

Department	NATURAL RESOURCES AND PARKS
Council District(s)	9
Fund	3581 PARKS CAPITAL
Class Code	STANDALONE
Substantial Completion	
Location	Black Diamond
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$200,000	\$1,100,000	\$0	\$0	\$1,300,000
Total Budget	\$200,000	\$1,100,000	\$0	\$0	\$1,300,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$1,100,000	\$0	\$0	\$1,100,000
Total Revenue	\$1,100,000	\$0	\$0	\$1,100,000

EXPENSE

PKS BLACK DIAMOND ACQ

1132224

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$50	\$0	\$0	\$0	\$0	\$50
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	\$942	\$190,000	\$1,100,000	\$0	\$0	\$1,290,942
Total Expense	\$992	\$190,000	\$1,100,000	\$0	\$0	\$1,290,992

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$50	\$0	\$50
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	\$17,768	\$200,000	\$190,942
Total	\$0	\$0	\$17,818	\$200,000	\$190,992

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$50)	\$0	\$0	(\$50)
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	\$9,058	\$1,100,000	\$1,100,000	\$9,058
Total	\$9,008	\$1,100,000	\$1,100,000	\$9,008

NARRATIVES

PKS BLACK DIAMOND ACQ

1132224

1. CURRENT PROJECT SCOPE

Black Diamond Acquisition - This project is to acquire open space lands adjacent to Black Diamond Open Space that would provide additional open space benefits and provide additional recreation opportunities and public access.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This acquisition preserves forested hillsides adjacent to Black Diamond Open Spce. 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 92 acres of undeveloped forested open space to Black Diamond Open Space permanently protecting an important regional asset, preserving wildlife habitat and other open space benefits such as flood reduction, water quality and clean air.

5. BUDGET REQUEST BASIS

The budget request is based on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee. The current project scope is to acquire 92 acres of undeveloped forested lands adjacent to Black Diamond Open Space. The Conservation Futures Tax (CFT) Citizens Committee, a council-appointed committee to advise on open space acquisitions, recommended this funding request.

6. FUNDING AND REVENUE DISCUSSION

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS BLACK DIAMOND ACQ

1132224

8. PROJECT STATUS

This is a continuation of an active project. The original grant award was approved for due diligence and project initiation. These funds will be used to acquire the properties is negotiations are successful.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Open Space Acquisition

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project does not directly further a goal of the King County Equity and Social Justice Plan.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS KEEVIE LAKE ACQ

1132225

Department	NATURAL RESOURCES AND PARKS
Council District(s)	7
Fund	3581 PARKS CAPITAL
Class Code	STANDALONE
Substantial Completion	
Location	West of Black Diamond
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$600,000	\$1,000,000	\$0	\$0	\$1,600,000
Total Budget	\$600,000	\$1,000,000	\$0	\$0	\$1,600,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$1,000,000	\$0	\$0	\$1,000,000
Total Revenue	\$1,000,000	\$0	\$0	\$1,000,000

EXPENSE PKS KEEVIE LAKE ACQ 1132225

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,413	\$590,000	\$1,000,000	\$0	\$0	\$1,591,413
Total Expense	\$1,413	\$590,000	\$1,000,000	\$0	\$0	\$1,591,413

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$812	\$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	\$31,312	\$600,000	\$591,413
Total	\$0	\$0	\$32,124	\$600,000	\$591,413

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$8,587	\$1,000,000	\$1,000,000	\$8,587
Total	\$8,587	\$1,000,000	\$1,000,000	\$8,587

NARRATIVES

PKS KEEVIE LAKE ACQ

1132225

1. CURRENT PROJECT SCOPE

Keevie Lake Acquisition - This project would establish a new area of protection for the county west of Black Diamond - approximately 170 acres of family ownership (and potentially adjacent forested lands owned by others).

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

Keevie Lake is in the headwaters of Crisp Creek, where the Muckleshoot Indian Tribe has its Keta Creek Hatchery downstream. The lake offers habitat for a high diversity of bird species, and the hundreds of acres of forest offer wildlife habitat opportunity. This scenic lake is relatively undeveloped which is rare in the county, and this is a unique opportunity to preserve this system.

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

This project acquires 170 acres of RA-5 zoned land west of Black Diamond, a city that is planning for a massive population growth. This acquisition preserves un-developed forested land surrounding Crisp Creek from development. Additionally, the proximity to the new development in Black Diamond makes this site an ideal location for passive recreation (hiking) for the residents of Black Diamond.

5. BUDGET REQUEST BASIS

The budget request is recommended by the Conservation Futures Tax (CFT) Committee. The current budget request focuses on the four parcels that contain most of north and east sides of Keevie Lake and adjacent forested uplands.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS KEEVIE LAKE ACQ

1132225

6. FUNDING AND REVENUE DISCUSSION

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

In negotiation with the landowner.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Open Space Acquisition

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS MOSS LAKE NA ADD

1133888

Department	NATURAL RESOURCES AND PARKS
Council District(s)	3
Fund	3581 PARKS CAPITAL
Class Code	STANDALONE
Substantial Completion	
Location	Moss Lake Natural Area
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 MOSS LAKE NA ADD

1133888

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 MOSS LAKE NA ADD

1133888

1. CURRENT PROJECT SCOPE

Moss Lake Natural Area Acquisition - This project is to acquire open space lands in the Snoqualmie Tree Farm that are adjacent to Moss Lake Natural Area and provide public land connections to the Marckworth State Forest providing environmental benefits and public access for recreation.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This acquisition preserves forested lands adjacent to Moss Lake 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 640 acres of undeveloped forested open space to Moss Lake Natural Area permanently protecting an important regional asset, preserving wildlife habitat and other open space benefits such as flood reduction, water quality and clean air.

5. BUDGET REQUEST BASIS

The budget request is based on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee. This funding will provide an opportunity for due diligence and landowner negotiations. King County Parks intends to apply again in the next grant cycle for additional funds to acquire the property.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS MOSS LAKE NA ADD

1133888

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

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Open Space Acquisition

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project does not directly further a goal of the King County Equity and Social Justice Plan.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	
Location	Three Forks Natural Area, Snoqualmie Valley
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$60,000	\$0	\$0	\$60,000
Total Budget	\$0	\$60,000	\$0	\$0	\$60,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 THREE FORKS NA ADD

1133889

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$60,000	\$0	\$0	\$60,000
Total Expense	\$0	\$0	\$60,000	\$0	\$0	\$60,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$60,000	\$60,000	\$0
Total	\$0	\$60,000	\$60,000	\$0

NARRATIVES

PKS THREE FORKS NA ADD

1133889

1. CURRENT PROJECT SCOPE

Three Forks Natural Area Acquisition - This project is to acquire and protect significant open space lands adjacent to the Three Forks Natural Area along the Snoqualmie River.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

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 budget request is based on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee. This project is to acquire approximately 4.67 acres of a larger 39 acre parcel along the Snoqualmie River and add it to Three Forks Natural Area. The goal is to protect riparian habitat and accommodate public use to 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.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS THREE FORKS NA ADD

1133889

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

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Open Space Acquisition

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project does not directly further a goal of the King County Equity and Social Justice Plan

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting open space 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 CEDAR RIVER ADD

1133890

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 CEDAR RIVER ADD

1133890

1. CURRENT PROJECT SCOPE

Cedar River Acquisition - This project is to acquire and protect significant open space lands along the Cedar River, an important salmon bearing stream.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This acquisition preserves open space along the Cedar River. 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 the Cedar River, 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 budget request is based on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee. This project will acquire a property or two along the Cedar River.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS CEDAR RIVER ADD	1133890
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8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Open Space Acquisition

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project does not directly further a goal of the King County Equity and Social Justice Plan.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS CEMETERY POND OPN SPCE ADD

1133891

Department	NATURAL RESOURCES AND PARKS
Council District(s)	9
Fund	3581 PARKS CAPITAL
Class Code	STANDALONE
Substantial Completion	
Location	Vicinity of Cemetery Pond on the East Renton Plateau
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$300,000	\$0	\$0	\$300,000
Total Budget	\$0	\$300,000	\$0	\$0	\$300,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 CEMETERY POND OPN SPCE ADD

1133891

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$300,000	\$0	\$0	\$300,000
Total Expense	\$0	\$0	\$300,000	\$0	\$0	\$300,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$300,000	\$300,000	\$0
Total	\$0	\$300,000	\$300,000	\$0

NARRATIVES

PKS CEMETERY POND OPN SPCE ADD

1133891

1. CURRENT PROJECT SCOPE

Cemetery Pond Open Space Acquisition - To acquire lands in the vicinity of Cemetery Pond on the East Renton Plateau to inquire about willingness to sell property to the County for open space acquisitions in the area. Project scope includes potential acquisitions of eight parcels covering five acres adjacent to the Cemetery Pond Regional Stormwater Facility.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

In response to a Comprehensive Plan work plan item to identify community desired amenities in the East Renton Plateau area to mitigate effects of added density resulting from transfers of development rights through the County's Transfer of Development Rights (TDR) program. Furthermore these parcels are contemplated in King County Motion 2017-0396 which passed Council on October 16, 2017. This motion "establishes as a priority for the conservation futures citizen oversight committee's consideration during the annual project selection and funding recommendation process, one or more projects that includes the purchase or property rights for the purpose of wildlife habitat, aquatic resources or stewardship in the vicinity of Cemetery Pond in the unincorporated Four Creeks community east of Renton."

4. PROJECT BENEFITS/OUTCOMES

Additional open space in the neighborhood for residents to enjoy.

5. BUDGET REQUEST BASIS

The budget request is based on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee.

6. FUNDING AND REVENUE DISCUSSION

The TDR program has funds available from past Conservation Futures Tax awards to contribute to acquisitions. Exact funding necessary to complete the acquisitions will be determined through appraisals and negotiations with willing sellers (if any).

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS CEMETERY POND OPN SPCE ADD

1133891

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

None – acquisitions are targeted to specific lands.

10. OTHER AGENCY INVOLVEMENT

Coordination is occurring among Parks and Water and Land Resources Division (WLRD)

11. ART ELIGIBILITY

Open Space Acquisition

12. EQUITY AND SOCIAL JUSTICE IMPACT

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	
Location	Renton
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 MOLASSES CREEK

1133892

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 MOLASSES CREEK

1133892

1. CURRENT PROJECT SCOPE

Molasses Creek Area Acquisition - this project would contribute to conservation within the Lower Cedar Basin (Cedar River Watershed) in urban unincorporated King County and serve as additions to the approximately 800-acre King County Soos Creek Regional Trail/Park complex. Conservation of these properties preserve a valuable riparian corridor and provide protection for migrating fish as well as create additional permanent open space for passive recreation, including the potential for developing opportunities for trail connections. The full project scope would support acquisition of 5 parcels (totaling about 9 acres) owned by King County Roads.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS MOLASSES CREEK

1133892

5. BUDGET REQUEST BASIS

The budget request is based on an appraisal of the target property conducted by a private appraiser hired by King County Roads and amount recommended by the Conservation Futures Tax (CFT) Committee. The current project scope includes the acquisition of an approximately 1.18 acre parcel.

6. FUNDING AND REVENUE DISCUSSION

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

New project.

9. ALTERNATIVES ANALYSIS

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

12. EQUITY AND SOCIAL JUSTICE IMPACT

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS URBAN GREEN SPACE ACQ

1133893

Department	NATURAL RESOURCES AND PARKS
Council District(s)	2, 8
Fund	3581 PARKS CAPITAL
Class Code	STANDALONE
Substantial Completion	
Location	North Highline (District 8) and West Hill (District 2)
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$450,000	\$0	\$0	\$450,000
Total Budget	\$0	\$450,000	\$0	\$0	\$450,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 URBAN GREEN SPACE ACQ

1133893

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$450,000	\$0	\$0	\$450,000
Total Expense	\$0	\$0	\$450,000	\$0	\$0	\$450,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$450,000	\$450,000	\$0
Total	\$0	\$450,000	\$450,000	\$0

NARRATIVES

PKS URBAN GREEN SPACE ACQ

1133893

1. CURRENT PROJECT SCOPE

Urban Green Space Acquisition - This is a new and long term acquisition effort to increase public green space in urban communities. The goal is to identify and acquire vacant parcels of urban forest adjacent to or near existing county park lands as well as residential parcels that improve public access and safety at existing county parks. In addition, this project will seek to add urban green space in areas that are devoid of parks and green space. The project will engage community groups and stakeholders to help identify open space and park needs in various urban unincorporated areas.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

PKS URBAN GREEN SPACE ACQ

1133893

3. PROJECT JUSTIFICATION

King County Executive has proposed a countywide Landscape Conservation Initiative (LCI) to protect and secure the 65,000 acres of remaining high conservation value lands within the next 30 years. Equity is an over-arching theme across the entire Initiative. Land protection is a region-wide benefit; the County and cities must ensure these benefits accrue to all residents. The initiative seeks to improve equity across all communities in access to natural areas and green spaces by directly investing dollars in communities that currently do not have green spaces, so that every resident of King County can reap the many benefits that come from accessing nature. (King County Land Conservation Advisory Group – Final Report, December 2017).

The LCI fully supports King County's Equity and Social Justice Strategic Plan, which guides future actions to advance environmental justice including access to open spaces, habitat, trails, trees, green infrastructure, energy conservation and climate response.

The LCI established an Open Space Equity Objective which identified Priority Areas for acquisition funding support. Priority Areas represent neighborhoods where targeted investments to create readily accessible public open spaces and trails will have a significant impact on open space access.

All or parts of the West Hill and North Highline neighborhoods are designated as Priority Areas.

4. PROJECT BENEFITS/OUTCOMES

This project contributes to the county's Equity and Social Justice Initiative, Land Conservation Initiative and Strategic Climate Action Plan.

5. BUDGET REQUEST BASIS

The budget request rely upon appraised market value of target properties and recommended by the Conservation Futures Tax (CFT) Committee. The goal is to identify and acquire vacant parcels of urban forest adjacent to or near existing county park lands as well as residential parcels that improve public access and safety at existing county parks.

6. FUNDING AND REVENUE DISCUSSION

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 is a brand new acquisition project that will focus on open space acquisition in the White Center and Skyway communities.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

Department of Community and Human Services, Department of Natural Resources and Parks director's office, Skyway Solutions, White Center Community Development Association

11. ART ELIGIBILITY

Open Space Acquisition

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project has a very high ESJ impact. It will increase public access and use of parks and open space in unincorporated urban areas that have been identified as priority areas for enhanced conservation protection under the Land Conservation Initiative (LCI).

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS URBAN GREEN SPACE ACQ	1133893
13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT		
This project protects critical urban 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

PKS MID GREEN RIVER EXPANSION

1133894

Department	NATURAL RESOURCES AND PARKS
Council District(s)	9
Fund	3581 PARKS CAPITAL
Class Code	STANDALONE
Substantial Completion	
Location	Southeast King County, primarily southeast of Black Diamond
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 MID GREEN RIVER EXPANSION

1133894

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 MID GREEN RIVER EXPANSON

1133894

1. CURRENT PROJECT SCOPE

Green River Expansion - The County is exploring forest land protection in several areas of southeast King County, primarily southeast of Black Diamond, with a landowner with significant landholdings in the area. These properties are part of the working forest landscape in this area, however the lands could be sold for residential uses in the future, resulting in a loss of working forest land base and habitat fragmentation. The County is still developing a strategy to protect these lands as working forest over the long term, which may include easement or fee acquisition, and may include partners such as Washington State agencies or private partners. Depending on the acquisition strategy that is developed, these lands could offer trail opportunities. Many of these properties connect to publicly owned lands under Washington State or King County ownership. Across the landscape, these areas offer scenic benefits, provide habitat to many kinds of wildlife, and provide water quality and water quantity benefits within their watersheds. There may be potential to enroll these lands in a carbon credit program that is under development by the County, and to transfer development rights off of the properties.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

PKS MID GREEN RIVER EXPANSON

1133894

4. PROJECT BENEFITS/OUTCOMES

Newly acquired open space would be publicly accessible and provide recreational opportunities, wildlife habitat and scenic views.

5. BUDGET REQUEST BASIS

The budget request is based on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee.

6. FUNDING AND REVENUE DISCUSSION

Funded by the Parks Levy as recommended by the CFT Citizen Oversight Committee

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

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

11. ART ELIGIBILITY

Open Space Acquisition

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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PKS MID GREEN RIVER EXPANSON	1133894
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS MISTY ISLE FARMS

1133895

Department	NATURAL RESOURCES AND PARKS
Council District(s)	8
Fund	3581 PARKS CAPITAL
Class Code	STANDALONE
Substantial Completion	
Location	Vashon Island
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$200,000	\$0	\$0	\$200,000
Total Budget	\$0	\$200,000	\$0	\$0	\$200,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$200,000	\$0	\$0	\$200,000
Total Revenue	\$200,000	\$0	\$0	\$200,000

EXPENSE

PKS MISTY ISLE FARMS

1133895

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$200,000	\$0	\$0	\$200,000
Total Expense	\$0	\$0	\$200,000	\$0	\$0	\$200,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$200,000	\$200,000	\$0
Total	\$0	\$200,000	\$200,000	\$0

NARRATIVES

PKS MISTY ISLE FARMS

1133895

1. CURRENT PROJECT SCOPE

Misty Isle Farms - This acquisition project targets the western 280 acres for permanent protection on Vashon Island.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This project will preserve farmland, increase recreational opportunities and protect ecological values of this former estate.

4. PROJECT BENEFITS/OUTCOMES

Preserving this property preserves opportunity for passive recreation, farming and forest preservation.

5. BUDGET REQUEST BASIS

The budget request is based on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee. The requested budget provides seed money to begin the first acquisition. An offer has been extended and an appraisal is underway. We expect to close on the property in 2019.

6. FUNDING AND REVENUE DISCUSSION

This is a small portion of the funding necessary to complete this acquisition.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS MISTY ISLE FARMS

1133895

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

The current set of parcels targeted for acquisition was determined through discussions of alternatives between King County staff and representatives of the landowner.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Open Space Acquisition

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project does not directly further a goal of the King County Equity and Social Justice Plan.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS SNOQUALMIE VALLEY FARMLAND

1133896

Department	NATURAL RESOURCES AND PARKS
Council District(s)	3
Fund	3581 PARKS CAPITAL
Class Code	STANDALONE
Substantial Completion	
Location	Snoqualmie Valley Trail
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$57,500	\$0	\$0	\$57,500
Total Budget	\$0	\$57,500	\$0	\$0	\$57,500

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$57,500	\$0	\$0	\$57,500
Total Revenue	\$57,500	\$0	\$0	\$57,500

EXPENSE

PKS SNOQUALMIE VALLEY FARMLAND

1133896

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$57,500	\$0	\$0	\$57,500
Total Expense	\$0	\$0	\$57,500	\$0	\$0	\$57,500

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$57,500	\$57,500	\$0
Total	\$0	\$57,500	\$57,500	\$0

NARRATIVES

PKS SNOQUALMIE VALLEY FARMLAND

1133896

1. CURRENT PROJECT SCOPE

Snoqualmie Valley Farmland - This project 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 Parks' existing public parking lot to a safe crossing point of SR 203 which connects to an access point of the Snoqualmie Valley Trail.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

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 budget request is based on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee. 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 which connects to a direct corridor to/from a to an access point of the Snoqualmie Valley Trail.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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

New

9. ALTERNATIVES ANALYSIS

Trail planning staff have identified this as a desirable corridor for enhanced trail access.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Open Space Acquisition

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

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands.

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	Bellevue
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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 ERC NE 8TH ST ACQUISITION

1133897

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 ERC NE 8TH ST ACQUISITION

1133897

1. CURRENT PROJECT SCOPE

The Eastside Rail Corridor Trail NE 8th Street Acquisition - This project will support acquisitions required to provide access to the Eastside Rail Corridor trail and acquisitions that will resolve "pinch points" in the current ownership. It will allow safe crossing of NE 8th for trail users, and will also provide direct access from the trail to the Sound Transit Wilburton light rail station.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

The project is located in a segment of the ERC corridor owned by Sound Transit, and adjacent to elevated light rail currently in construction in the ERC ownership. The proposed ERC bridge over NE 8th requires additional right of way because of pinch points in the ownership in this location, and the complications of construction adjacent to active Sound transit light rail.

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 budget request is based on market value of the target property and recommended by the Conservation Futures Tax (CFT) Committee. The current budget request includes partial funding for acquisition to support development of a trail bridge across NE 8th Street in Bellevue, the busiest arterial crossing in King County's segment of the Eastside Rail Corridor. Engineering and environmental review for the project began June 2018. The consultant team includes a right of way consultant who will assist with negotiation and acquisition. The project is federally funded, and will need to meet federal requirements including NEPA review.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS ERC NE 8TH ST ACQUISITION

1133897

6. FUNDING AND REVENUE DISCUSSION

Engineering and environmental for the project is funded and underway (\$1.5 million including \$.5 million federal grant contribution). Additional funding will be required to complete the project. \$2 million in federal funding has been secured in 2018 towards construction. Updated acquisition costs and engineer's estimates for the project will be available in early 2019.

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 project

9. ALTERNATIVES ANALYSIS

Several alternative crossing options were explored in the ERC 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 ERC 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 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PKS M:MILLION TR-FOREST HEALTH

1134312

Master Project

Department	NATURAL RESOURCES AND PARKS
Council District(s)	
Fund	3581 PARKS CAPITAL
Class Code	PKS M:MILLION TR-FOREST HEALTH
Substantial Completion	
Location	Henry's Ridge, Ravensdale, Taylor Mountain, Sugarloaf Mountain, Island Center Forest, Mitchell Hill
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$96,000	\$0	\$0	\$96,000
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$1,782,000	\$0	\$0	\$1,782,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,878,000	\$0	\$0	\$1,878,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	\$878,000	\$0	\$0	\$878,000
39789 - CONTRIB REET #1	\$1,000,000	\$0	\$0	\$1,000,000
Total Revenue	\$1,878,000	\$0	\$0	\$1,878,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		PKS M:MILLION TR-FOREST HEALTH					1134312
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$215,000	\$0	\$0	\$215,000	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0	
4 Implementation	\$0	\$0	\$1,663,000	\$0	\$0	\$1,663,000	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$1,878,000	\$0	\$0	\$1,878,000	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$96,000	\$215,000	(\$119,000)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$1,782,000	\$1,663,000	\$119,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,878,000	\$1,878,000	\$0

NARRATIVES

PKS M:MILLION TR-FOREST HEALTH

1134312

1. CURRENT PROJECT SCOPE

Million Tree Forest Health Program - This program funds forest restoration projects, critical to the success of the Million Trees effort and to meeting the County's Strategic Climate Action Plan (SCAP) goals.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:MILLION TR-FOREST HEALTH

1134312

3. PROJECT JUSTIFICATION

The King County SCAP calls for restoring parks and natural lands in ways that maximize biological carbon storage and increase resilience to changing climate conditions. By 2020, King County – with community partners – aims to plant a million trees. Parks' Open Space Program will complete several large-scale restoration projects in the next two years, planting more than 110,000 trees. Million Trees is considered to be a down-payment on the longer-term SCAP goal to reforest King County in 30 years (Goal Area 5).

4. PROJECT BENEFITS/OUTCOMES

When completed, Parks will have delivered on its commitment to plant 110,000 trees, more than 10% of the Million Trees total. This program will also improve the health of more than 600 acres of forestland, aligned with the SCAP's commitment to "Steward and restore more than 25,000 acres of existing King County-owned forestland." (p. 87) Proactively managing the County's forestland assets will maximize biological carbon storage and ecological resilience.

5. BUDGET REQUEST BASIS

Budget is based on expected revenue and cost estimates developed in coordination with WLR Forester and technical consultants, past experience with similar forest health and restoration projects, and current market factors (e.g., timber prices). The 2019-2020 capital appropriation for this program funds at least six discrete forest health and restoration projects across King County, including permitting, site preparation, selective timber harvest (on some sites), seedling costs, tree planting, post-planting treatment, trail repair, and consultant support. These projects directly support King County Parks' commitment to plant 110,000 trees by 2020 as part of the Million Trees effort. Priority sites include Henry's Ridge, Ravensdale, Taylor Mountain, Sugarloaf Mountain, Island Center Forest, and Mitchell Hill.

6. FUNDING AND REVENUE DISCUSSION

Four planned forest restoration projects are expected to result in harvest revenue. This revenue will directly offset program costs.

7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time. However, as forest restoration projects are implemented, 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

The Million Trees project sites were selected because of existing forest conditions and the need to improve forest health on each site. Henry's Ridge, Ravensdale Retreat and Island Center Forest have overstocked stands of Douglas-fir trees that need thinning to enhance growth and tree vitality. Taylor Mountain, Sugarloaf Mountain, and Mitchell Hill are dominated by degraded red alder hardwood trees that have a short lifespan. These forest sites will retain some hardwoods but overall will be converted to long-lived conifers.

10. OTHER AGENCY INVOLVEMENT

King County Parks is working with several community partners on this program, including The Nature Conservancy (TNC), Washington Trails Association (WTA), Evergreen Mountain Bike Alliance, Tahoma Backcountry Horseman, and Washington Environmental Council.

Timber harvests, over a certain size, require a permit from Washington Department of Natural Resources. The Forest Practices Permit process includes State Environmental Policy Act compliance, which engages other agencies and Tribes through review and coordination.

11. ART ELIGIBILITY

This is a project to support one-million tree.

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PKS M:MILLION TR-FOREST HEALTH

1134312

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program directly supports SCAP Goal Area 5, Measure #2 under “County Operations”: Planting one million trees by 2020. It will also help jumpstart the effort to develop and implement the 30-year plan to reforest King County, another SCAP goal. This program will improve the health of more than 600 acres of forestland, aligned with the SCAP’s commitment to “Steward and restore more than 25,000 acres of existing King County-owned forestland.” (p. 87)

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

MD VESSEL PRESERVATION

1111713

Department	TRANSPORTATION
Council District(s)	8
Fund	3591 KC MARINE CONST
Class Code	STANDALONE
Substantial Completion	
Location	801 Alaskan Way, Seattle 98104: Pier 50 downtown Seattle
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$3,000,000	\$3,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$0	\$3,000,000	\$3,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$0	\$0	\$600,000	\$600,000
33118 - FED TRANSIT CAP INVEST	\$0	\$0	\$2,400,000	\$2,400,000
Total Revenue	\$0	\$0	\$3,000,000	\$3,000,000

EXPENSE MD VESSEL PRESERVATION 1111713

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$3,000,000	\$3,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

MD VESSEL PRESERVATION

1111713

1. CURRENT PROJECT SCOPE

Vessel Preservation - The Vessel Preservation project is part of the CIP six year plan to provide major vessel maintenance to extend the useful life of the vessel assets. Budget appropriation will be requested in the 2023-24 budget cycle.

2. PROGRAMMATIC PROJECT DISCUSSION

Standalone

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The outyear budget impact is based upon repair estimates for extending the useful life of the County's vessels.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	MD VESSEL PRESERVATION	1111713
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		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

MD MARINE GENERAL CAPITAL

1111720

Department	TRANSPORTATION
Council District(s)	8
Fund	3591 KC MARINE CONST
Class Code	ADMIN
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$2,505	\$0	\$0	\$0	\$2,505
2 Preliminary Design	\$1	\$0	\$0	\$0	\$1
3 Final Design	\$1	\$0	\$0	\$0	\$1
4 Implementation	\$21,579	\$3,777	\$0	\$0	\$25,356
5 Closeout	\$2	\$0	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$24,089	\$3,777	\$0	\$0	\$27,866

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$3,777	\$0	\$0	\$3,777
Total Revenue	\$3,777	\$0	\$0	\$3,777

EXPENSE MD MARINE GENERAL CAPITAL 1111720

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$2,511	\$0	\$0	\$0	\$0	\$2,511
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$2,511	\$0	\$0	\$0	\$0	\$2,511

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$2,505	\$0
2 Preliminary Design	\$0	\$0	\$0	\$1	\$0
3 Final Design	\$0	\$0	\$0	\$1	\$0
4 Implementation	\$0	\$0	\$2,511	\$21,579	\$2,511
5 Closeout	\$0	\$0	\$0	\$2	\$0
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$0	\$2,511	\$24,089	\$2,511

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$2,505	\$0	\$0	\$2,505
2 Preliminary Design	\$1	\$0	\$0	\$1
3 Final Design	\$1	\$0	\$0	\$1
4 Implementation	\$19,068	\$3,777	\$0	\$22,845
5 Closeout	\$2	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$21,578	\$3,777	\$0	\$25,355

NARRATIVES

MD MARINE GENERAL CAPITAL

1111720

1. CURRENT PROJECT SCOPE

Council Auditor Capital Project Oversight

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The Capital Project Oversight budget is estimated based on the proportionate share of the County Auditor budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	MD MARINE GENERAL CAPITAL	1111720
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

MD VESSEL ACQUISITION

1111725

Baseline Required, TA, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3591 KC MARINE CONST
Class Code	STANDALONE
Substantial Completion	
Location	801 Alaskan Way, Seattle 98104: Pier 50 Downtown Seattle
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1	\$0	\$0	\$0	\$1
2 Preliminary Design	\$1	\$0	\$0	\$0	\$1
3 Final Design	\$286,213	\$0	\$0	\$0	\$286,213
4 Implementation	\$13,374,138	(\$86,858)	\$0	\$0	\$13,287,280
5 Closeout	\$1	\$0	\$0	\$0	\$1
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$13,660,354	(\$86,858)	\$0	\$0	\$13,573,496

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$86,858)	\$0	\$0	(\$86,858)
Total Revenue	(\$86,858)	\$0	\$0	(\$86,858)

EXPENSE MD VESSEL ACQUISITION 1111725

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$59,402	\$0	\$0	\$0	\$0	\$59,402
2 Prelim Design	\$221,029	\$0	\$0	\$0	\$0	\$221,029
3 Final Design	\$61,800	\$0	\$0	\$0	\$0	\$61,800
4 Implementation	\$13,231,260	\$0	\$0	\$0	\$0	\$13,231,260
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$13,573,491	\$0	\$0	\$0	\$0	\$13,573,491

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$59,402	\$1	\$59,402
2 Preliminary Design	\$0	\$0	\$221,029	\$1	\$221,029
3 Final Design	\$0	\$0	\$61,800	\$286,213	\$61,800
4 Implementation	\$0	\$0	\$13,231,260	\$13,374,138	\$13,231,260
5 Closeout	\$0	\$0	\$0	\$1	\$0
6 Acquisition	\$13,660,349	\$0	\$0	\$1	\$0
Total	\$13,660,349	\$0	\$13,573,491	\$13,660,355	\$13,573,491

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$59,401)	\$0	\$0	(\$59,401)
2 Preliminary Design	(\$221,029)	\$0	\$0	(\$221,029)
3 Final Design	\$224,413	\$0	\$0	\$224,413
4 Implementation	\$142,878	(\$86,858)	\$0	\$56,020
5 Closeout	\$1	\$0	\$0	\$1
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$86,863	(\$86,858)	\$0	\$5

NARRATIVES

MD VESSEL ACQUISITION

1111725

1. CURRENT PROJECT SCOPE

Vessel Acquisition - Completed. This project funded the planning, development, design and construction of two (2) passenger-only ferries to service existing King County Water Taxi passenger-only ferry routes.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Budget Disappropriation – completed project.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriation of remaining balance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	MD VESSEL ACQUISITION	1111725
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

MD VASHON TERMINAL IMPROVEMTS

1111731

TA, Art Eligible

Department	TRANSPORTATION
Council District(s)	
Fund	3591 KC MARINE CONST
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$75,000	\$0	\$0	\$0	\$75,000
2 Preliminary Design	\$25,000	\$0	\$0	\$0	\$25,000
3 Final Design	\$100,000	\$0	\$0	\$0	\$100,000
4 Implementation	\$825,155	(\$7,085)	\$0	\$0	\$818,070
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,025,156	(\$7,085)	\$0	\$0	\$1,018,071

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$7,085)	\$0	\$0	(\$7,085)
Total Revenue	(\$7,085)	\$0	\$0	(\$7,085)

EXPENSE MD VASHON TERMINAL IMPROVEMTS 1111731

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$267,607	\$0	\$0	\$0	\$0	\$267,607
2 Prelim Design	\$43,473	\$0	\$0	\$0	\$0	\$43,473
3 Final Design	\$130,952	\$0	\$0	\$0	\$0	\$130,952
4 Implementation	\$576,038	\$0	\$0	\$0	\$0	\$576,038
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$1,018,070	\$0	\$0	\$0	\$0	\$1,018,070

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$267,607	\$75,000	\$267,607
2 Preliminary Design	\$0	\$0	\$43,473	\$25,000	\$43,473
3 Final Design	\$0	\$0	\$130,952	\$100,000	\$130,952
4 Implementation	\$0	\$0	\$576,038	\$825,155	\$576,038
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$1,018,070	\$1,025,155	\$1,018,070

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$192,607)	\$0	\$0	(\$192,607)
2 Preliminary Design	(\$18,473)	\$0	\$0	(\$18,473)
3 Final Design	(\$30,952)	\$0	\$0	(\$30,952)
4 Implementation	\$249,117	(\$7,085)	\$0	\$242,032
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$7,085	(\$7,085)	\$0	\$0

NARRATIVES

MD VASHON TERMINAL IMPROVEMTS

1111731

1. CURRENT PROJECT SCOPE

Vashon Terminal Improvements - Completed. This project funded various terminal improvements to the Vashon Island Terminal for the King County Water Taxi. It included the purchase and installation of fare equipment, preliminary design and evaluation of potential terminal improvements to passenger loading and staging areas, provisions of weather protection, technology improvements to signage and installation of additional security equipment.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Budget Disappropriation – completed project.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriation of remaining balance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	MD VASHON TERMINAL IMPROVEMTS	1111731
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

MD MARINE VESSEL LEASES

1111735

TA, Art Eligible

Department	TRANSPORTATION
Council District(s)	
Fund	3591 KC MARINE CONST
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$4,833,921	(\$42,309)	\$0	\$0	\$4,791,612
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$4,833,922	(\$42,309)	\$0	\$0	\$4,791,613

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$42,309)	\$0	\$0	(\$42,309)
Total Revenue	(\$42,309)	\$0	\$0	(\$42,309)

EXPENSE MD MARINE VESSEL LEASES

1111735

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$28,623	\$0	\$0	\$0	\$0	\$28,623
2 Prelim Design	\$1,067	\$0	\$0	\$0	\$0	\$1,067
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$4,761,922	\$0	\$0	\$0	\$0	\$4,761,922
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$4,791,612	\$0	\$0	\$0	\$0	\$4,791,612

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$28,623	\$0	\$28,623
2 Preliminary Design	\$0	\$0	\$1,067	\$0	\$1,067
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$4,761,922	\$4,833,921	\$4,761,922
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$4,791,612	\$4,833,921	\$4,791,612

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$28,622)	\$0	\$0	(\$28,622)
2 Preliminary Design	(\$1,067)	\$0	\$0	(\$1,067)
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$71,999	(\$42,309)	\$0	\$29,690
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$42,310	(\$42,309)	\$0	\$1

NARRATIVES

MD MARINE VESSEL LEASES

1111735

1. CURRENT PROJECT SCOPE

Marine Vessel Leases - Completed. This project provided for leasing vessels on an interim basis for the Vashon Island/Downtown Seattle (Vashon) and West Seattle/Downtown Seattle (West Seattle) routes until such time as vessels suitable for purchase are identified or vessels are delivered from a new construction program.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Budget Disappropriation - project is completed.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriation of remaining balance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	MD MARINE VESSEL LEASES	1111735
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

MD Grant Contingency

1129118

Department	TRANSPORTATION
Council District(s)	8
Fund	3591 KC MARINE CONST
Class Code	ADMIN
Substantial Completion	
Location	801 Alaskan Way, Seattle 98104: Seattle, Vashon, West Seattle Terminals, Maintenance Barge Facility, and Vessels.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,000,000	\$4,000,000	\$0	\$0	\$5,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,000,000	\$4,000,000	\$0	\$0	\$5,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$800,000	\$0	\$0	\$800,000
33118 - FED TRANSIT CAP INVEST	\$3,200,000	\$0	\$0	\$3,200,000
Total Revenue	\$4,000,000	\$0	\$0	\$4,000,000

EXPENSE MD Grant Contingency 1129118

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$1,000,000	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$1,000,000	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$1,000,000	\$4,000,000	\$0	\$5,000,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,000,000	\$4,000,000	\$0	\$5,000,000

NARRATIVES

MD Grant Contingency

1129118

1. CURRENT PROJECT SCOPE

Grant Contingency - As allowed by Title 4A of the King County Code, this project has been established to provide capital appropriation in anticipation of a new or existing Marine capital project that has received funds from a grant donor or other external funding source or from a combination of external funds and county matching funds. (Ord. 17929 § 59, 2014)

2. PROGRAMMATIC PROJECT DISCUSSION

Admin

3. PROJECT JUSTIFICATION

4A.100.090 Grant contingency projects. A grant contingency project may be included in a capital improvement fund appropriation in anticipation of projects to be supported by grant revenues or other external funding sources. A grant contingency project shall not be approved without documentation, such as grant applications or records of previous grant awards, to support the anticipated project appropriation. Appropriations for grant contingency projects shall be expended or encumbered only in the amount of revenues awarded from external funding sources or a combination of external funds received and county matching revenues. (Ord. 17929 § 22, 2014).

4. PROJECT BENEFITS/OUTCOMES

The benefit of establishing this project is to meet granting requirements to show an existing project and budget appropriation prior to seeking grant funds. As suitable funding opportunities are made known, the County will be positioned to participate in the competitive grant application process.

5. BUDGET REQUEST BASIS

This project is requesting 2019-20 Capital appropriation in anticipated receipt of external funding for new or existing projects. The budget requested will provide sufficient contingency to allow the agency to apply for and receive grants between budget cycles.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	MD Grant Contingency	1129118
7. OPERATING BUDGET AND OTHER IMPACTS		
There is no impact to the operating budget at this time. However, future projects that are established based upon the receipt of external funding may have operational budget impact and will need to be evaluated at the time of project acceptance.		
8. PROJECT STATUS		
N/A		
9. ALTERNATIVES ANALYSIS		
N/A		
10. OTHER AGENCY INVOLVEMENT		
This is an administrative project and other agency involvement will be determined at use.		
11. ART ELIGIBILITY		
This is an administrative project. Art eligibility will be determined at use.		
12. EQUITY AND SOCIAL JUSTICE IMPACT		
N/A		
13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT		
This is an administrative project. Green Building Reporting will be determined at use.		
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

MD Spirit Engine Replacement

1129120

TA

Department	TRANSPORTATION
Council District(s)	8
Fund	3591 KC MARINE CONST
Class Code	STANDALONE
Substantial Completion	
Location	201 Alaskan Way, Seattle 98104: Maintenance Facility at Pier 48, downtown Seattle
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$626,150	(\$65,435)	\$0	\$0	\$560,715
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$626,150	(\$65,435)	\$0	\$0	\$560,715

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$65,435)	\$0	\$0	(\$65,435)
Total Revenue	(\$65,435)	\$0	\$0	(\$65,435)

EXPENSE MD Spirit Engine Replacement 1129120

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$560,714	\$0	\$0	\$0	\$0	\$560,714
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$560,714	\$0	\$0	\$0	\$0	\$560,714

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$560,714	\$626,150	\$560,714
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$560,714	\$626,150	\$560,714

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$65,436	(\$65,435)	\$0	\$1
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$65,436	(\$65,435)	\$0	\$1

NARRATIVES

MD Spirit Engine Replacement

1129120

1. CURRENT PROJECT SCOPE

Spirit Engine Replacement - Completed. This project replaced four (4) main propulsion engines on the King County POF vessel, Spirit of Kingston with EPA Tier 3 engines.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Budget Disappropriation – completed project.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriation of remaining balance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	MD Spirit Engine Replacement	1129120
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

MD W Sea Terminal Replacement

1129121

Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3591 KC MARINE CONST
Class Code	STANDALONE
Substantial Completion	
Location	The new location is yet to be determined. The County has responded to a request for proposals advertised by the Port of Seattle at Pier 2. The existing terminal location is at Seacrest Park, 1660 Harbor Avenue SW, Seattle 98126.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$1,500,000	\$0	\$0	\$1,500,000
3 Final Design	\$0	\$0	\$1,500,000	\$0	\$1,500,000
4 Implementation	\$0	\$0	\$1,000,000	\$6,000,000	\$7,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,500,000	\$2,500,000	\$6,000,000	\$10,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$14,852	\$25,000	\$60,000	\$99,852

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$300,000	\$0	\$176,296	\$476,296
33118 - FED TRANSIT CAP INVEST	\$1,200,000	\$0	\$223,704	\$1,423,704
39113 - GENERAL OBLIGATION BONDS	\$0	\$2,500,000	\$5,600,000	\$8,100,000
Total Revenue	\$1,500,000	\$2,500,000	\$6,000,000	\$10,000,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		MD W Sea Terminal Replacement					1129121
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0	
2 Prelim Design	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000	
3 Final Design	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	
4 Implementation	\$0	\$0	\$0	\$1,000,000	\$6,000,000	\$7,000,000	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$1,500,000	\$2,500,000	\$6,000,000	\$10,000,000	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$1,500,000	\$1,500,000	\$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	\$1,500,000	\$1,500,000	\$0

NARRATIVES MD W Sea Terminal Replacement 1129121

1. CURRENT PROJECT SCOPE

West Seattle Terminal Replacement - This project will plan, permit, design and construct a new West Seattle Passenger Only Ferry (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

Standalone

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

MD W Sea Terminal Replacement

1129121

3. PROJECT JUSTIFICATION

This project requests funding to plan, design and construct a replacement West Seattle Ferry Terminal in support of the West Seattle to downtown Seattle POF service. There is a need to replace the existing leased Water Taxi docking facility at Seacrest Park in West Seattle with a permanent terminal that will meet increased ridership demand for the West Seattle to Downtown Seattle Route and resolve physical constraints at the existing terminal site which reduce access, and impede circulation and efficient system operations.

The West Seattle POF terminal is located at Seacrest Park and docking facilities are leased from the City of Seattle. The current terminal lease has an annual renewal clause effective November to October. The lease was structured with an initial five-year period with options to extend the lease for up to five additional one-year periods. The lease will expire October 2019. The County is entering negotiations with the City on a new lease that will bridge the gap between the expiration of the current lease and the opening of a new permanent facility. The leased location at Seacrest Park has several shortcomings including no possibility to add an additional dock to accommodate ridership growth, a small and congested upland footprint shared with both POF passengers and park users, and limited parking opportunities in the immediate vicinity.

Route ridership is increasing annually and forecasts show continued increases through 2030. 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. Congestion bottlenecks that contribute to the traffic delay include the West Seattle Bridge, the future State Route 99 Tunnel (SR 99), and on the connecting surface streets and ramps in downtown Seattle. The West Seattle Bridge corridor has the highest traffic of all Seattle streets with 108,200 average annual weekday traffic volumes in 2015. Volumes on the West Seattle Bridge and on the connecting Spokane Viaduct are projected to increase 26-33% over the next 20 years (West Seattle Bridge/Duwamish Waterway Corridor Whitepaper and Priority Investment List (2015)). This project will help moderate increases to traffic on this critical regional corridor.

West Seattle Water Taxi service also provides an alternative transit mode when surface streets and highways are severely congested during significant construction, planned and unplanned special events, and weather related traffic disruptions. The route is a convenient and reliable transit alternative to the congested West Seattle surface arterial commute.

The existing terminal location precludes the ability of single occupancy vehicles to access the Water Taxi service due to area parking restrictions. There are only a small number of all-day parking spaces near the terminal. A new facility would accommodate parking for up to 325 vehicles and provide design enhancements to improve transit, kiss and ride, bike and walk access. These improvements would allow more riders to access the service by all modes, help meet increasing demand, and maximize service operational efficiency.

King County completed the planning phase for a new passenger ferry terminal in 2013. The West Seattle Siting Study provided feasibility analysis of three potential permanent facility locations on the West Seattle waterfront. The study reviewed potential location's ability to meet ridership demand including site access and conditions, intermodal transfer opportunities, and development costs. The report identified two feasible site alternatives which met the criteria. This request will help fund the preliminary engineering, NEPA environmental analysis, and design for a permanent West Seattle POF facility on the preferred alternative determined through the siting study. The facility will be sized to meet the project future demand for passenger-only ferry service between West Seattle and downtown Seattle.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

MD W Sea Terminal Replacement

1129121

4. PROJECT BENEFITS/OUTCOMES

The West Seattle to Downtown Seattle Water Taxi service provides an important link to employment, education, healthcare and other community based resources and opportunities in the Seattle core. The service also provides a convenient link to other transit services including Washington State Ferries, the Seattle Streetcar, Sound Transit Express Bus, Link and Sounder service, King County Metro bus routes, Community Transit routes, Amtrak rail and SeaTac International Airport service. Intermodal connectivity is an important objective of a permanent Water Taxi terminal in West Seattle. A new terminal will help reduce traffic congestion and support West Seattle transportation and development goals.

The project will benefit numerous transit dependent user groups, including commuters, seniors, students, low income and minority populations, and people with disabilities. This project will support increased POF transit access and help increase ridership serving Downtown Seattle where approximately 35% of all jobs in King County's 17 Regionally Designated (MPO) Growth Centers are located. The project encourages travelers to utilize a transportation mode that's walking distance of their residential neighborhood and replaces single occupancy vehicles in favor of a waterborne transport mode to reach destinations and other transit services.

This project supports the retention of existing jobs and businesses and creation of new employment by providing a facility to help meet the increasing demand for Water Taxi service from/to West Seattle. Over 244,000 employees work downtown (2014), nearly half of all jobs in Seattle. Several major hospitals, dozens of health clinics and scores of individual doctors, dentists and other health practitioners are located in downtown Seattle. Over a dozen colleges and schools are located in Downtown Seattle.

King County partners with large employers in downtown Seattle to offer public transportation options to their employees which has a direct correlation to the employers' ability to meet State Commute Trip Reduction program targets, resulting in decreased auto-related air pollution, energy use, and traffic congestion. The vessel providing service on the West Seattle route to downtown Seattle has a 278 passenger capacity and is scheduled for twelve trips during daily commute periods. A new, permanent terminal will create opportunities to process and transport more daily riders. The West Seattle POF route to downtown Seattle utilizes infrequently traveled waterways equating to transit times that are reliable and consistent with 10 minute crossings. The service provides 99.9% service reliability and better than 98% on time performance.

The new terminal would be designed to meet Marine Transportation Security Administration security requirements increasing the safety of traveling public. The terminal will be equipped with access controls, video surveillance monitoring, and safety enhancements all of which are not currently possible on the public dock facilities the City owns. Improvements will focus on enhancing safety of crew and passengers with better access for mobility impaired passengers. New passenger queuing arrangements and vessels docking will increase the safety and speed loading/unloading of vessels, lessening turnaround times during busy commute hours. Improved parking and transit access at the new terminal facility will provide safer passenger access as compared to the current terminal configuration.

Unique geographic, socioeconomic, land use, street and highway transportation limitations, and increasing traffic congestion in the Central Puget Sound region combine to create significant demand for POF service. Utilization of the POF system minimizes the number of single occupancy vehicles traveling into the Seattle downtown core which will support the regional plans for economic growth, access to public services, preserve the environment and provide for an integrated public transportation system.

5. BUDGET REQUEST BASIS

The Marine Division has recently been awarded the 2017-18 Federal Transportation Administration (FTA) Passenger Ferry Grant in the amount of \$1.2M to begin preliminary engineering, design and environmental review for the West Seattle POF. Outyear budget impacts are estimated based upon infrastructure projects of similar size, and will be revised with engineering estimates when appropriation is ultimately requested.

6. FUNDING AND REVENUE DISCUSSION

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	MD W Sea Terminal Replacement	1129121
8. PROJECT STATUS		
New		
9. ALTERNATIVES ANALYSIS		
A thorough alternatives analysis in conjunction with the March 2013, West Seattle Terminal Siting Study will be developed prior to project implementation.		
10. OTHER AGENCY INVOLVEMENT		
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		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

MD W Seattle Dock Preservation

1129123

Department	TRANSPORTATION
Council District(s)	8
Fund	3591 KC MARINE CONST
Class Code	STANDALONE
Substantial Completion	
Location	1660 Harbor Avenue SW, Seattle 98126: Seacrest Park
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$300,000	\$0	\$0	\$300,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$300,000	\$0	\$0	\$300,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$300,000	\$0	\$0	\$300,000
Total Revenue	\$300,000	\$0	\$0	\$300,000

EXPENSE MD W Seattle Dock Preservation 1129123

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$0	\$0	\$300,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$300,000	\$0	\$0	\$300,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

MD W Seattle Dock Preservation

1129123

1. CURRENT PROJECT SCOPE

West Seattle Dock Preservation - Design, build and install improved float for shoreside gangway landing at the Seacrest Dock. This will include the removal and re-installation of two piles.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

Wind and wave action at this location has proven that the float and pile configuration for this section of the floating dock needs to be more substantial to prevent premature failure of the float and appurtenances. This project will require a SEPA and other environmental reviews and/or permitting.

4. PROJECT BENEFITS/OUTCOMES

Maintain a safe and sustainable landing site at the Seacrest facility.

5. BUDGET REQUEST BASIS

Inquiries were made to the float manufacturer, installers, and environmental consultants to gain insight into approximate costs.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

There is no impact on the operating budget.

8. PROJECT STATUS

New

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

MD W Seattle Dock Preservation

1129123

9. ALTERNATIVES ANALYSIS

Wave attenuation to the North of the site was reviewed to assist in calming the seas during weather events. Alternatives will be reviewed when a full assessment is made prior to choosing the method of correcting the impacts to the existing float.

10. OTHER AGENCY INVOLVEMENT

Army Corp of Engineers, City of Seattle, and State of Washington Department of Ecology.

11. ART ELIGIBILITY

This project is excluded from contributing to arts as it is "maintenance or minor rehabilitation" of the Seacrest terminal.

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

N/A

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

MD W Sea Mobility Transit Hub

1133740

Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3591 KC MARINE CONST
Class Code	STANDALONE
Substantial Completion	
Location	The location is yet to be determined. The County has responded to a request for proposals advertised by the Port of Seattle, owner of Pier 2, 2130 Harbor Avenue SW, Seattle 98126: Jack Block Park
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$750,000	\$910,000	\$0	\$1,660,000
3 Final Design	\$0	\$0	\$1,340,000	\$0	\$1,340,000
4 Implementation	\$0	\$0	\$5,000,000	\$3,000,000	\$8,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$750,000	\$7,250,000	\$3,000,000	\$11,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$7,426	\$72,500	\$30,000	\$109,926

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
31111 - REAL PRPTY TAXES CURRENT	\$150,000	\$18,058	\$0	\$168,058
33118 - FED TRANSIT CAP INVEST	\$600,000	\$3,931,942	\$0	\$4,531,942
39113 - GENERAL OBLIGATION BONDS	\$0	\$3,300,000	\$3,000,000	\$6,300,000
Total Revenue	\$750,000	\$7,250,000	\$3,000,000	\$11,000,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		MD W Sea Mobility Transit Hub				1133740
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$750,000	\$910,000	\$0	\$1,660,000
3 Final Design	\$0	\$0	\$0	\$1,340,000	\$0	\$1,340,000
4 Implementation	\$0	\$0	\$0	\$5,000,000	\$3,000,000	\$8,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$750,000	\$7,250,000	\$3,000,000	\$11,000,000

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$750,000	\$750,000	\$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	\$750,000	\$750,000	\$0

NARRATIVES MD W Sea Mobility Transit Hub 1133740

1. CURRENT PROJECT SCOPE

West Seattle Mobility Transit Hub – This project will plan, site, permit, design and construct a mobility hub facility that could 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

MD W Sea Mobility Transit Hub

1133740

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 2017, ridership on the West Seattle route was 375,931, a 20% increase over 2015. 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.

Annual ridership demand for the West Seattle POF service is forecasted to increase to 596,918 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 the fall of 2018, the Alaskan Way Viaduct (AWV) will permanently close with demolition scheduled for early 2019. The recently completed State Route 99 (SR 99) tunnel that replaces the AWV will open during this same time period. The toll tunnel provides a bypass of downtown Seattle for North and South bound traffic but reduces 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.

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 routes 37, 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 30% 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

MD W Sea Mobility Transit Hub

1133740

5. BUDGET REQUEST BASIS

This proposal requests funding for the planning, preliminary engineering and environmental review during the 2019-20 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.

Initializing this project in the 2019-2020 biennium will provide the capital investment planning needed to support the development of mobility infrastructure in West Seattle, regardless of the final project site.

A project engineer's cost estimate was completed in April 2018. Total project costs are estimated at \$11M, with the construction costs at \$7.9M and the soft costs for project management, design, environmental review and permits at \$3.1M. This cost estimate will be reevaluated once site has been finalized.

6. FUNDING AND REVENUE DISCUSSION

Management is actively seeking federal grant funding in support of the Mobility Transit Hub project. Currently 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.

Award determination has yet to be made regarding a submitted application for the 2018 FHWA Countywide grant in support of the Mobility Transit Hub project seeking \$1.4M in preliminary engineering and environmental review support.

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

New

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	MD W Sea Mobility Transit Hub	1133740
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/01 - 12/31/22	\$1,438,333	\$704,686	\$1,099,319	\$1,155,186	\$4,397,524
2 Preliminary Design 01/01/01 - 12/31/22	\$3,366,494	\$1,092,850	\$1,648,979	\$1,732,778	\$7,841,101
3 Final Design 01/01/01 - 12/31/22	\$5,565,175	\$2,377,881	\$3,297,959	\$3,465,557	\$14,706,572
4 Implementation 01/01/01 - 12/31/22	\$16,193,529	\$5,111,053	\$3,500,405	\$3,634,925	\$28,439,912
5 Closeout 01/01/01 - 12/31/22	\$1,721,326	\$1,185,752	\$1,648,979	\$1,778,184	\$6,334,241
6 Acquisition	\$470	\$0	\$0	\$0	\$470
Total Budget	\$28,285,328	\$10,472,222	\$11,195,641	\$11,766,630	\$61,719,821

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$9,807,222	\$11,195,643	\$11,766,630	\$32,769,495
44317 - BIOMETHANE RIN REVENUE	\$665,000	\$0	\$0	\$665,000
Total Revenue	\$10,472,222	\$11,195,643	\$11,766,630	\$33,434,495

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		WTC STRUCTURE SITE IMPROVEMENT				1037498
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$1,715,604	\$33,932	\$704,686	\$1,099,319	\$1,155,186	\$4,708,727
2 Prelim Design	\$1,950,012	\$264,333	\$1,092,850	\$1,648,979	\$1,732,778	\$6,688,952
3 Final Design	\$3,531,700	\$587,164	\$2,377,881	\$3,297,959	\$3,465,557	\$13,260,261
4 Implementation	\$13,050,716	\$2,869,768	\$5,111,053	\$3,500,405	\$3,634,925	\$28,166,867
5 Closeout	\$79,692	\$172,590	\$1,185,752	\$1,648,979	\$1,778,184	\$4,865,197
6 Acquisition	\$26,251	\$900,000	\$0	\$0	\$0	\$926,251
Total Expense	\$20,353,974	\$4,827,787	\$10,472,222	\$11,195,641	\$11,766,630	\$58,616,254

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$5,323,665	\$2,020,557	\$1,438,333	\$1,749,536
2 Preliminary Design	\$0	\$7,611,358	\$2,207,985	\$3,366,494	\$2,214,345
3 Final Design	\$0	\$15,105,072	\$3,745,678	\$5,565,175	\$4,118,864
4 Implementation	\$0	\$30,011,677	\$13,593,078	\$16,193,529	\$15,920,484
5 Closeout	\$0	\$5,787,603	\$84,446	\$1,721,326	\$252,282
6 Acquisition	\$0	\$926,251	\$36,296	\$470	\$926,251
Total	\$0	\$64,765,626	\$21,688,040	\$28,285,327	\$25,181,762

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$311,203)	\$704,686	\$704,686	(\$311,203)
2 Preliminary Design	\$1,152,150	\$1,092,850	\$1,092,850	\$1,152,150
3 Final Design	\$1,446,311	\$2,377,881	\$2,377,881	\$1,446,311
4 Implementation	\$273,045	\$5,111,053	\$5,111,053	\$273,045
5 Closeout	\$1,469,045	\$1,185,752	\$1,185,752	\$1,469,045
6 Acquisition	(\$925,781)	\$0	\$0	(\$925,781)
Total	\$3,103,567	\$10,472,222	\$10,472,222	\$3,103,567

NARRATIVES	WTC STRUCTURE SITE IMPROVEMENT	1037498
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1. CURRENT PROJECT SCOPE

Structures / Site Improvement: These projects are focused on making modifications, improvements, or upgrades to the structures, buildings, and property owned by the Wastewater Treatment Division (WTD). For example, roof replacements, repairing structural damage to facilities, and adding fencing or gates to WTD property. Other improvements may be made to bring the structures up to current code, increase safety, or minimize vandalism. The Roll-Up Project funds a number of sub-projects that vary in value but are generally less than \$1,000,000 total project cost although they may range up to \$2,500,000 total project cost. The number of sub-projects fluctuates as projects are completed and new sub-projects are added through the project work request (PWR) process. As a result sub-projects 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. This Roll-up project contains the sub-project Sustainable Education Every Day (SEED) Classroom. This project will provide a dedicated facility on the South Treatment Plant grounds for educational program activities. The facility will be pre-fabricated and meet full Living Building Challenge (LBC) certification requirements. The facility will be used by the WTD Education Unit and community partners to provide educational programs and workshops for students, teachers and the general public."

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC STRUCTURE SITE IMPROVEMENT

1037498

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Sub-projects included in this Roll-Up project serve several purposes such as to refurbish, modify, upgrade or replace miscellaneous components on WTD owned structures and/or facilities. The sub-projects 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. The SEED Classroom will be used by the community outreach/education section of WTD as a classroom to teach community members about sustainability, water quality and water education. This sub-project will advance the Strategic Action Plan (SCAP) goal to register 10 LBC/Net Zero Energy(NZE) projects by 2020. This sub-project can be used to pilot small facility buildings that can be used by other county agencies in rural areas (e.g., satellite office, shop, parks facility).

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 for operators and the public. 2. Meeting current codes and regulations. 3. Increased reliability of facility components. The SEED Classroom will help WTD meet SCAP goals by reducing the need for purchasing potable water and purchasing energy from the local utility, instead the building will generate all of its own electricity on-site and will collect enough potable water for its own use. The building will be outfitted with composting toilets and will not be connected to the sewer system. The project team will investigate all utility grants and rebates it is eligible to receive. The SEED Classroom will also help support King County's Equity and Social Justice Initiatives because it will be used to provide education and engagement for underserved WTD service area communities that are South of Seattle. These communities have the highest level of low income people of color and immigrant populations within King County. The target for this project is to receive LBC certification approximately one year after it has been operational. Substantial Completion of the project is expected in 2020.

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

The Sewer rate or Renewable Identification Numbers (RINS) Revenue may be used to provide funding for the SEED Classroom. The project team will investigate and apply for all utility grants and rebates the project is eligible to receive.

7. OPERATING BUDGET AND OTHER IMPACTS

See individual subprojects for specific information. The SEED Classroom sub-project capital budget will cover the entire cost of planning and implementation. Because the SEED Classroom will not need to purchase either potable water or electricity and will not be connected to the sewer the Operating budget necessary to operate and maintain this building will be less than is required for a conventional building of the same size and type.

8. PROJECT STATUS

This is an ongoing program. Please see the program detail report submitted for the 2019/2020 budget for more information. The SEED Classroom is currently in the Planning phase, having been authorized to proceed as a project in Q2 2018. This sub-project has a total project cost estimate of \$784,000 to cover all capital planning, design and implementation costs. The incremental costs to achieve the LBC certification are included in the total project budget. The capital budget does not cover any operating costs, including any costs to perform educational programming. Substantial Completion is targeted for 2020 with LBC certification anticipated approximately one year after the building is operational.

9. ALTERNATIVES ANALYSIS

NA

10. OTHER AGENCY INVOLVEMENT

See individual subprojects for specific information.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC STRUCTURE SITE IMPROVEMENT

1037498

11. ART ELIGIBILITY

Project is for equipment or component replacement and refurbishment or improvements to facilities or properties. The SEED Classroom project may be eligible for Art funding or Art implementation.

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 2019-2020 Wastewater Treatment Division Business Plan and ESJ work plan.

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. The SEED Classroom sub-project will advance the Strategic Climate Action Plan (SCAP) goal to register 10 LBC/Net Zero Energy(NZE) projects by 2020. This sub-project can be used to pilot small facility buildings that can be used by other county agencies in rural areas (e.g., satellite office, shop, parks facility). The project will further WTD SCAP goals by reducing energy used (reduce Greenhouse Gas emissions) and will instead self-generate the electricity needed to operate the building. WTD and King County will be able to measure the use of the LBC certification when the actual use of water, electricity and sewer systems is compared to a comparably sized conventional building. The use of LBC should result in lower costs for water, electricity/fuel and sewage fees. Additionally comparing the number of people participating in WTD sponsored educational programming before and after the SEED Classroom will show many more people reached after the SEED Classroom is completed.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$802,397	\$2,084,230	\$10,708,266
5 Closeout	\$91,336	\$0	\$0	\$39,078	\$130,414
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$8,261,859	\$0	\$802,397	\$2,123,308	\$11,187,564

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$0	\$802,397	\$2,123,308	\$2,925,705
Total Revenue	\$0	\$802,397	\$2,123,308	\$2,925,705

EXPENSE WTC BIOSOLIDS TRANSP 1037513

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$161,359	\$0	\$0	\$0	\$0	\$161,359
2 Prelim Design	\$157,032	\$0	\$0	\$0	\$0	\$157,032
3 Final Design	\$148,285	\$0	\$0	\$0	\$0	\$148,285
4 Implementation	\$4,034,344	\$463,250	\$1,920,876	\$2,146,638	\$2,084,230	\$10,649,338
5 Closeout	\$1,327	\$20,833	\$0	\$0	\$39,078	\$61,238
6 Acquisition	\$10,311	\$0	\$0	\$0	\$0	\$10,311
Total Expense	\$4,512,658	\$484,083	\$1,920,876	\$2,146,638	\$2,123,308	\$11,187,563

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$161,359	\$161,359	\$114,466	\$161,359
2 Preliminary Design	\$0	\$157,032	\$157,032	\$86,132	\$157,032
3 Final Design	\$0	\$148,285	\$148,285	\$148,285	\$148,285
4 Implementation	\$0	\$10,649,338	\$4,034,344	\$7,821,639	\$4,497,594
5 Closeout	\$0	\$61,239	\$1,327	\$91,336	\$22,160
6 Acquisition	\$0	\$10,311	\$10,311	\$1	\$10,311
Total	\$0	\$11,187,564	\$4,512,658	\$8,261,859	\$4,996,741

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$46,893)	\$0	\$0	(\$46,893)
2 Preliminary Design	(\$70,900)	\$0	\$0	(\$70,900)
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$3,324,045	\$0	\$1,920,876	\$1,403,169
5 Closeout	\$69,176	\$0	\$0	\$69,176
6 Acquisition	(\$10,310)	\$0	\$0	(\$10,310)
Total	\$3,265,118	\$0	\$1,920,876	\$1,344,242

NARRATIVES

WTC BIOSOLIDS TRANSP

1037513

1. CURRENT PROJECT SCOPE

Biosolids Transportation: This project is needed to ensure the right equipment is consistently available. Major repairs like engines transmission, and drive trains are required as the equipment reaches their life expectancy. All of our equipment is needed to meet the daily needs of our 5 treatment plants. The dump trucks and pup trailers along with our end dumps and tankers are used to haul biosolids, grit, screenings and liquids from the plants to the many reuse sites we currently serve. During the useful life of the equipment major repairs and sometimes replacement of some pieces maybe required.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The treatment plants need to have equipment ready and available at all times. The equipment provides the storage the treatment plants need when weather related events happen.

4. PROJECT BENEFITS/OUTCOMES

We continue to serve our rate payers with consistent dedication to ensure all usable byproducts produced are transported safely from treatment plants to beneficial reuse sites. Biosolids has become a much needed commodity for farmers in eastern Washington. Without biosolids many farmers would not be farming anymore. It has helped restore their land and increases their crop yields.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project spending and budget carryover amount.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

None.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC BIOSOLIDS TRANSP

1037513

8. PROJECT STATUS

We have been operating King County owned equipment since the year 2000. During that time we have transported approximately 1,793,500 tons of biosolids to agricultural, forestry and composting sites. This has allowed our biosolids program to become one of the most recognized programs in the United States.

9. ALTERNATIVES ANALYSIS

The alternative for the biosolids that are produced at our treatment plants would be to transport them to a landfill. That is very costly and it would fill our landfills to capacity in a very short period of time.

10. OTHER AGENCY INVOLVEMENT

King County Fleet 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 driver training and/or 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC BRIGHTWATER RECLAIMED WATER PIPELINE (WTC BRIGHTWATER RW PIPELINE)

1037543

TA, Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	3
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	04/15/2013
Location	Brightwater Treatment Plant site, the IPS in Bothell, NCP, York PS and the Willows Run GC.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/04 - 09/27/04	\$68,114	\$56,631	\$0	\$0	\$124,745
2 Preliminary Design 09/27/04 - 04/01/06	\$849,752	\$0	\$0	\$0	\$849,752
3 Final Design 04/01/06 - 12/31/07	\$2,705,293	\$127,564	\$0	\$0	\$2,832,857
4 Implementation 01/01/06 - 03/31/14	\$22,163,986	(\$2,663,024)	\$0	\$0	\$19,500,962
5 Closeout 04/01/14 - 12/30/14	\$390,437	(\$388,539)	\$0	\$0	\$1,898
6 Acquisition 05/01/07 - 04/07/08	\$72,298	(\$72,298)	\$0	\$0	\$0
Total Budget	\$26,249,880	(\$2,939,666)	\$0	\$0	\$23,310,214

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	(\$2,939,666)	\$0	\$0	(\$2,939,666)
Total Revenue	(\$2,939,666)	\$0	\$0	(\$2,939,666)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC BRIGHTWATER RW PIPELINE					1037543
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$124,745	\$0	\$0	\$0	\$0	\$124,745	
2 Prelim Design	\$849,752	\$0	\$0	\$0	\$0	\$849,752	
3 Final Design	\$2,832,858	\$0	\$0	\$0	\$0	\$2,832,858	
4 Implementation	\$19,500,963	\$0	\$0	\$0	\$0	\$19,500,963	
5 Closeout	\$1,897	\$0	\$0	\$0	\$0	\$1,897	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$23,310,215	\$0	\$0	\$0	\$0	\$23,310,215	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$124,745	\$124,745	\$68,114	\$124,745
2 Preliminary Design	\$0	\$849,752	\$849,752	\$849,752	\$849,752
3 Final Design	\$0	\$2,832,858	\$2,832,858	\$2,705,293	\$2,832,858
4 Implementation	\$0	\$19,500,963	\$19,500,963	\$22,163,986	\$19,500,963
5 Closeout	\$0	\$1,897	\$1,897	\$390,437	\$1,897
6 Acquisition	\$0	\$0	\$0	\$72,298	\$0
Total	\$0	\$23,310,215	\$23,310,215	\$26,249,880	\$23,310,215

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$56,631)	\$56,631	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$127,565)	\$127,564	\$0	(\$1)
4 Implementation	\$2,663,023	(\$2,663,024)	\$0	(\$1)
5 Closeout	\$388,540	(\$388,539)	\$0	\$1
6 Acquisition	\$72,298	(\$72,298)	\$0	\$0
Total	\$2,939,665	(\$2,939,666)	\$0	(\$1)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC BRIGHTWATER RW PIPELINE

1037543

1. CURRENT PROJECT SCOPE

Brightwater Reclaimed Water Pipeline: A conveyance system will be developed to convey reclaimed water from the Brightwater site to a number of water reuse opportunities. Issues critical to the success of the reclaimed water component of the Brightwater Project are: a) Minimizing cost, b) Optimizing the project schedule, c) Meeting stakeholder and County commitment and, d) Minimizing risk. Given that the Brightwater Treatment Plant will produce effluent that, except for disinfection, meets the requirements for Class A reclaimed water, reclaimed water will be conveyed from the Brightwater Treatment Plant to the Sammamish Valley and other potential customers via the following: 1) A new pipeline from the North Creek Portal and Influent Pump Station to North Creek Pump Station, 2) Use of one of the existing North Creek forcemains to transport reclaimed water to the Sammamish Valley, 3) New local distribution piping to reclaimed water customers specifically in the Sammamish Valley area, and 4) Facilities in the Brightwater Tunnel and at one or more effluent portal sites to ultimately serve potential reclaimed water customers west of the North Creek Portal in Bothell. Modifications to the Ballinger Portal for future removal of membrane effluent because of changes to the Tunnel configure were developed. The reconfiguration of the BT3 tunnel removes the dedicated reclaimed water pipes between North Kenmore and Ballinger Way portals. This allows Brightwater conveyance start-up at least three months sooner at considerable savings to the project. This approach remains consistent with reclaimed water comprehensive planning process and is supported by the regulators.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Constructing a reclaimed water facility supports the division's mission to create resources from wastewater. The opportunity to develop this facility arose from the need to design and construct a new wastewater treatment facility and conveyance system. Washington state identifies standards for four classes of reclaimed water, with Class A being the most stringent standard. Class A reclaimed water can be used for non-potable industrial processes irrigation of food and non-food crops, and irrigation of open access areas (e.g. parks). The scope remained unchanged with all remaining design contract amendments #

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate remaining balance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Project is complete. Abandoning remaining appropriation.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC BRIGHTWATER RW PIPELINE	1037543
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC BELLEVUE INFLUENT TRUNK IMPROVEMENTS (WTC BELLEVUE INFLNT TRK IMPRV)

1037545

Baseline Required, TA, Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	6
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	05/18/2012
Location	North of Bellevue Pump Station along 102nd Ave. SE., between SE 6th St. and SE 3rd St.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/14/07 - 09/14/09	\$557,637	\$15,687	\$0	\$0	\$573,324
2 Preliminary Design 09/14/09 - 02/02/10	\$122,932	\$5,981	\$0	\$0	\$128,913
3 Final Design 02/02/10 - 05/02/11	\$749,634	(\$278,017)	\$0	\$0	\$471,617
4 Implementation 05/02/11 - 02/22/13	\$4,891,508	(\$2,589,431)	\$0	\$0	\$2,302,077
5 Closeout 02/22/13 - 01/29/14	\$36,786	(\$11,626)	\$0	\$0	\$25,160
6 Acquisition	\$1	\$8,533	\$0	\$0	\$8,534
Total Budget	\$6,358,498	(\$2,848,873)	\$0	\$0	\$3,509,625

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	(\$2,848,873)	\$0	\$0	(\$2,848,873)
Total Revenue	(\$2,848,873)	\$0	\$0	(\$2,848,873)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC BELLEVUE INFLNT TRK IMPRV					1037545
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$573,324	\$0	\$0	\$0	\$0	\$573,324	
2 Prelim Design	\$128,913	\$0	\$0	\$0	\$0	\$128,913	
3 Final Design	\$471,618	\$0	\$0	\$0	\$0	\$471,618	
4 Implementation	\$2,302,078	\$0	\$0	\$0	\$0	\$2,302,078	
5 Closeout	\$25,159	\$0	\$0	\$0	\$0	\$25,159	
6 Acquisition	\$8,533	\$0	\$0	\$0	\$0	\$8,533	
Total Expense	\$3,509,625	\$0	\$0	\$0	\$0	\$3,509,625	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$573,324	\$573,324	\$557,637	\$573,324
2 Preliminary Design	\$0	\$128,913	\$128,913	\$122,932	\$128,913
3 Final Design	\$0	\$471,618	\$471,618	\$749,634	\$471,618
4 Implementation	\$0	\$2,302,078	\$2,302,078	\$4,891,508	\$2,302,078
5 Closeout	\$0	\$25,159	\$25,159	\$36,786	\$25,159
6 Acquisition	\$0	\$8,533	\$8,533	\$1	\$8,533
Total	\$0	\$3,509,625	\$3,509,625	\$6,358,498	\$3,509,625

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$15,687)	\$15,687	\$0	\$0
2 Preliminary Design	(\$5,981)	\$5,981	\$0	\$0
3 Final Design	\$278,017	(\$278,017)	\$0	(\$1)
4 Implementation	\$2,589,430	(\$2,589,431)	\$0	(\$1)
5 Closeout	\$11,627	(\$11,626)	\$0	\$1
6 Acquisition	(\$8,532)	\$8,533	\$0	\$1
Total	\$2,848,874	(\$2,848,873)	\$0	\$0

NARRATIVES

1. CURRENT PROJECT SCOPE

Bellevue Influent Trunk Improvements: -Abandon the existing Bellevue Influent Trunk (BIT) sewer and design and construct 1,600 lineal-feet of new replacement BIT trunk sewer, ranging in diameter from 18 to 42 inches, designed to convey to the projected year of 2050, 20-year peak flows of 17.71 million gallons per day. -Partner with the City of Bellevue, at their cost, to design and construct a 635 lineal-foot section of 24-inch pipe, to form a new upstream connection of their West Central Business District trunk to the new BIT.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC BELLEVUE INFLNT TRK IMPRV

1037545

3. PROJECT JUSTIFICATION

The Bellevue Influent Trunk has an estimated 5 to 10-yr peak flow level of service. This level of service is below the 20-year peak flow design standard stated in RWSP Conveyance Policies in place to minimize overflows in the separated conveyance system. The Influent Trunk conveys flows to the Bellevue Pump Station; an upgrade of that facility was completed in 2011. The Bellevue Influent Trunk project will increase the capacity of the trunk sewer to convey the projected 2050 20-year peak flow to the upgraded pump station.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate remaining balance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Project is complete. Abandoning remaining appropriation.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

12. EQUITY AND SOCIAL JUSTICE IMPACT

WTD continues to work on developing best practices for incorporating equity and social justice into the siting, design, mitigation and construction of our capital projects. We are striving to include King County equity and social justice principles, demographic assessment information and equity determinants into capital project decisions. Additional information is outlined in the 2015-2016 Wastewater Treatment Division Business Plan.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC BELLEVUE INFLNT TRK IMPRV	1037545
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17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	
Location	King Street Building
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,819,710	\$347,854	\$0	\$0	\$2,167,564
5 Closeout	\$31,716	\$0	\$0	\$0	\$31,716
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$2,194,335	\$347,854	\$0	\$0	\$2,542,189

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$347,854	\$0	\$0	\$347,854
Total Revenue	\$347,854	\$0	\$0	\$347,854

EXPENSE WTC CAPITAL PROJECT OVERSIGHT 1037549

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$620,798	\$0	\$0	\$0	\$0	\$620,798
2 Prelim Design	\$318	\$0	\$0	\$0	\$0	\$318
3 Final Design	\$340	\$0	\$0	\$0	\$0	\$340
4 Implementation	\$1,121,745	\$390,000	\$405,854	\$0	\$0	\$1,917,599
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$1,743,200	\$390,000	\$405,854	\$0	\$0	\$2,539,054

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$673,668	\$142,567	\$620,798
2 Preliminary Design	\$0	\$0	\$356	\$1	\$318
3 Final Design	\$0	\$0	\$340	\$200,340	\$340
4 Implementation	\$0	\$0	\$1,121,745	\$1,819,710	\$1,511,745
5 Closeout	\$0	\$0	\$0	\$31,716	\$0
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$0	\$1,796,109	\$2,194,335	\$2,133,201

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$478,231)	\$0	\$0	(\$478,231)
2 Preliminary Design	(\$317)	\$0	\$0	(\$317)
3 Final Design	\$200,000	\$0	\$0	\$200,000
4 Implementation	\$307,965	\$347,854	\$405,854	\$249,965
5 Closeout	\$31,716	\$0	\$0	\$31,716
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$61,134	\$347,854	\$405,854	\$3,134

NARRATIVES

WTC CAPITAL PROJECT OVERSIGHT

1037549

1. CURRENT PROJECT SCOPE

Council Auditor Capital Project Oversight

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This budget request goes towards the CPO auditor allocation. Amounts come from PSB.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC CAPITAL PROJECT OVERSIGHT	1037549
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC SP POWER EQUIPMENT REPLACEMENT (WTC POWER REPLACEMENT EQUIP)

1037588

TA

Department	NATURAL RESOURCES AND PARKS
Council District(s)	5
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	10/31/2012
Location	South Plant
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/01 - 08/05/03	\$33,802	\$0	\$0	\$0	\$33,802
2 Preliminary Design 02/04/02 - 12/16/02	\$235,067	\$0	\$0	\$0	\$235,067
3 Final Design 11/01/09 - 11/20/09	\$763,250	\$144,802	\$0	\$0	\$908,052
4 Implementation 08/01/08 - 07/28/11	\$7,192,314	(\$3,763,999)	\$0	\$0	\$3,428,315
5 Closeout 01/02/12 - 07/31/14	\$18,836	(\$16,865)	\$0	\$0	\$1,971
6 Acquisition	\$1	(\$1)	\$0	\$0	\$0
Total Budget	\$8,243,270	(\$3,636,063)	\$0	\$0	\$4,607,207

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	(\$3,636,063)	\$0	\$0	(\$3,636,063)
Total Revenue	(\$3,636,063)	\$0	\$0	(\$3,636,063)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC POWER REPLACEMENT EQUIP					1037588
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$33,802	\$0	\$0	\$0	\$0	\$33,802	
2 Prelim Design	\$235,067	\$0	\$0	\$0	\$0	\$235,067	
3 Final Design	\$908,052	\$0	\$0	\$0	\$0	\$908,052	
4 Implementation	\$3,428,316	\$0	\$0	\$0	\$0	\$3,428,316	
5 Closeout	\$1,970	\$0	\$0	\$0	\$0	\$1,970	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$4,607,207	\$0	\$0	\$0	\$0	\$4,607,207	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$33,802	\$33,802	\$33,802	\$33,802
2 Preliminary Design	\$0	\$235,067	\$235,067	\$235,067	\$235,067
3 Final Design	\$0	\$908,052	\$908,052	\$763,250	\$908,052
4 Implementation	\$0	\$3,428,316	\$3,428,316	\$7,192,314	\$3,428,316
5 Closeout	\$0	\$1,970	\$1,970	\$18,836	\$1,970
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$4,607,207	\$4,607,207	\$8,243,270	\$4,607,207

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$144,802)	\$144,802	\$0	\$0
4 Implementation	\$3,763,998	(\$3,763,999)	\$0	(\$1)
5 Closeout	\$16,866	(\$16,865)	\$0	\$1
6 Acquisition	\$1	(\$1)	\$0	\$0
Total	\$3,636,063	(\$3,636,063)	\$0	\$0

NARRATIVES

WTC POWER REPLACEMENT EQUIP

1037588

1. CURRENT PROJECT SCOPE

EDRP - POWER EQUIPMENT REPLACEMENT: Work for this project takes place at the South Treatment Plant formally known as the East Division Reclamation Plant. The project will remove and replace 480-volt motor control centers in area control centers 1, 2, and 3; secondary control building; administration building; chlorine building; pump building; maintenance building; and the south primary building. Other project work includes the removal and replacement of associated distribution switch gear where necessary and removal and replacement of additional circuits that are identified during project construction.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

MCC's are obsolete and repair parts no longer available.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC POWER REPLACEMENT EQUIP	1037588
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4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate remaining balance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Project is complete. Abandoning remaining appropriation.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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, 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 06/2018	FY19-20	FY21-22	FY23-24	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 - 12/31/23	\$13,967,685	\$1,167,758	\$1,060,019	\$647,449	\$16,842,911
5 Closeout	\$60,891	\$0	\$0	\$0	\$60,891
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$14,396,545	\$1,167,758	\$1,060,019	\$647,449	\$17,271,771

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$1,167,758	\$1,060,019	\$647,449	\$2,875,226
Total Revenue	\$1,167,758	\$1,060,019	\$647,449	\$2,875,226

EXPENSE WTC WATER QUALITY CAP OUTLAY 1037765

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$12,465,400	\$558,496	\$1,167,758	\$1,238,875	\$1,314,322	\$16,744,851
5 Closeout	\$80,129	\$0	\$0	\$0	\$0	\$80,129
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$12,992,320	\$558,496	\$1,167,758	\$1,238,875	\$1,314,322	\$17,271,771

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$16,744,851	\$12,736,651	\$13,967,685	\$13,023,896
5 Closeout	\$0	\$80,129	\$80,129	\$60,891	\$80,129
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$17,271,772	\$13,263,572	\$14,396,545	\$13,550,817

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$943,789	\$1,167,758	\$1,167,758	\$943,789
5 Closeout	(\$19,238)	\$0	\$0	(\$19,238)
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$845,728	\$1,167,758	\$1,167,758	\$845,728

NARRATIVES

WTC WATER QUALITY CAP OUTLAY

1037765

1. CURRENT PROJECT SCOPE

Water Quality Capital Outlay: This project covers the small capital outlay portion of the Capital Asset Management Plan, which largely includes purchases of information technology equipment. The Wastewater Treatment Division follows general criteria in determining the replacement of these assets, including: the maintenance history of the equipment; the manufacturers' recommended useful life; quantifiable benefits; intangible cost/benefits; and the future impact of the decision to replace equipment in order to reduce maintenance costs. These are all factors which are considered in the equipment replacement plans.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Computers and other equipment require periodic replacement due to obsolescence, major failure and useable life.

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

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC WATER QUALITY CAP OUTLAY	1037765
8. PROJECT STATUS		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$8,816,323	\$51,130	\$1,068,850	\$1,149,200	\$11,085,503
5 Closeout	\$15,615	\$0	\$0	\$34,429	\$50,044
6 Acquisition	\$238	\$0	\$0	\$0	\$238
Total Budget	\$8,959,247	\$51,130	\$1,068,850	\$1,183,629	\$11,262,856

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$51,130	\$1,068,870	\$1,183,628	\$2,303,628
Total Revenue	\$51,130	\$1,068,870	\$1,183,628	\$2,303,628

EXPENSE WTC BIOSOLIDS SITE DEVELOPMENT 1037767

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$7,402,636	\$446,150	\$988,130	\$1,068,850	\$1,149,200	\$11,054,966
5 Closeout	\$6	\$0	\$0	\$0	\$34,429	\$34,435
6 Acquisition	\$238	\$0	\$0	\$0	\$0	\$238
Total Expense	\$7,576,097	\$446,150	\$988,130	\$1,068,850	\$1,183,629	\$11,262,856

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$11,054,966	\$7,574,851	\$8,816,323	\$7,848,786
5 Closeout	\$0	\$34,434	\$6	\$15,615	\$6
6 Acquisition	\$0	\$238	\$238	\$238	\$238
Total	\$0	\$11,262,856	\$7,748,313	\$8,959,247	\$8,022,248

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$967,537	\$51,130	\$988,130	\$30,537
5 Closeout	\$15,609	\$0	\$0	\$15,609
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$936,999	\$51,130	\$988,130	(\$1)

NARRATIVES

WTC BIOSOLIDS SITE DEVELOPMENT

1037767

1. CURRENT 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

Proper field reconnaissance, mapping, field layout and construction of application roads/trails are required by permit to apply biosolids to forested sites in an environmentally safe manner. Field reconnaissance is the primary method for site selection. Proper site selection is important to maximize benefits to biosolids application and to minimize risks. Mapping of sites allows accurate measurement for developing application rates, and it provides tools for communication. Having roads and trails with clearly marked layout prevents wasted effort during construction. Construction of trails is essential to allow access for application equipment in a forest setting. 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

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

The appropriation request is based on analysis of project spending and budget carryover amount.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC BIOSOLIDS SITE DEVELOPMENT

1037767

7. OPERATING BUDGET AND OTHER IMPACTS

None.

8. PROJECT STATUS

On average, 12 miles of trail have been constructed each year. This equates to approximately 15,000 wet tons of biosolids delivered yearly, and approximately 10 units prepared for application.

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.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$49,774,322	\$10,244	\$0	\$0	\$49,784,566
2 Preliminary Design	\$4,184,041	\$2,044,193	\$0	\$0	\$6,228,234
3 Final Design	\$9,674,967	\$503,900	\$5,826,580	\$423,267	\$16,428,714
4 Implementation	\$34,579,625	\$4,336,275	\$3,300,008	\$5,511,345	\$47,727,253
5 Closeout	\$622,965	\$0	\$133,875	\$112,657	\$869,497
6 Acquisition	\$66	\$0	\$0	\$0	\$66
Total Budget	\$98,835,986	\$6,894,612	\$9,260,463	\$6,047,269	\$121,038,330

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$6,894,611	\$9,260,463	\$6,047,269	\$22,202,343
Total Revenue	\$6,894,611	\$9,260,463	\$6,047,269	\$22,202,343

EXPENSE WTC CONVEYANCE SYS IMPROVEMENT 1037789

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$63,532,852	\$831,913	\$10,244	\$0	\$0	\$64,375,009
2 Prelim Design	\$2,020,144	\$544,562	\$2,357,426	\$0	\$0	\$4,922,132
3 Final Design	\$7,904,138	\$0	\$3,041,837	\$4,063,675	\$423,267	\$15,432,917
4 Implementation	\$15,930,871	\$1,267,793	\$6,203,225	\$5,843,576	\$5,511,345	\$34,756,810
5 Closeout	\$137,984	\$0	\$0	\$134,117	\$112,657	\$384,758
6 Acquisition	\$1,166,705	\$0	\$0	\$0	\$0	\$1,166,705
Total Expense	\$90,692,694	\$2,644,268	\$11,612,732	\$10,041,368	\$6,047,269	\$121,038,331

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$64,375,009	\$64,067,033	\$49,774,322	\$64,364,765
2 Preliminary Design	\$0	\$4,922,133	\$2,020,144	\$4,184,041	\$2,564,706
3 Final Design	\$0	\$15,432,916	\$7,904,138	\$9,674,967	\$7,904,138
4 Implementation	\$0	\$35,800,258	\$16,505,903	\$34,579,625	\$17,198,664
5 Closeout	\$0	\$1,008,051	\$137,984	\$622,965	\$137,984
6 Acquisition	\$0	\$1,166,705	\$1,166,705	\$66	\$1,166,705
Total	\$0	\$122,705,072	\$91,801,907	\$98,835,986	\$93,336,962

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$14,590,443)	\$10,244	\$10,244	(\$14,590,443)
2 Preliminary Design	\$1,619,335	\$2,044,193	\$2,357,426	\$1,306,102
3 Final Design	\$1,770,829	\$503,900	\$3,041,837	(\$767,108)
4 Implementation	\$17,380,961	\$4,336,275	\$6,203,225	\$15,514,011
5 Closeout	\$484,981	\$0	\$0	\$484,981
6 Acquisition	(\$1,166,639)	\$0	\$0	(\$1,166,639)
Total	\$5,499,024	\$6,894,612	\$11,612,732	\$780,904

NARRATIVES

WTC CONVEYANCE SYS IMPROVEMENT

1037789

1. CURRENT PROJECT SCOPE

RWSP Conveyance System Improvements: Conveyance system improvement planning is driven by the Regional Wastewater Service Plan's 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 budget is a roll-up of sub-projects covering everything from staff labor to future capital projects and other expenses incurred to do 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

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 three 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).

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC CONVEYANCE SYS IMPROVEMENT

1037789

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

The appropriation request is based on analysis of project spending and budget carryover amount.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Not applicable to this programmatic project.

8. PROJECT STATUS

The CSI Program is routinely updated to ensure that current information is being used to plan capacity improvements in the separated portion of the regional wastewater system. The most recent update was completed in 2017. This update will guide investments in the conveyance capacity projects over the next 10 years. The next CSI program Update will be complete in mid 2020s. Ongoing CSI Program activities including flow monitoring, CIP project initiation, and local agency coordination.

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 2019-2020 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.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC CONVEYANCE SYS IMPROVEMENT	1037789
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WTC SEDIMENT MANAGEMENT PLAN

1037810

Department	NATURAL RESOURCES AND PARKS
Council District(s)	4, 5, 8
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	12/31/2018
Location	Areas in front of the Denny, Hanford, Lander, King, Chelan, Brandon CSOs
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/19/00 - 12/31/23	\$8,329,236	\$0	\$0	\$0	\$8,329,236
2 Preliminary Design	\$606,174	\$907,599	\$0	\$0	\$1,513,773
3 Final Design	\$2,219,129	\$148,028	\$565,062	\$610,000	\$3,542,219
4 Implementation	\$35,275,146	\$16,891,385	\$659,692	\$6,601,592	\$59,427,815
5 Closeout	\$113,129	\$0	\$0	\$82,987	\$196,116
6 Acquisition	\$807	\$0	\$0	\$0	\$807
Total Budget	\$46,543,621	\$17,947,012	\$1,224,754	\$7,294,579	\$73,009,966

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$17,947,012	\$1,224,755	\$7,294,580	\$26,466,347
Total Revenue	\$17,947,012	\$1,224,755	\$7,294,580	\$26,466,347

EXPENSE WTC SEDIMENT MANAGEMENT PLAN 1037810

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$12,924,024	\$450,118	\$0	\$0	\$0	\$13,374,142
2 Prelim Design	\$140,450	\$568,386	\$907,599	\$0	\$0	\$1,616,435
3 Final Design	\$847,373	\$154,253	\$1,091,963	\$690,925	\$610,000	\$3,394,514
4 Implementation	\$7,226,768	\$7,882	\$3,908,363	\$8,377,214	\$9,625,499	\$29,145,726
5 Closeout	\$26,760	\$0	\$0	\$3,197	\$82,987	\$112,944
6 Acquisition	\$807	\$0	\$0	\$0	\$0	\$807
Total Expense	\$21,166,182	\$1,180,639	\$5,907,925	\$9,071,336	\$10,318,486	\$47,644,568

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$13,374,142	\$13,043,918	\$8,329,236	\$13,374,142
2 Preliminary Design	\$0	\$1,616,435	\$140,450	\$606,174	\$708,836
3 Final Design	\$0	\$3,394,514	\$847,373	\$2,219,129	\$1,001,626
4 Implementation	\$0	\$54,511,124	\$7,233,017	\$35,275,146	\$7,234,650
5 Closeout	\$0	\$112,945	\$26,760	\$113,129	\$26,760
6 Acquisition	\$0	\$807	\$807	\$807	\$807
Total	\$0	\$73,009,967	\$21,292,325	\$46,543,621	\$22,346,821

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$5,044,906)	\$0	\$0	(\$5,044,906)
2 Preliminary Design	(\$102,662)	\$907,599	\$907,599	(\$102,662)
3 Final Design	\$1,217,503	\$148,028	\$1,091,963	\$273,568
4 Implementation	\$28,040,496	\$16,891,385	\$3,908,363	\$41,023,518
5 Closeout	\$86,369	\$0	\$0	\$86,369
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$24,196,800	\$17,947,012	\$5,907,925	\$36,235,887

NARRATIVES

WTC SEDIMENT MANAGEMENT PLAN

1037810

1. CURRENT PROJECT SCOPE

Sediment Management Plan: This project will implement King County's participation in the East Waterway Superfund site Memorandum of Understanding and Administrative Order on Consent, and clean up the other contaminated sites under the state Model Toxics Control Act voluntary cleanup authority. Tier 1: Program plan (complete: update complete). Tier 2: Studies. Develop a model to predict contamination from Combined Sewer Overflows needed for cleanup decisions (complete). Provide other project support to implement. Tier 3 projects. Tier 3: Site remediation. The Sediment Management Program identified and laid out a plan for seven sites that need remediation. The sites scheduled for cleanup in 2016-23 are included in this budget. The Plan Update identified one additional site to clean up. Source control studies are needed to determine if cleanup will need to wait for the CSO to be controlled. Project schedule dates reflect the different tier activities.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

This project implements the Sediment Management Plan developed under the RWSP.

4. PROJECT BENEFITS/OUTCOMES

Help meet permit requirements and water quality criteria (Sediment Management Standards) for County's CSOs. Removes environmental liability. Improves environmental health of water bodies.

5. BUDGET REQUEST BASIS

Budget is based on SMP estimates for cleanups and past LOE and experience for other tasks. Cleanup budgets are revised at alternatives analysis and design stages

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC SEDIMENT MANAGEMENT PLAN

1037810

7. OPERATING BUDGET AND OTHER IMPACTS

None

8. PROJECT STATUS

Sediment Management Plan Update revisions to address Seattle Public Utilities' comments before submittal to WA Dept. of Ecology this summer. University CSO identified as needing cleanup. Added source characterization at this CSO to determine if cleanup will need to wait for the CSO to be controlled. Denny CSO site starting process for final cleanup phase in second half of 2018. King CSO remediation delayed one year - start 19-20 biennium. East Waterway Feasibility Study final this summer, proposed cleanup plan to be released for public comment 4th qtr 18.

9. ALTERNATIVES ANALYSIS

Conducting alternatives analysis per state SMS criteria this year for Denny. For East Waterway, Feasibility Study analyzed alternatives per EPA guidance which will be used by EPA to select remedy in the Proposed Plan.

10. OTHER AGENCY INVOLVEMENT

NRDA negotiations natural resource trustees - NOAA, FWS, Ecology, WADNR, WAFWS, Muckleshoot and Suquamish tribes Cleanups - Ecology, EPA, WADNR SMP Update - Ecology

11. ART ELIGIBILITY

Program planning and development for remediation.

12. EQUITY AND SOCIAL JUSTICE IMPACT

ESJ considerations are factored into each cleanup site at the time of the alternatives analysis and again for implementing actions. 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 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. Additional information is outlined in the 2019-2020 Wastewater Treatment Division Business Plan and ESJ work plan.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Sediment remediation projects managed by WTD 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. Sediment remediation projects managed by WTD 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC SEDIMENT MANAGEMENT PLAN	1037810
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/01 - 12/31/30	\$2,923,455	\$0	\$73,453	\$0	\$2,996,908
2 Preliminary Design	\$1,854,467	\$0	\$658,303	\$2,340,712	\$4,853,482
3 Final Design	\$3,763,088	\$0	\$256,006	\$9,145,777	\$13,164,871
4 Implementation	\$7,058,476	\$0	\$592,710	\$1,241,565	\$8,892,751
5 Closeout	\$729,576	\$0	\$0	\$0	\$729,576
6 Acquisition	\$216,482	\$0	\$9,529,823	\$3,305,007	\$13,051,312
Total Budget	\$16,545,544	\$0	\$11,110,295	\$16,033,061	\$43,688,900

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$0	\$11,110,296	\$16,033,062	\$27,143,358
Total Revenue	\$0	\$11,110,296	\$16,033,062	\$27,143,358

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC CSO CONTROL AND IMPRV					1038098
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$7,385,276	\$425,023	\$97,522	\$140,201	\$177,395	\$8,225,417	
2 Prelim Design	\$777,063	\$375,076	\$501,286	\$2,703,526	\$5,585,857	\$9,942,808	
3 Final Design	\$204,961	\$535,094	\$985,857	\$4,858,400	\$6,919,861	\$13,504,173	
4 Implementation	\$358,252	\$661,287	\$536,121	\$2,888,158	\$3,349,949	\$7,793,767	
5 Closeout	\$39	\$0	\$0	\$0	\$0	\$39	
6 Acquisition	\$36,637	\$0	\$165,842	\$4,020,217	\$0	\$4,222,696	
Total Expense	\$8,762,229	\$1,996,480	\$2,286,628	\$14,610,502	\$16,033,062	\$43,688,901	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$20,140,600	\$7,433,985	\$2,923,455	\$7,810,299
2 Preliminary Design	\$0	\$40,281,200	\$778,594	\$1,854,467	\$1,152,139
3 Final Design	\$0	\$80,562,400	\$204,994	\$3,763,088	\$740,055
4 Implementation	\$0	\$225,574,721	\$417,809	\$7,058,476	\$1,019,539
5 Closeout	\$0	\$12,084,360	\$39	\$729,576	\$39
6 Acquisition	\$0	\$24,168,720	\$36,637	\$216,482	\$36,637
Total	\$0	\$402,812,001	\$8,872,058	\$16,545,544	\$10,758,708

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$4,886,844)	\$0	\$97,522	(\$4,984,366)
2 Preliminary Design	\$702,328	\$0	\$501,286	\$201,042
3 Final Design	\$3,023,033	\$0	\$985,857	\$2,037,176
4 Implementation	\$6,038,937	\$0	\$536,121	\$5,502,816
5 Closeout	\$729,537	\$0	\$0	\$729,537
6 Acquisition	\$179,845	\$0	\$165,842	\$14,003
Total	\$5,786,836	\$0	\$2,286,628	\$3,500,208

NARRATIVES

WTC CSO CONTROL AND IMPRV

1038098

1. CURRENT PROJECT SCOPE

CSO Control & 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 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 Long-term CSO Control Plan. A new subproject - the Water Quality Assessment & Monitoring Study - was added in 2013 to develop information for the 2018 Long-term Control Plan Update and respond to King County Council questions about priority and sequencing CSO projects. The Water Quality Assessment & Monitoring Study was completed in 2017. A new technology is being pilot tested to potentially improve performance of treating combined sewers under this master project in 2018 and 2019.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC CSO CONTROL AND IMPRV

1038098

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 been working to meet water quality regulations since 1979 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 region's waterbodies during the winter is a benefit from the program. Because there is less CSO volume; there is less bacteria.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project spending and budget carryover amount.

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

The Combined Sewer Overflow Program has been in place since 1979. Major capital projects underway are Rainier Valley Wet Weather Storage; Georgetown Wet Weather treatment; West Duwamish CSO Control Project and Chelan Avenue CSO Control Project. In this biennium, the Water Quality Assessment & Monitoring Study was completed. Over the next year, WTD will test an innovative new technology for CSO treatment. The new technology has the potential to improve the performance of treating combined sewage.

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.

11. ART ELIGIBILITY

Project is for capital planning.

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 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC CSO CONTROL AND IMPRV	1038098
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$5,495,333	\$2,788,237	\$2,867,399	\$2,665,457	\$13,816,426
5 Closeout 05/06/14 - 12/31/23	\$12,252	\$0	\$0	\$386,429	\$398,681
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$5,562,942	\$2,788,237	\$2,867,399	\$3,051,886	\$14,270,464

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$2,788,237	\$2,867,399	\$3,051,885	\$8,707,521
Total Revenue	\$2,788,237	\$2,867,399	\$3,051,885	\$8,707,521

EXPENSE WTC MITIGATION SITE MAINT MON 1038099

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$3,597	\$0	\$0	\$0	\$0	\$3,597
2 Prelim Design	\$16,797	\$0	\$0	\$0	\$0	\$16,797
3 Final Design	\$34,085	\$0	\$0	\$0	\$0	\$34,085
4 Implementation	\$4,038,280	\$1,271,241	\$2,816,193	\$2,952,993	\$2,750,294	\$13,829,001
5 Closeout	\$60	\$0	\$0	\$0	\$386,429	\$386,489
6 Acquisition	\$493	\$0	\$0	\$0	\$0	\$493
Total Expense	\$4,093,313	\$1,271,241	\$2,816,193	\$2,952,993	\$3,136,723	\$14,270,463

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$3,597	\$3,597	\$254	\$3,597
2 Preliminary Design	\$0	\$16,797	\$19,857	\$1,174	\$16,797
3 Final Design	\$0	\$34,085	\$34,125	\$53,928	\$34,085
4 Implementation	\$0	\$13,829,002	\$4,532,728	\$5,495,333	\$5,309,521
5 Closeout	\$0	\$386,489	\$60	\$12,252	\$60
6 Acquisition	\$0	\$493	\$493	\$1	\$493
Total	\$0	\$14,270,463	\$4,590,860	\$5,562,942	\$5,364,553

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$3,343)	\$0	\$0	(\$3,343)
2 Preliminary Design	(\$15,623)	\$0	\$0	(\$15,623)
3 Final Design	\$19,843	\$0	\$0	\$19,843
4 Implementation	\$185,812	\$2,788,237	\$2,816,193	\$157,856
5 Closeout	\$12,192	\$0	\$0	\$12,192
6 Acquisition	(\$492)	\$0	\$0	(\$492)
Total	\$198,389	\$2,788,237	\$2,816,193	\$170,433

NARRATIVES

WTC MITIGATION SITE MAINT MON

1038099

1. CURRENT PROJECT SCOPE

Mitigation Site Maintenance and Monitoring: For each mitigation site the following activities would be performed: 1. Maintenance and monitoring of mitigation site as required by the permit. 2. Monitoring report preparation. 3. Development of contingency measures if mitigation measures fail to meet the performance standard. 3. Coordination with permitting agencies for approval of monitoring report and contingency measures. 4. Installation of contingency measures with a work order contract. 5. Coordination with permitting agencies for final approval. 6. Perform Landscape maintenance on Green Stormwater Infrastructure sites (special training required). 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.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Major capital projects in Wastewater Treatment Division sometimes impact critical areas (e.g. streams, wetlands, steep slopes and their buffers) and will have conditions contained in permit approvals 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 the permitting agency. For sites that do not meet the prescribed performance measures, contingency measures must be implemented until the permitting agency issues a final approval of the mitigation site. The risk of not implementing the project would be a violation of the permit and 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

Apart from required regulatory compliance, the Program fulfills several King County initiatives, including the Million Tree Initiative and Clean Water and Healthy Habitats Initiative.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC MITIGATION SITE MAINT MON

1038099

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project spending and budget carryover amount.

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 our 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 our 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

We currently have a total of 31 sites. Thirteen are active, thirteen closed, two pending, and three additional sites are coming into the Program beyond 2018.

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, King County Department of Permitting and Environmental Review, and 13 local jurisdictions are directly involved in the project through conditions required under permit.

11. ART ELIGIBILITY

Project is for post construction monitoring and mitigation.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Project is for post construction monitoring.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A. Project is for post construction monitoring.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	11/30/2019
Location	Sunset and Heathfield Pump Stations, Bellevue
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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 - 05/30/20	\$48,273,072	\$5,732,262	\$0	\$0	\$54,005,334
5 Closeout 05/30/20 - 12/31/20	\$2	\$103,412	\$0	\$0	\$103,414
6 Acquisition 03/31/15 - 12/20/16	\$670,181	\$0	\$0	\$0	\$670,181
Total Budget	\$69,441,501	\$5,835,674	\$0	\$0	\$75,277,175

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$5,835,674	\$0	\$0	\$5,835,674
Total Revenue	\$5,835,674	\$0	\$0	\$5,835,674

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC SUNSET HEATH PS FM UPGRADE					1038122
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$2,495,049	\$0	\$0	\$0	\$0	\$2,495,049	
2 Prelim Design	\$5,718,308	\$0	\$0	\$0	\$0	\$5,718,308	
3 Final Design	\$7,228,174	\$0	\$0	\$0	\$0	\$7,228,174	
4 Implementation	\$7,781,415	\$20,513,825	\$30,850,134	\$218,840	\$0	\$59,364,214	
5 Closeout	\$1,176	\$0	\$34,526	\$0	\$0	\$35,702	
6 Acquisition	\$433,218	\$2,510	\$0	\$0	\$0	\$435,728	
Total Expense	\$23,657,340	\$20,516,335	\$30,884,660	\$218,840	\$0	\$75,277,175	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$5,644,044	\$5,725,687	\$5,000,516	\$5,718,308
3 Final Design	\$5,993,235	\$7,228,174	\$7,265,145	\$12,986,056	\$7,228,174
4 Implementation	\$53,446,456	\$59,438,478	\$17,427,122	\$48,273,072	\$28,295,240
5 Closeout	\$788,903	\$35,702	\$1,528	\$2	\$1,176
6 Acquisition	\$368,842	\$435,728	\$438,673	\$670,181	\$435,728
Total	\$69,754,491	\$75,277,175	\$33,353,204	\$69,441,501	\$44,173,675

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$16,625	\$0	\$0	\$16,625
2 Preliminary Design	(\$717,792)	\$0	\$0	(\$717,792)
3 Final Design	\$5,757,882	\$0	\$0	\$5,757,882
4 Implementation	\$19,977,832	\$5,732,262	\$30,850,134	(\$5,140,040)
5 Closeout	(\$1,174)	\$103,412	\$34,526	\$67,712
6 Acquisition	\$234,453	\$0	\$0	\$234,453
Total	\$25,267,826	\$5,835,674	\$30,884,660	\$218,840

NARRATIVES

WTC SUNSET HEATH PS FM UPGRADE

1038122

1. CURRENT 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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

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

Some O&M savings are expected because of the new ECO2 system and equipment standardization.

8. PROJECT STATUS

The project has completed design and is currently in construction. It is expected to reach substantial completion in March of 2020.

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. Additional information is outlined in the 2019-2020 Wastewater Treatment Division Business Plan and ESJ work plan.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC NORTH CREEK PIPELINE

1038128

TA, Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	1, 3
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	09/30/2013
Location	Snohomish County between 196th Street SE and 228th Street SE, including unincorporated Snohomish County and City of Bothell.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/04 - 06/06/05	\$142,429	\$103,689	\$0	\$0	\$246,118
2 Preliminary Design 06/06/05 - 01/12/07	\$12,144,657	(\$1,548,356)	\$0	\$0	\$10,596,301
3 Final Design 01/12/07 - 06/30/08	\$7,025,062	(\$5,932,534)	\$0	\$0	\$1,092,528
4 Implementation 09/11/08 - 03/28/14	\$25,171,456	(\$4,964,179)	\$0	\$0	\$20,207,277
5 Closeout 03/28/14 - 01/14/15	\$913,933	(\$909,402)	\$0	\$0	\$4,531
6 Acquisition	\$1	\$208	\$0	\$0	\$209
Total Budget	\$45,397,538	(\$13,250,574)	\$0	\$0	\$32,146,964

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	(\$13,250,574)	\$0	\$0	(\$13,250,574)
Total Revenue	(\$13,250,574)	\$0	\$0	(\$13,250,574)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC NORTH CREEK PIPELINE					1038128
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$246,118	\$0	\$0	\$0	\$0	\$246,118	
2 Prelim Design	\$10,596,301	\$0	\$0	\$0	\$0	\$10,596,301	
3 Final Design	\$1,092,528	\$0	\$0	\$0	\$0	\$1,092,528	
4 Implementation	\$20,207,278	\$0	\$0	\$0	\$0	\$20,207,278	
5 Closeout	\$4,530	\$0	\$0	\$0	\$0	\$4,530	
6 Acquisition	\$209	\$0	\$0	\$0	\$0	\$209	
Total Expense	\$32,146,964	\$0	\$0	\$0	\$0	\$32,146,964	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$246,118	\$246,118	\$142,429	\$246,118
2 Preliminary Design	\$0	\$10,596,301	\$10,596,301	\$12,144,657	\$10,596,301
3 Final Design	\$0	\$1,092,528	\$1,092,528	\$7,025,062	\$1,092,528
4 Implementation	\$0	\$20,207,278	\$20,207,278	\$25,171,456	\$20,207,278
5 Closeout	\$0	\$4,530	\$4,530	\$913,933	\$4,530
6 Acquisition	\$0	\$209	\$209	\$1	\$209
Total	\$0	\$32,146,964	\$32,146,964	\$45,397,538	\$32,146,964

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$103,689)	\$103,689	\$0	\$0
2 Preliminary Design	\$1,548,356	(\$1,548,356)	\$0	\$0
3 Final Design	\$5,932,534	(\$5,932,534)	\$0	\$0
4 Implementation	\$4,964,178	(\$4,964,179)	\$0	(\$1)
5 Closeout	\$909,403	(\$909,402)	\$0	\$1
6 Acquisition	(\$208)	\$208	\$0	\$0
Total	\$13,250,574	(\$13,250,574)	\$0	\$0

NARRATIVES

WTC NORTH CREEK PIPELINE

1038128

1. CURRENT PROJECT SCOPE

North Creek Pipeline: In 2013, the City of Bothell requested pavement repairs in SR 524, in the locations of 8 settlement monitors installed by the Alderwood Water and Wastewater District (AWWD) over an AWWD water main. KC plans to issue a work order in Q1 2014 to repair the pavement at a construction cost of about \$40K, while leaving the settlement monitors in place for future sewer construction. In 2013, King County transported the remaining pipe to KC Roads yard in Renton for storage/eventual reuse and terminated the storage yard license. This action avoided \$300k - 500K in disposal costs. King County also restored the storage yard (e.g, cleanup, mulched) to meet the requirements of the license agreement. King County twice advertised the pipe for surplus in 2012 and sold about half of it. No bidders were interested in the remaining pipe. The pipe was purchased for construction of King County's new North Creek Interceptor Sewer by Alderwood Water and Wastewater District (AWWD) under a 2005 agreement with King County. King County has now decided to complete construction of its North Creek Interceptor, and determined that the pipe is not suitable for the new tunneling method that was selected to reduce risks.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC NORTH CREEK PIPELINE

1038128

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The pavement repairs are associated with past construction by AWWD. The pipe in storage was designed for microtunneling machines. King County determined that microtunneling will not work due to ground conditions and that the pipe in storage is no longer needed. King

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate remaining balance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Project cancelled. Abandoning remaining appropriation.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

12. EQUITY AND SOCIAL JUSTICE IMPACT

WTD continues to work on developing best practices for incorporating equity and social justice into the siting, design, mitigation and construction of our capital projects. We are striving to include King County equity and social justice principles, demographic assessment information and equity determinants into capital project decisions. Additional information is outlined in the 2015-2016 Wastewater Treatment Division Business Plan.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC NORTH CREEK PIPELINE	1038128
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

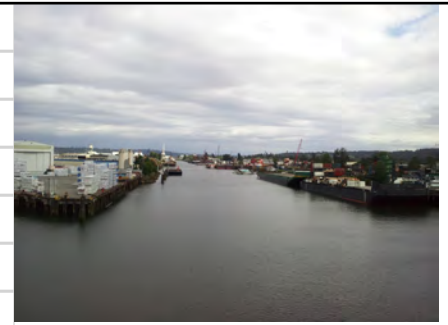
Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC LOWER DUWAMISH SUPERFUND

1038129

Department	NATURAL RESOURCES AND PARKS
Council District(s)	4, 5, 8
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	
Location	Lower Duwamish Waterway
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 03/01/01 - 12/30/20	\$9,506,579	\$0	\$0	\$0	\$9,506,579
2 Preliminary Design 03/01/01 - 12/30/20	\$2,853,083	\$992,427	\$0	\$0	\$3,845,510
3 Final Design 03/01/01 - 12/30/20	\$18,615,622	\$6,216,415	\$1,827,250	\$0	\$26,659,287
4 Implementation 03/01/01 - 12/30/20	\$19,653,763	\$9,063,527	\$6,565,143	\$0	\$35,282,433
5 Closeout 03/01/01 - 12/30/20	\$409,842	\$8,565	\$45,938	\$0	\$464,345
6 Acquisition 03/01/01 - 12/30/20	\$306	\$0	\$0	\$0	\$306
Total Budget	\$51,039,195	\$16,280,934	\$8,438,331	\$0	\$75,758,460

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$16,280,933	\$8,438,331	\$0	\$24,719,264
Total Revenue	\$16,280,933	\$8,438,331	\$0	\$24,719,264

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC LOWER DUWAMISH SUPERFUND					1038129
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$33,970,437	\$570,182	\$0	\$0	\$0	\$34,540,619	
2 Prelim Design	\$158,327	\$6,266,981	\$992,427	\$0	\$0	\$7,417,735	
3 Final Design	\$301,748	\$2,086,463	\$6,216,415	\$1,827,250	\$0	\$10,431,876	
4 Implementation	\$9,636,921	\$456,757	\$1,167,526	\$444,143	\$0	\$11,705,347	
5 Closeout	\$7,282	\$3,500	\$8,565	\$45,938	\$0	\$65,285	
6 Acquisition	\$306	\$0	\$0	\$0	\$0	\$306	
Total Expense	\$44,075,020	\$9,383,883	\$8,384,933	\$2,317,331	\$0	\$64,161,167	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$34,540,619	\$36,929,841	\$9,506,579	\$34,540,619
2 Preliminary Design	\$0	\$7,417,735	\$158,327	\$2,853,083	\$6,425,308
3 Final Design	\$0	\$10,431,876	\$301,748	\$18,615,622	\$2,388,211
4 Implementation	\$0	\$11,705,347	\$9,683,168	\$19,653,763	\$10,093,678
5 Closeout	\$0	\$65,285	\$7,282	\$409,842	\$10,782
6 Acquisition	\$0	\$306	\$306	\$306	\$306
Total	\$0	\$64,161,168	\$47,080,672	\$51,039,195	\$53,458,904

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$25,034,040)	\$0	\$0	(\$25,034,040)
2 Preliminary Design	(\$3,572,225)	\$992,427	\$992,427	(\$3,572,225)
3 Final Design	\$16,227,411	\$6,216,415	\$6,216,415	\$16,227,411
4 Implementation	\$9,560,085	\$9,063,527	\$1,167,526	\$17,456,086
5 Closeout	\$399,060	\$8,565	\$8,565	\$399,060
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$2,419,709)	\$16,280,934	\$8,384,933	\$5,476,292

NARRATIVES WTC LOWER DUWAMISH SUPERFUND 1038129

1. CURRENT PROJECT SCOPE

Lower Duwamish Waterway Superfund: The project implements King County's shared responsibilities under a signed Administrative Order on Consent (AOC) to conduct a Remedial Investigation/Feasibility Study (RI/FS) for the Lower Duwamish Waterway (LDW) Superfund Site and pay for Environmental Protection Agency and Washington State Department of Ecology oversight costs. The AOC is jointly signed by King County, the City of Seattle, the Port of Seattle, and Boeing. King County will also move ahead on cleanup of identified early actions areas at the site to quickly reduce risks. Phase 1: Existing RI data to define data gaps and early actions (complete). Phase 2: Baseline and Residual risk assessments and RI; Early Action studies and cleanups (complete). Phase 3: Feasibility study and proposed cleanup plan (complete). Phase 4: Predesign Studies and allocation process. AOC amendments have added additional studies (phase 4): fisher, activated carbon pilot, and pre-design. Phase 5: AOC amendment added remedial design of upper 1/3 of LDW cleanup.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC LOWER DUWAMISH SUPERFUND

1038129

3. PROJECT JUSTIFICATION

Signed Administrative Order on Consent (AOC) with EPA and Ecology

4. PROJECT BENEFITS/OUTCOMES

Removes existing environmental liability. Improves environmental health of Duwamish River. Improves environment in community with disproportionate impacts.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project spending and budget carryover amount.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

None that have been identified

8. PROJECT STATUS

Finished RI/FS, fisher study. Completed construction of pilot study, monitoring year 1 of 3 for effectiveness. Conducting Predesign Studies: completed baseline sampling, drafts of user survey and design strategy reports delivered to EPA. Signed order amendment for design of cleanup for upper 1/3 (added in 4 yr cost estimate).

9. ALTERNATIVES ANALYSIS

Feasibility Study analyzed alternatives per EPA guidance and selected remedy was published by EPA in the Record of Decision

10. OTHER AGENCY INVOLVEMENT

EPA, Ecology, USCOE, Muckleshoot and Suquamish Tribes, City of Seattle, Port of Seattle, WLRD, KCIA, Roads, FMD, DPH, PAO and PSD.

11. ART ELIGIBILITY

Project is for regulatory compliance.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Conducted an Equity Impact Review on the selection of cleanup alternatives (see WTD website for document). 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 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. Additional information is outlined in the 2019-2020 Wastewater Treatment Division Business Plan and ESJ work plan.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Sediment remediation projects managed by WTD 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. Sediment remediation projects managed by WTD 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC LOWER DUWAMISH SUPERFUND	1038129
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC JUANITA BAY PS MODIFICATIONS (WTC JUANITA BAY PS MODS)

1038220

TA, Art Eligible

Department	NATURAL RESOURCES AND PARKS
Council District(s)	6
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	01/14/2009
Location	NE Juanita Drive and 93rd Ave NE
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/99 - 05/21/01	\$75,674	(\$29,847)	\$0	\$0	\$45,827
2 Preliminary Design 02/02/01 - 05/20/03	\$2,865,511	(\$270,543)	\$0	\$0	\$2,594,968
3 Final Design 05/20/03 - 08/15/05	\$4,902,645	(\$529,127)	\$0	\$0	\$4,373,518
4 Implementation 08/15/05 - 05/24/10	\$35,941,694	(\$7,045,723)	\$0	\$0	\$28,895,971
5 Closeout 05/24/10 - 12/31/14	\$205,750	\$3,475,775	\$0	\$0	\$3,681,525
6 Acquisition 03/01/02 - 12/31/04	\$1,499,550	\$0	\$0	\$0	\$1,499,550
Total Budget	\$45,490,824	(\$4,399,465)	\$0	\$0	\$41,091,359

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	(\$4,399,465)	\$0	\$0	(\$4,399,465)
Total Revenue	(\$4,399,465)	\$0	\$0	(\$4,399,465)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC JUANITA BAY PS MODS				1038220
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$45,827	\$0	\$0	\$0	\$0	\$45,827
2 Prelim Design	\$2,594,968	\$0	\$0	\$0	\$0	\$2,594,968
3 Final Design	\$4,373,518	\$0	\$0	\$0	\$0	\$4,373,518
4 Implementation	\$28,895,972	\$0	\$0	\$0	\$0	\$28,895,972
5 Closeout	\$3,681,524	\$0	\$0	\$0	\$0	\$3,681,524
6 Acquisition	\$1,499,550	\$0	\$0	\$0	\$0	\$1,499,550
Total Expense	\$41,091,359	\$0	\$0	\$0	\$0	\$41,091,359

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$45,827	\$45,827	\$75,674	\$45,827
2 Preliminary Design	\$0	\$2,594,968	\$2,594,968	\$2,865,511	\$2,594,968
3 Final Design	\$0	\$4,373,518	\$4,373,518	\$4,902,645	\$4,373,518
4 Implementation	\$0	\$28,895,972	\$28,895,972	\$35,941,694	\$28,895,972
5 Closeout	\$0	\$3,681,524	\$3,681,524	\$205,750	\$3,681,524
6 Acquisition	\$0	\$1,499,550	\$1,499,550	\$1,499,550	\$1,499,550
Total	\$0	\$41,091,359	\$41,091,359	\$45,490,824	\$41,091,359

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$29,847	(\$29,847)	\$0	\$0
2 Preliminary Design	\$270,543	(\$270,543)	\$0	\$0
3 Final Design	\$529,127	(\$529,127)	\$0	\$0
4 Implementation	\$7,045,722	(\$7,045,723)	\$0	(\$1)
5 Closeout	(\$3,475,774)	\$3,475,775	\$0	\$1
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$4,399,465	(\$4,399,465)	\$0	\$0

NARRATIVES

WTC JUANITA BAY PS MODS

1038220

1. CURRENT PROJECT SCOPE

Juanita Bay PS - Modifications: A new 30.6 million gallons-per-day two-stage pump station is being built across the street from the existing Juanita Bay Pump Station (PS). The station will include four pairs of two-stage pumps, odor control, chemical addition for odor and corrosion prevention, equipment sound attenuation, and a standby generator. The existing pump station will be taken off-line when the new pump station is completed.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC JUANITA BAY PS MODS

1038220

3. PROJECT JUSTIFICATION

The existing Juanita Bay Pump Station (PS) is over 30 years old and does not meet current capacity standards for flows projected from 2000 to 2050. The existing pump station equipment is near the end of its useful life and requires replacement. The existing pump station site is not large enough to add pumping capacity and does not have sufficient space to be updated for odor and corrosion control, standby generation, seismic reinforcement, equipment sound attenuation, adequate ventilation and equipment access, and electrical and fire codes.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate remaining balance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Project is complete. Abandoning remaining appropriation.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

12. EQUITY AND SOCIAL JUSTICE IMPACT

WTD continues to work on developing best practices for incorporating equity and social justice into the siting, design, mitigation and construction of our capital projects. We are striving to include King County equity and social justice principles, demographic assessment information and equity determinants into capital project decisions. Additional information is outlined in the 2015-2016 Wastewater Treatment Division Business Plan.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC JUANITA BAY PS MODS	1038220
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WTC BELLEVUE PS UPGRADE

1038223

TA, Art Eligible

Department	NATURAL RESOURCES AND PARKS
Council District(s)	6
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	12/23/2010
Location	Bellevue
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/01 - 07/31/05	\$79,690	\$0	\$0	\$0	\$79,690
2 Preliminary Design 06/30/05 - 07/27/05	\$1,052,005	(\$109,834)	\$0	\$0	\$942,171
3 Final Design 07/27/05 - 09/09/08	\$5,691,277	(\$233,944)	\$0	\$0	\$5,457,333
4 Implementation 09/09/08 - 11/23/10	\$29,917,121	(\$738,252)	\$0	\$0	\$29,178,869
5 Closeout 11/23/10 - 11/27/12	\$121,910	(\$83,848)	\$0	\$0	\$38,062
6 Acquisition 12/01/04 - 02/01/06	\$1	\$0	\$0	\$0	\$1
Total Budget	\$36,862,004	(\$1,165,878)	\$0	\$0	\$35,696,126

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	(\$1,165,878)	\$0	\$0	(\$1,165,878)
Total Revenue	(\$1,165,878)	\$0	\$0	(\$1,165,878)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC BELLEVUE PS UPGRADE					1038223
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$79,690	\$0	\$0	\$0	\$0	\$79,690	
2 Prelim Design	\$942,171	\$0	\$0	\$0	\$0	\$942,171	
3 Final Design	\$5,457,333	\$0	\$0	\$0	\$0	\$5,457,333	
4 Implementation	\$29,178,870	\$0	\$0	\$0	\$0	\$29,178,870	
5 Closeout	\$38,061	\$0	\$0	\$0	\$0	\$38,061	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$35,696,126	\$0	\$0	\$0	\$0	\$35,696,126	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$79,690	\$79,690	\$79,690	\$79,690
2 Preliminary Design	\$0	\$942,171	\$942,171	\$1,052,005	\$942,171
3 Final Design	\$0	\$5,457,333	\$5,457,333	\$5,691,277	\$5,457,333
4 Implementation	\$0	\$29,178,870	\$29,178,870	\$29,917,121	\$29,178,870
5 Closeout	\$0	\$38,061	\$38,061	\$121,910	\$38,061
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$35,696,125	\$35,696,125	\$36,862,004	\$35,696,125

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$109,834	(\$109,834)	\$0	\$0
3 Final Design	\$233,944	(\$233,944)	\$0	\$0
4 Implementation	\$738,251	(\$738,252)	\$0	(\$1)
5 Closeout	\$83,849	(\$83,848)	\$0	\$1
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$1,165,879	(\$1,165,878)	\$0	\$1

NARRATIVES

WTC BELLEVUE PS UPGRADE

1038223

1. CURRENT PROJECT SCOPE

Bellevue Pump Station: The existing Bellevue Pump Station is 30 years old. The scope under this project is to: replace the pumps, controls, electrical system, process piping, HVAC unit and generator; add chemical storage; update the odor control system; and build a new force main from the pump station to the existing conveyance line, Eastside Interceptor (ESI). This project will upgrade the hydraulic capacity, electrical systems, and control systems for the Bellevue Pump Station. It will also construct a new 5,700 foot-long, 24-inch diameter force main from the Bellevue Pump Station to the ESI, thereby reducing the hydraulic load on the Swayolocken Pump Station. The new force main will require a new discharge structure at the ESI just upstream of the Wilburton Siphon inlet structure. The project provides needed capacity to avoid raw sewage overflows downstream at the Swayolocken Pump Station. A planning assessment of the alternatives to flow from Swayolocken was conducted during 2000. Seven possible alternatives were evaluated; two alternatives were carried forward for further evaluation, and this project was ultimately selected. This project is part of the Regional Wastewater Services Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC BELLEVUE PS UPGRADE

1038223

3. PROJECT JUSTIFICATION

The Swayolocken Pump Station and some related King County Conveyance facilities are projected to experience capacity limitations as a result of increased base flows from development of Bellevue Central Business District. Due to limitation of capacity of Swayolocken PS and Bellevue Trunk, a new force main will be constructed to transfer the flow. The existing pump station will also be upgraded to accommodate the flow and also replace the aging equipment.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate remaining balance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Project is complete. Abandoning remaining appropriation.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC BELLEVUE PS UPGRADE	1038223
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC RAVENNA CRK SEPARATION

1038236

Baseline Required, TA

Department	NATURAL RESOURCES AND PARKS
Council District(s)	2
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	11/16/2010
Location	24th Avenue Diversion Structure, Ravenna Creek
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/02/08 - 06/08/09	\$98,108	\$0	\$0	\$0	\$98,108
2 Preliminary Design 06/08/09 - 08/19/09	\$149,508	\$4,391	\$0	\$0	\$153,899
3 Final Design 08/19/09 - 07/21/10	\$842,082	(\$579,079)	\$0	\$0	\$263,003
4 Implementation 07/21/10 - 11/17/10	\$2,737,189	(\$1,390,532)	\$0	\$0	\$1,346,657
5 Closeout 11/17/10 - 05/31/11	\$1,173,102	(\$1,167,291)	\$0	\$0	\$5,811
6 Acquisition	\$1	(\$1)	\$0	\$0	\$0
Total Budget	\$4,999,990	(\$3,132,512)	\$0	\$0	\$1,867,478

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	(\$3,132,512)	\$0	\$0	(\$3,132,512)
Total Revenue	(\$3,132,512)	\$0	\$0	(\$3,132,512)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		WTC RAVENNA CRK SEPARATION					1038236
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$98,108	\$0	\$0	\$0	\$0	\$98,108	
2 Prelim Design	\$153,899	\$0	\$0	\$0	\$0	\$153,899	
3 Final Design	\$263,003	\$0	\$0	\$0	\$0	\$263,003	
4 Implementation	\$1,346,658	\$0	\$0	\$0	\$0	\$1,346,658	
5 Closeout	\$5,810	\$0	\$0	\$0	\$0	\$5,810	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$1,867,478	\$0	\$0	\$0	\$0	\$1,867,478	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$98,108	\$98,108	\$98,108	\$98,108
2 Preliminary Design	\$0	\$153,899	\$153,899	\$149,508	\$153,899
3 Final Design	\$0	\$263,003	\$263,003	\$842,082	\$263,003
4 Implementation	\$0	\$1,346,658	\$1,346,658	\$2,737,189	\$1,346,658
5 Closeout	\$0	\$5,810	\$5,810	\$1,173,102	\$5,810
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$1,867,478	\$1,867,478	\$4,999,990	\$1,867,478

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$4,391)	\$4,391	\$0	\$0
3 Final Design	\$579,079	(\$579,079)	\$0	\$0
4 Implementation	\$1,390,531	(\$1,390,532)	\$0	(\$1)
5 Closeout	\$1,167,292	(\$1,167,291)	\$0	\$1
6 Acquisition	\$1	(\$1)	\$0	\$0
Total	\$3,132,512	(\$3,132,512)	\$0	\$0

NARRATIVES

1. CURRENT PROJECT SCOPE

Ravenna Creek Separation: The scope of this project is to review the piping and control gate strategy in the Ravenna Creek structures (24th Avenue Diversion Structure and 54th Street Diversion Structure) and associated conveyance system, and to design and implement the necessary modifications to prevent sewage releases into the Ravenna Creek storm water transfer system.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC RAVENNA CRK SEPARATION

1038236

3. PROJECT JUSTIFICATION

In May 2008, an estimated 6.4 million gallons of sewage flowed from a storm water pipe into the University Slough over a 10-day period. Sewage had been mistakenly diverted into a City of Seattle storm water pipe instead of the Laurelhurst Trunk during a County project to repair a regulator gate in the Lake City Tunnel. The overflow discharge primarily impacted a portion of the University Slough from Northeast 45th Street near Montlake Boulevard to Union Bay. An interim procedure has been developed to prevent sewage releases into University slough through the design and construction of permanent modifications to the system.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate remaining balance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Project is complete. Abandoning remaining appropriation.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC RAVENNA CRK SEPARATION	1038236
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	
Location	Projects are located throughout the Wastewater Treatment Division's facilities.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/01 - 12/31/22	\$350,085	\$735,737	\$1,098,377	\$1,163,217	\$3,347,416
2 Preliminary Design 01/01/01 - 12/31/22	\$616,993	\$1,103,606	\$1,647,566	\$1,744,826	\$5,112,991
3 Final Design 01/01/01 - 12/31/22	\$1,197,470	\$2,276,012	\$3,295,131	\$3,489,652	\$10,258,265
4 Implementation 01/01/01 - 12/31/22	\$17,045,359	\$5,102,900	\$3,421,771	\$3,595,600	\$29,165,630
5 Closeout 01/01/01 - 12/31/22	\$352,959	\$1,151,506	\$1,647,566	\$1,773,229	\$4,925,260
6 Acquisition	\$2,552	\$0	\$0	\$0	\$2,552
Total Budget	\$19,565,419	\$10,369,761	\$11,110,411	\$11,766,524	\$52,812,115

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$10,369,763	\$11,110,410	\$11,766,525	\$33,246,698
Total Revenue	\$10,369,763	\$11,110,410	\$11,766,525	\$33,246,698

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC ODOR CORROSION					1038273
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$1,534,311	\$57,497	\$735,737	\$1,098,377	\$1,163,217	\$4,589,139	
2 Prelim Design	\$2,475,843	\$110,621	\$1,103,606	\$1,647,566	\$1,744,826	\$7,082,462	
3 Final Design	\$1,980,159	\$328,994	\$2,276,012	\$3,295,131	\$3,489,652	\$11,369,948	
4 Implementation	\$7,382,645	\$1,864,849	\$5,102,900	\$3,421,771	\$3,595,600	\$21,367,765	
5 Closeout	\$68,547	\$133,017	\$1,151,506	\$1,647,566	\$1,773,229	\$4,773,865	
6 Acquisition	\$24,549	\$0	\$0	\$0	\$0	\$24,549	
Total Expense	\$13,466,053	\$2,494,978	\$10,369,761	\$11,110,411	\$11,766,524	\$49,207,727	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$5,204,076	\$1,580,108	\$350,085	\$1,591,808
2 Preliminary Design	\$0	\$8,004,868	\$2,529,693	\$616,993	\$2,586,464
3 Final Design	\$0	\$13,214,759	\$2,039,646	\$1,197,470	\$2,309,153
4 Implementation	\$0	\$23,212,574	\$8,038,258	\$17,045,359	\$9,247,494
5 Closeout	\$0	\$5,696,271	\$71,850	\$352,959	\$201,564
6 Acquisition	\$0	\$24,549	\$25,754	\$2,552	\$24,549
Total	\$0	\$55,357,097	\$14,285,309	\$19,565,418	\$15,961,032

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$1,241,722)	\$735,737	\$735,737	(\$1,241,722)
2 Preliminary Design	(\$1,969,471)	\$1,103,606	\$1,103,606	(\$1,969,471)
3 Final Design	(\$1,111,683)	\$2,276,012	\$2,276,012	(\$1,111,683)
4 Implementation	\$7,797,866	\$5,102,900	\$5,102,900	\$7,797,866
5 Closeout	\$151,395	\$1,151,506	\$1,151,506	\$151,395
6 Acquisition	(\$21,997)	\$0	\$0	(\$21,997)
Total	\$3,604,388	\$10,369,761	\$10,369,761	\$3,604,388

NARRATIVES WTC ODOR CORROSION 1038273

1. CURRENT PROJECT SCOPE

Odor / Corrosion Control: The Odor/Corrosion Control Program includes asset management projects that correct, mitigate or repair the effects of hydrogen sulfide 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC ODOR CORROSION

1038273

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, and risk to worker safety.

4. PROJECT BENEFITS/OUTCOMES

This 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

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

See individual subprojects for specific information.

8. PROJECT STATUS

The Project Roll-Up sub-projects are in various states of design, from planning to construction. Please see the program detail report submitted for the 2019/2020 budget for more information.

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 2019-2020 Wastewater Treatment Division Business Plan and ESJ work plan

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC ODOR CORROSION	1038273
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

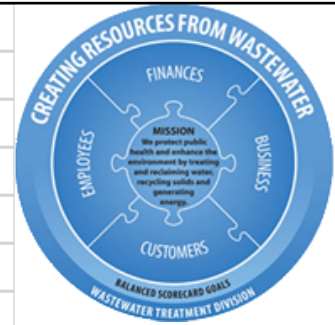
Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC NOAA NON PROJECT SPEC

1038294

Department	NATURAL RESOURCES AND PARKS
Council District(s)	4, 5, 8
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	
Location	Lower Duwamish Waterway, Denny, King
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$147,111	\$0	\$0	\$0	\$147,111
2 Preliminary Design	\$5,118	\$0	\$0	\$0	\$5,118
3 Final Design	\$10,689	\$0	\$0	\$0	\$10,689
4 Implementation 01/01/05 - 12/28/22	\$1,214,030	\$156,704	\$0	\$0	\$1,370,734
5 Closeout	\$28,365	\$0	\$0	\$0	\$28,365
6 Acquisition	\$33	\$0	\$0	\$0	\$33
Total Budget	\$1,405,346	\$156,704	\$0	\$0	\$1,562,050

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$156,704	\$0	\$0	\$156,704
Total Revenue	\$156,704	\$0	\$0	\$156,704

EXPENSE WTC NOAA NON PROJECT SPEC

1038294

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$157,357	\$0	\$0	\$0	\$0	\$157,357
2 Prelim Design	\$6,012	\$0	\$0	\$0	\$0	\$6,012
3 Final Design	\$10,689	\$0	\$0	\$0	\$0	\$10,689
4 Implementation	\$1,191,263	\$3,781	\$138,638	\$31,182	\$0	\$1,364,864
5 Closeout	\$463	\$0	\$12,240	\$10,394	\$0	\$23,097
6 Acquisition	\$33	\$0	\$0	\$0	\$0	\$33
Total Expense	\$1,365,816	\$3,781	\$150,878	\$41,576	\$0	\$1,562,051

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$157,357	\$157,564	\$147,111	\$157,357
2 Preliminary Design	\$0	\$6,012	\$6,012	\$5,118	\$6,012
3 Final Design	\$0	\$10,689	\$10,689	\$10,689	\$10,689
4 Implementation	\$0	\$1,364,863	\$1,203,418	\$1,214,030	\$1,195,044
5 Closeout	\$0	\$23,097	\$463	\$28,365	\$463
6 Acquisition	\$0	\$33	\$33	\$33	\$33
Total	\$0	\$1,562,051	\$1,378,179	\$1,405,346	\$1,369,598

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$10,246)	\$0	\$0	(\$10,246)
2 Preliminary Design	(\$894)	\$0	\$0	(\$894)
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$18,986	\$156,704	\$138,638	\$37,052
5 Closeout	\$27,902	\$0	\$12,240	\$15,662
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$35,748	\$156,704	\$150,878	\$41,574

NARRATIVES

WTC NOAA NON PROJECT SPEC

1038294

1. CURRENT PROJECT SCOPE

Non-Project Specific - NOAA: The Elliott Bay / Duwamish River Restoration program (EBDRP) panel convened by the National Oceanic and Atmospheric Administration meets four times per year to discuss issues related to work; reimbursement from the panel; stewardship of restoration sites under King County ownership; and monitoring of sediment remediation conducted by the County.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

King County is a member of the panel assigned to oversee implementation of the consent decree. It also is responsible for monitoring the sediment cleanups it did for the panel.

4. PROJECT BENEFITS/OUTCOMES

Mitigate natural resource damages from Metro releases. Comply with consent decree. Set up long-term stewardship program to address that responsibility at EBDRP sites under County ownership. Fulfil monitoring requirements intended to ensure projects meet environmental goals.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project spending and budget carryover amount.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

None

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC NOAA NON PROJECT SPEC

1038294

8. PROJECT STATUS

Submitted Denny Biological Assessment monitoring report for 2011-2015 to the Trustees. Selected long-term stewardship contract for EBD RP habitat restoration sites Additional monitoring of sites may be added in 2019-20

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

EBDRP is an entity that consists of natural resource trustees, City and County - NOAA, FWS, WAFWS, Ecology, Muckleshoot Tribe, Suquamish Tribe and WADNR. Monitoring reports go to Ecology and WADNR.

11. ART ELIGIBILITY

Project is for planning and monitoring work.

12. EQUITY AND SOCIAL JUSTICE IMPACT

EBDRP identified habitat, sediment cleanups and source control in the Lower Duwamish, which has communities that have been identified as having disproportionate impacts in several Determinants of Equity. That work has improved a couple determinants while having some short-term impacts on others.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This is an administrative and regulatory monitoring project that 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$35,143	\$0	\$0	\$0	\$35,143
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	\$0	\$82,727	\$338,069	\$5,604,426
5 Closeout	\$27,740	\$0	\$0	\$30,125	\$57,865
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$5,256,844	\$0	\$82,727	\$368,194	\$5,707,765

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$0	\$82,727	\$368,194	\$450,921
Total Revenue	\$0	\$82,727	\$368,194	\$450,921

EXPENSE WTC BIOSOLIDS EQUIPMENT 1038295

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$7,052	\$0	\$0	\$0	\$0	\$7,052
4 Implementation	\$4,657,484	\$82,400	\$186,067	\$281,869	\$338,069	\$5,545,889
5 Closeout	\$3	\$0	\$0	\$0	\$30,125	\$30,128
6 Acquisition	\$62,944	\$0	\$0	\$0	\$0	\$62,944
Total Expense	\$4,789,235	\$82,400	\$186,067	\$281,869	\$368,194	\$5,707,765

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$7,052	\$7,052	\$7,052	\$7,052
4 Implementation	\$0	\$5,545,889	\$4,725,703	\$5,183,630	\$4,739,884
5 Closeout	\$0	\$30,128	\$3	\$27,740	\$3
6 Acquisition	\$0	\$62,944	\$62,944	\$1	\$62,944
Total	\$0	\$5,707,764	\$4,857,453	\$5,256,844	\$4,871,634

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$23,330)	\$0	\$0	(\$23,330)
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$443,746	\$0	\$186,067	\$257,679
5 Closeout	\$27,737	\$0	\$0	\$27,737
6 Acquisition	(\$62,943)	\$0	\$0	(\$62,943)
Total	\$385,210	\$0	\$186,067	\$199,143

NARRATIVES

WTC BIOSOLIDS EQUIPMENT

1038295

1. CURRENT PROJECT SCOPE

Biosolids Forestry 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

The appropriation request is based on analysis of project spending and budget carryover amount.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC BIOSOLIDS EQUIPMENT

1038295

7. OPERATING BUDGET AND OTHER IMPACTS

None.

8. PROJECT STATUS

There are a number of pieces of equipment under this project. They are on individual service and replacement schedules. This year, we have replaced a forwarder tire, repaired the articulating driveline, remounted the blower drive motor, replaced the boom extension cylinder, changed grapple control joystick, replaced dump truck batteries, adjusted the skidder tracks, replaced the blower fan bushings, repaired the front roller shaft, and completed many minor repairs.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC E DIVISION SECONDARY TANK COATING (WTC E DIV SCNDRY TANK COATING)

1038314

Department	NATURAL RESOURCES AND PARKS
Council District(s)	5
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	10/31/2021
Location	South Treatment Plant
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/99 - 03/01/99	\$7,991	\$0	\$0	\$0	\$7,991
2 Preliminary Design 03/01/99 - 06/01/99	\$13,967	\$0	\$0	\$0	\$13,967
3 Final Design 06/01/99 - 12/01/99	\$117,013	\$0	\$0	\$0	\$117,013
4 Implementation 01/01/00 - 04/29/22	\$4,804,175	\$0	\$226,118	\$0	\$5,030,293
5 Closeout 01/31/07 - 12/31/22	\$78,763	\$0	\$0	\$0	\$78,763
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$5,021,910	\$0	\$226,118	\$0	\$5,248,028

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$0	\$226,118	\$0	\$226,118
Total Revenue	\$0	\$226,118	\$0	\$226,118

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC E DIV SCNDRY TANK COATING					1038314
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$7,991	\$0	\$0	\$0	\$0	\$7,991	
2 Prelim Design	\$13,967	\$0	\$0	\$0	\$0	\$13,967	
3 Final Design	\$126,162	\$0	\$0	\$0	\$0	\$126,162	
4 Implementation	\$3,144,416	\$0	\$790,538	\$1,114,520	\$0	\$5,049,474	
5 Closeout	\$5,638	\$0	\$1,003	\$43,793	\$0	\$50,434	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$3,298,174	\$0	\$791,541	\$1,158,313	\$0	\$5,248,028	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$7,991	\$7,991	\$7,991	\$7,991
2 Preliminary Design	\$0	\$13,967	\$13,967	\$13,967	\$13,967
3 Final Design	\$0	\$126,162	\$126,162	\$117,013	\$126,162
4 Implementation	\$0	\$5,049,474	\$3,144,416	\$4,804,175	\$3,144,416
5 Closeout	\$0	\$50,434	\$5,638	\$78,763	\$5,638
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$5,248,028	\$3,298,174	\$5,021,910	\$3,298,174

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$9,149)	\$0	\$0	(\$9,149)
4 Implementation	\$1,659,759	\$0	\$790,538	\$869,221
5 Closeout	\$73,125	\$0	\$1,003	\$72,122
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$1,723,736	\$0	\$791,541	\$932,195

NARRATIVES

WTC E DIV SCNDRY TANK COATING

1038314

1. CURRENT PROJECT SCOPE

East Division Secondary Tank Coating: This project addresses corrosion damage in the secondary sedimentation tanks at South Treatment Plant in Renton. This project will repair and re-coat corroded metal in four tanks each year. The repair and re-coating of metal components in twenty tanks have been completed, four remain to be completed.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

These tanks were constructed between 1963-2000. They are subjected to acids, chemicals, and abrasion; and have considerable corrosion at the metal equipment and piping. Repairs to the tanks when corrosion is present is highly cost effective and will eliminate potential downtime for future more extensive repairs or replacement.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC E DIV SCNDRY TANK COATING

1038314

4. PROJECT BENEFITS/OUTCOMES

These repairs will extend the service life of the metal in these tanks by 10 years.

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; budget request is for the outyears only.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

None.

8. PROJECT STATUS

Coating of twenty tanks has been completed. Inspections completed in 2016 show that the current coating in the final four tanks is in adequate condition. The project is on hold until inspections show re-coating is necessary.

9. ALTERNATIVES ANALYSIS

This project had a single alternative, which was to repair and re-coat the existing assets.

10. OTHER AGENCY INVOLVEMENT

None.

11. ART ELIGIBILITY

Project is for equipment rehabilitation and refurbishment.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Inside of existing plant boundaries. No odor or transportation impact.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project will strive for the Platinum level on the Sustainability Scorecard and is considering the use of an alternative rating system such as Salmon Safe. 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC E DIV SCNDRY TANK COATING	1038314
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/01 - 12/31/22	\$2,172,758	\$796,215	\$772,972	\$1,166,939	\$4,908,884
2 Preliminary Design 01/01/01 - 12/31/22	\$3,811,886	\$1,198,035	\$1,159,458	\$1,750,407	\$7,919,786
3 Final Design 01/01/01 - 12/31/22	\$5,988,467	\$3,092,878	\$2,320,492	\$3,500,816	\$14,902,653
4 Implementation 01/01/01 - 12/31/22	\$26,396,560	\$4,263,152	\$5,673,545	\$3,576,859	\$39,910,116
5 Closeout 01/01/01 - 12/31/22	\$2,032,045	\$1,281,665	\$1,237,596	\$1,804,724	\$6,356,030
6 Acquisition	\$590,087	\$0	\$0	\$0	\$590,087
Total Budget	\$40,991,804	\$10,631,945	\$11,164,063	\$11,799,745	\$74,587,557

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$10,631,944	\$11,164,062	\$11,799,744	\$33,595,750
Total Revenue	\$10,631,944	\$11,164,062	\$11,799,744	\$33,595,750

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC ELECTRICAL I AND C				1038335
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$1,756,604	\$241,834	\$796,215	\$772,972	\$1,166,939	\$4,734,564
2 Prelim Design	\$3,575,392	\$840,544	\$1,198,035	\$1,159,458	\$1,750,407	\$8,523,836
3 Final Design	\$4,795,205	\$1,765,073	\$3,092,878	\$2,320,492	\$3,500,816	\$15,474,464
4 Implementation	\$23,576,591	\$3,797,286	\$4,263,152	\$5,673,545	\$3,576,859	\$40,887,433
5 Closeout	\$80,953	\$555,262	\$1,281,665	\$1,237,596	\$1,804,724	\$4,960,200
6 Acquisition	\$54	\$0	\$0	\$0	\$0	\$54
Total Expense	\$33,784,799	\$7,199,999	\$10,631,945	\$11,164,063	\$11,799,745	\$74,580,551

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$5,349,500	\$2,049,285	\$2,172,758	\$1,998,438
2 Preliminary Design	\$0	\$9,446,242	\$3,996,441	\$3,811,886	\$4,415,936
3 Final Design	\$0	\$17,319,273	\$4,983,412	\$5,988,467	\$6,560,278
4 Implementation	\$0	\$42,732,244	\$24,785,653	\$26,396,560	\$27,373,877
5 Closeout	\$0	\$5,882,606	\$114,223	\$2,032,045	\$636,215
6 Acquisition	\$0	\$54	\$300	\$590,087	\$54
Total	\$0	\$80,729,919	\$35,929,314	\$40,991,803	\$40,984,798

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$174,321	\$796,215	\$796,215	\$174,321
2 Preliminary Design	(\$604,050)	\$1,198,035	\$1,198,035	(\$604,050)
3 Final Design	(\$571,811)	\$3,092,878	\$3,092,878	(\$571,811)
4 Implementation	(\$977,317)	\$4,263,152	\$4,263,152	(\$977,317)
5 Closeout	\$1,395,830	\$1,281,665	\$1,281,665	\$1,395,830
6 Acquisition	\$590,033	\$0	\$0	\$590,033
Total	\$7,006	\$10,631,945	\$10,631,945	\$7,006

NARRATIVES WTC ELECTRICAL I AND C 1038335

1. CURRENT PROJECT SCOPE

Electrical Instrument 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC ELECTRICAL I AND C

1038335

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.

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 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 is an ongoing program. Please see the program detail report submitted for the 2019/2020 budget for more information.

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 2019-2020 Wastewater Treatment Division Business Plan and ESJ work plan.

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)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC ELECTRICAL I AND C	1038335
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC SP DIGESTER FLOATING LIDS

1038447

TA

Department	NATURAL RESOURCES AND PARKS
Council District(s)	5
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	10/15/2014
Location	South Treatment Plant
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 02/09/10 - 01/19/11	\$6,838	\$50,752	\$0	\$0	\$57,590
2 Preliminary Design 01/20/11 - 01/14/14	\$217,662	(\$32,073)	\$0	\$0	\$185,589
3 Final Design 01/17/10 - 04/06/14	\$527,698	(\$439,255)	\$0	\$0	\$88,443
4 Implementation 06/06/12 - 11/17/14	\$2,851,790	(\$2,196,983)	\$0	\$0	\$654,807
5 Closeout 11/17/14 - 06/30/15	\$10,279	(\$8,925)	\$0	\$0	\$1,354
6 Acquisition	\$1	(\$1)	\$0	\$0	\$0
Total Budget	\$3,614,268	(\$2,626,485)	\$0	\$0	\$987,783

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	(\$2,626,485)	\$0	\$0	(\$2,626,485)
Total Revenue	(\$2,626,485)	\$0	\$0	(\$2,626,485)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC SP DIGESTER FLOATING LIDS					1038447
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$57,590	\$0	\$0	\$0	\$0	\$57,590	
2 Prelim Design	\$185,589	\$0	\$0	\$0	\$0	\$185,589	
3 Final Design	\$88,443	\$0	\$0	\$0	\$0	\$88,443	
4 Implementation	\$654,808	\$0	\$0	\$0	\$0	\$654,808	
5 Closeout	\$1,353	\$0	\$0	\$0	\$0	\$1,353	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$987,782	\$0	\$0	\$0	\$0	\$987,782	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$57,590	\$57,590	\$6,838	\$57,590
2 Preliminary Design	\$0	\$185,589	\$185,589	\$217,662	\$185,589
3 Final Design	\$0	\$88,443	\$88,443	\$527,698	\$88,443
4 Implementation	\$0	\$654,808	\$654,808	\$2,851,790	\$654,808
5 Closeout	\$0	\$1,353	\$1,353	\$10,279	\$1,353
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$987,783	\$987,783	\$3,614,268	\$987,783

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$50,752)	\$50,752	\$0	\$0
2 Preliminary Design	\$32,073	(\$32,073)	\$0	\$0
3 Final Design	\$439,255	(\$439,255)	\$0	\$0
4 Implementation	\$2,196,982	(\$2,196,983)	\$0	(\$1)
5 Closeout	\$8,926	(\$8,925)	\$0	\$1
6 Acquisition	\$1	(\$1)	\$0	\$0
Total	\$2,626,485	(\$2,626,485)	\$0	\$0

NARRATIVES

WTC SP DIGESTER FLOATING LIDS

1038447

1. CURRENT PROJECT SCOPE

South Treatment Plant Digester Floating Lids: The scope includes cleaning and rehabilitation or replacement of the coating or roofing systems on the five floating digester covers at the South Treatment Plant. The scope also includes coordination with plant operations for the inspection and roofing work and assessment of the degree of rehabilitation and/or replacement required.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The coatings/roofing systems applied to the digester covers at the South Treatment Plant have deteriorated to the point that the steel roof structures and skins are at risk. Repairs will extend the life of the covers and prevent corrosion of the underlying steel structure. Deterioration of the steel roof skin and structure could allow odors and explosive methane gas to concentrate within the cover, or to escape into the plant site and surrounding area.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC SP DIGESTER FLOATING LIDS

1038447

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate remaining balance.

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

WTD continues to work on developing best practices for incorporating equity and social justice into the siting, design, mitigation and construction of our capital projects. We are striving to include King County equity and social justice principles, demographic assessment information and equity determinants into capital project decisions. Additional information is outlined in the 2015-2016 Wastewater Treatment Division Business Plan.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/06 - 09/15/11	\$12,811	\$0	\$0	\$0	\$12,811
2 Preliminary Design 09/15/11 - 05/08/12	\$1,378,542	\$0	\$0	\$0	\$1,378,542
3 Final Design 05/08/12 - 05/20/14	\$10,435,786	\$0	\$0	\$0	\$10,435,786
4 Implementation 12/16/13 - 12/30/18	\$42,682,076	\$1,999,378	\$0	\$0	\$44,681,454
5 Closeout 01/01/19 - 12/30/20	\$253,113	\$0	\$0	\$0	\$253,113
6 Acquisition 01/13/11 - 07/31/18	\$1,596,577	\$0	\$0	\$0	\$1,596,577
Total Budget	\$56,358,905	\$1,999,378	\$0	\$0	\$58,358,283

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$1,999,378	\$0	\$0	\$1,999,378
Total Revenue	\$1,999,378	\$0	\$0	\$1,999,378

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC MAGNOLIA CSO				1038448
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$32,470	\$0	\$0	\$0	\$0	\$32,470
2 Prelim Design	\$4,854,739	\$0	\$0	\$0	\$0	\$4,854,739
3 Final Design	\$5,984,596	\$0	\$0	\$0	\$0	\$5,984,596
4 Implementation	\$37,541,485	\$20,098,732	\$2,601,789	\$0	\$0	\$60,242,006
5 Closeout	\$20,595	\$36,802	\$142,632	\$0	\$0	\$200,029
6 Acquisition	\$3,957,274	\$360,000	\$0	\$0	\$0	\$4,317,274
Total Expense	\$52,391,159	\$20,495,534	\$2,744,421	\$0	\$0	\$75,631,114

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$18,755	\$32,470	\$32,483	\$12,811	\$32,470
2 Preliminary Design	\$2,671,338	\$4,854,739	\$4,854,739	\$1,378,542	\$4,854,739
3 Final Design	\$7,648,904	\$5,960,563	\$5,984,596	\$10,435,786	\$5,984,596
4 Implementation	\$34,881,935	\$60,266,038	\$44,775,049	\$42,682,076	\$57,640,217
5 Closeout	\$271,777	\$200,029	\$27,975	\$253,113	\$57,397
6 Acquisition	\$716,125	\$4,317,274	\$3,988,891	\$1,596,577	\$4,317,274
Total	\$46,208,833	\$75,631,113	\$59,663,733	\$56,358,905	\$72,886,693

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$19,659)	\$0	\$0	(\$19,659)
2 Preliminary Design	(\$3,476,197)	\$0	\$0	(\$3,476,197)
3 Final Design	\$4,451,190	\$0	\$0	\$4,451,190
4 Implementation	(\$14,958,141)	\$1,999,378	\$2,601,789	(\$15,560,552)
5 Closeout	\$195,716	\$0	\$142,632	\$53,084
6 Acquisition	(\$2,720,697)	\$0	\$0	(\$2,720,697)
Total	(\$16,527,788)	\$1,999,378	\$2,744,421	(\$17,272,831)

NARRATIVES

WTC MAGNOLIA CSO

1038448

1. CURRENT PROJECT SCOPE

CSO Control & Improvements - Magnolia: 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 will include odor control and mechanical, electrical, and control systems to enable the system to function when required.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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 flows 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 appropriation request will cover remaining costs associated with the contractor's corrective action plan and the closeout of the project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

None

8. PROJECT STATUS

Implementing Contractor's Corrective Action Plan.

9. ALTERNATIVES ANALYSIS

N/A – already in implementation (repair).

10. OTHER AGENCY INVOLVEMENT

None

11. ART ELIGIBILITY

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A – already in implementation (repair)

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC MAGNOLIA CSO	1038448
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$3,799,020	\$20,000,000	\$0	\$0	\$23,799,020
5 Closeout	\$4	\$0	\$0	\$0	\$4
6 Acquisition	\$3	\$0	\$0	\$0	\$3
Total Budget	\$3,799,036	\$20,000,000	\$0	\$0	\$23,799,036

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$20,000,000	\$0	\$0	\$20,000,000
Total Revenue	\$20,000,000	\$0	\$0	\$20,000,000

EXPENSE WTC WTD CIP CONTINGENCY FUND 1048049

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$3,799,020	\$4,117
5 Closeout	\$0	\$0	\$0	\$4	\$0
6 Acquisition	\$0	\$0	\$0	\$3	\$0
Total	\$0	\$4,117	\$4,117	\$3,799,036	\$4,117

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$3	\$0	\$0	\$3
2 Preliminary Design	\$3	\$0	\$0	\$3
3 Final Design	\$3	\$0	\$0	\$3
4 Implementation	\$3,794,903	\$20,000,000	\$0	\$23,794,903
5 Closeout	\$4	\$0	\$0	\$4
6 Acquisition	\$3	\$0	\$0	\$3
Total	\$3,794,919	\$20,000,000	\$0	\$23,794,919

NARRATIVES

WTC WTD CIP CONTINGENCY FUND

1048049

1. CURRENT PROJECT SCOPE

WTD 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.

8. PROJECT STATUS

N/A Project is for funding only.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC WTD CIP CONTINGENCY FUND	1048049
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC SP SOLIDS CONTROLS REPL

1048071

TA, Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	5
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	02/20/2013
Location	South Treatment Plant
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$65,649	(\$65,649)	\$0	\$0	\$0
2 Preliminary Design	\$198,657	(\$197,882)	\$0	\$0	\$775
3 Final Design 09/24/09 - 11/27/11	\$321,282	\$712,479	\$0	\$0	\$1,033,761
4 Implementation 11/27/11 - 05/14/13	\$8,704,261	(\$3,138,781)	\$0	\$0	\$5,565,480
5 Closeout 05/14/13 - 12/31/14	\$280,057	(\$263,822)	\$0	\$0	\$16,235
6 Acquisition	\$1	(\$1)	\$0	\$0	\$0
Total Budget	\$9,569,907	(\$2,953,656)	\$0	\$0	\$6,616,251

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	(\$2,953,656)	\$0	\$0	(\$2,953,656)
Total Revenue	(\$2,953,656)	\$0	\$0	(\$2,953,656)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC SP SOLIDS CONTROLS REPL					1048071
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0	
2 Prelim Design	\$775	\$0	\$0	\$0	\$0	\$775	
3 Final Design	\$1,033,761	\$0	\$0	\$0	\$0	\$1,033,761	
4 Implementation	\$5,565,481	\$0	\$0	\$0	\$0	\$5,565,481	
5 Closeout	\$16,234	\$0	\$0	\$0	\$0	\$16,234	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$6,616,251	\$0	\$0	\$0	\$0	\$6,616,251	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$65,649	\$0
2 Preliminary Design	\$0	\$775	\$775	\$198,657	\$775
3 Final Design	\$0	\$1,033,761	\$1,033,761	\$321,282	\$1,033,761
4 Implementation	\$0	\$5,565,481	\$5,565,481	\$8,704,261	\$5,565,481
5 Closeout	\$0	\$16,234	\$16,234	\$280,057	\$16,234
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$6,616,251	\$6,616,251	\$9,569,907	\$6,616,251

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$65,649	(\$65,649)	\$0	\$0
2 Preliminary Design	\$197,882	(\$197,882)	\$0	\$0
3 Final Design	(\$712,479)	\$712,479	\$0	\$0
4 Implementation	\$3,138,780	(\$3,138,781)	\$0	(\$1)
5 Closeout	\$263,823	(\$263,822)	\$0	\$1
6 Acquisition	\$1	(\$1)	\$0	\$0
Total	\$2,953,656	(\$2,953,656)	\$0	\$0

NARRATIVES

WTC SP SOLIDS CONTROLS REPL

1048071

1. CURRENT PROJECT SCOPE

SP Solids Controls Replacement: The South Plant Solids Control System Replacement project is consistent with WTD's long-range control system plans which include developing and documenting control system standards for the wastewater system, designing and implementing control system replacement at the South Treatment Plant, and evaluating and implementing database systems for wastewater labs and asset management programs. To ensure greater project management control, the solids replacement portion of the South Plant Control System Project (423493) has been given its own project number.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Modernize and standardize WTD Control System Automation. Replace obsolete control equipment at South Plant with new standardized Emerson Ovation Control equipment.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC SP SOLIDS CONTROLS REPL

1048071

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate remaining balance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Project is complete. Abandoning remaining appropriation.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

12. EQUITY AND SOCIAL JUSTICE IMPACT

WTD continues to work on developing best practices for incorporating equity and social justice into the siting, design, mitigation and construction of our capital projects. We are striving to include King County equity and social justice principles, demographic assessment information and equity determinants into capital project decisions. Additional information is outlined in the 2015-2016 Wastewater Treatment Division Business Plan.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC CONVEYANCE H2S CORR REHAB

1048076

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 H2S CORR REHAB	
Substantial Completion	07/31/2019	
Location	Various WTD pipelines.	
Cap Status	Approved	

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/11 - 07/31/19	\$23,373	\$0	\$0	\$0	\$23,373
2 Preliminary Design 01/01/11 - 07/31/19	\$175,283	\$0	\$0	\$0	\$175,283
3 Final Design 01/01/11 - 07/31/19	\$271,439	\$181,920	\$0	\$0	\$453,359
4 Implementation 01/01/11 - 07/31/19	\$19,772,201	\$5,921,650	\$0	\$0	\$25,693,851
5 Closeout 01/01/11 - 07/31/19	\$183,431	\$59,747	\$0	\$0	\$243,178
6 Acquisition	\$95,925	\$0	\$0	\$0	\$95,925
Total Budget	\$20,521,652	\$6,163,317	\$0	\$0	\$26,684,969

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$6,163,317	\$0	\$0	\$6,163,317
Total Revenue	\$6,163,317	\$0	\$0	\$6,163,317

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC CONVEYANCE H2S CORR REHAB				1048076
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$342,583	\$20,183	\$0	\$0	\$0	\$362,766
2 Prelim Design	\$1,285,563	\$138,307	\$0	\$0	\$0	\$1,423,870
3 Final Design	\$1,706,650	\$149,456	\$615,643	\$0	\$0	\$2,471,749
4 Implementation	\$11,151,788	\$68,049	\$1,486,091	\$3,287,966	\$999,431	\$16,993,325
5 Closeout	\$13,380	\$0	\$59,747	\$0	\$0	\$73,127
6 Acquisition	\$155,917	\$0	\$0	\$0	\$0	\$155,917
Total Expense	\$14,655,881	\$375,995	\$2,161,481	\$3,287,966	\$999,431	\$21,480,754

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$342,583	\$343,040	\$23,373	\$362,766
2 Preliminary Design	\$0	\$1,285,563	\$1,286,317	\$175,283	\$1,423,870
3 Final Design	\$0	\$1,706,650	\$1,790,414	\$271,439	\$1,856,106
4 Implementation	\$0	\$18,528,293	\$13,669,060	\$19,772,201	\$11,219,837
5 Closeout	\$0	\$133,007	\$13,633	\$183,431	\$13,380
6 Acquisition	\$0	\$197,323	\$168,679	\$95,925	\$155,917
Total	\$0	\$22,193,419	\$17,271,143	\$20,521,652	\$15,031,876

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$339,393)	\$0	\$0	(\$339,393)
2 Preliminary Design	(\$1,248,587)	\$0	\$0	(\$1,248,587)
3 Final Design	(\$1,584,667)	\$181,920	\$615,643	(\$2,018,390)
4 Implementation	\$8,552,364	\$5,921,650	\$1,486,091	\$12,987,923
5 Closeout	\$170,051	\$59,747	\$59,747	\$170,051
6 Acquisition	(\$59,992)	\$0	\$0	(\$59,992)
Total	\$5,489,776	\$6,163,317	\$2,161,481	\$9,491,612

NARRATIVES

WTC CONVEYANCE H2S CORR REHAB

1048076

1. CURRENT PROJECT SCOPE

Conveyance System H2S Corrosion Rehabilitation: The scope of the program is to rehabilitate conveyance pipelines damaged due to hydrogen sulfide corrosion. This project number is for program planning and a program budget placeholder for future pipeline rehabilitation projects. No construction is being performed under this project number. Please see project numbers 1122412 individual project information.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC CONVEYANCE H2S CORR REHAB

1048076

3. PROJECT JUSTIFICATION

The H2S corrosion program and the Facilities Inspection group in the Wastewater Treatment Division (WTD) has a program to prioritize and inspect WTD conveyance interceptors for condition. Based on these inspections a list of pipelines was identified and prioritized as the most severely corroded and needing rehabilitation. Hydrogen sulfide corrosion causes structural damage to reinforced concrete pipe, which when left unabated can cause structural failure of the pipeline. This can result in emergencies such as overflows and/or sinkholes, which are costly to repair and are a public nuisance.

4. PROJECT BENEFITS/OUTCOMES

Implementing corrosion repairs maintains the structural integrity of the regional conveyance system, reduces the risk of overflows and/or sinkholes, and maintains pipeline capacity

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

None.

8. PROJECT STATUS

1122413- Eastgate Interceptor Rehabilitation 3 is in construction and on schedule

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

None.

11. ART ELIGIBILITY

The projects rehabilitate underground sewer pipelines.

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 2019-2020 Wastewater Treatment Division Business Plan and ESJ work plan.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This is a planning project that 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC CONVEYANCE H2S CORR REHAB	1048076
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WTC ENVIR LAB ENERGY IMPROVMNT

1048077

Baseline Required, Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	5
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	02/14/2019
Location	King County Environmental Lab, 322 West Ewing Street Seattle, WA 98119
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/11 - 01/11/11	\$32,734	\$0	\$0	\$0	\$32,734
2 Preliminary Design 04/22/15 - 10/11/16	\$117,048	\$0	\$0	\$0	\$117,048
3 Final Design 10/11/16 - 03/05/18	\$411,902	\$0	\$0	\$0	\$411,902
4 Implementation 03/05/18 - 05/31/19	\$5,700,447	\$1,176,356	\$0	\$0	\$6,876,803
5 Closeout 05/31/19 - 09/30/19	\$88,742	\$0	\$0	\$0	\$88,742
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$6,350,874	\$1,176,356	\$0	\$0	\$7,527,230

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$1,176,356	\$0	\$0	\$1,176,356
Total Revenue	\$1,176,356	\$0	\$0	\$1,176,356

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC ENVIR LAB ENERGY IMPROVMNT					1048077
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$28,870	\$0	\$0	\$0	\$0	\$28,870	
2 Prelim Design	\$393,959	\$0	\$0	\$0	\$0	\$393,959	
3 Final Design	\$546,399	\$0	\$0	\$0	\$0	\$546,399	
4 Implementation	\$33,537	\$4,960,232	\$1,450,417	\$0	\$0	\$6,444,186	
5 Closeout	\$0	\$2,584	\$109,989	\$0	\$0	\$112,573	
6 Acquisition	\$1,242	\$0	\$0	\$0	\$0	\$1,242	
Total Expense	\$1,004,007	\$4,962,816	\$1,560,406	\$0	\$0	\$7,527,229	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$28,870	\$28,870	\$28,870	\$32,734	\$28,870
2 Preliminary Design	\$385,220	\$393,959	\$394,938	\$117,048	\$393,959
3 Final Design	\$759,672	\$546,399	\$569,605	\$411,902	\$546,399
4 Implementation	\$4,591,328	\$6,444,186	\$1,055,882	\$5,700,447	\$4,993,769
5 Closeout	\$85,784	\$112,574	\$0	\$88,742	\$2,584
6 Acquisition	\$0	\$1,242	\$13,553	\$1	\$1,242
Total	\$5,850,874	\$7,527,230	\$2,062,848	\$6,350,874	\$5,966,823

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$3,864	\$0	\$0	\$3,864
2 Preliminary Design	(\$276,911)	\$0	\$0	(\$276,911)
3 Final Design	(\$134,497)	\$0	\$0	(\$134,497)
4 Implementation	\$706,678	\$1,176,356	\$1,450,417	\$432,617
5 Closeout	\$86,158	\$0	\$109,989	(\$23,831)
6 Acquisition	(\$1,241)	\$0	\$0	(\$1,241)
Total	\$384,051	\$1,176,356	\$1,560,406	\$1

NARRATIVES

WTC ENVIR LAB ENERGY IMPROVMNT

1048077

1. CURRENT PROJECT SCOPE

Environmental Lab - Energy Improvements: This project will replace multiple existing aging fume hoods with new, more efficient hoods and associated mechanical equipment at the King County Environmental Laboratory.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The existing fume hoods have been in service since 1985 and are reaching the end of their useful lives. King County will replace or retrofit inefficient equipment with energy-efficient models to achieve energy savings and help meet the County's energy goals. Operational fume hoods are necessary for employees to perform their sample testing work safely.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC ENVIR LAB ENERGY IMPROVMNT

1048077

4. PROJECT BENEFITS/OUTCOMES

King County will replace or retrofit inefficient equipment with energy-efficient models to achieve energy savings and help meet the County's energy goals. The energy efficiency improvements that have been identified include replacement and/or upgrade of equipment, roof upgrade and installation of energy savings devices. Energy savings for the Environmental Laboratory are expected.

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

Energy saving are expected to be realized.

8. PROJECT STATUS

The project is in implementation. The temporary lab trailer is onsite and being prepared for staff usage. There are weekly project meetings at the site.

9. ALTERNATIVES ANALYSIS

The following alternatives were identified: Alternative 1, Replace 15 fume hoods with auxiliary air fume hoods operating with a face velocity of 100 fpm. Alternative 2, Replace 15 fume hoods with high performance fume hoods operating at 70 fpm. Alternative 3, Replace 15 fume hoods with variable air volume hoods. Alternatives 2 and 3 were eliminated because they will not provide a beneficial payback due to the much higher capital cost. The amount of energy savings were not significant and they have substantial impacts on construction duration which are not feasible for the operations at the lab. Alternative 1 was analyzed further in Options 1A - 1D: Option 1A: Replace Fume Hoods and Exhaust Fans 100 fpm at Trace Organics and Conventionals; Option 1B: Replace Fume Hoods and add Exhaust Manifold 100 fpm at Trace Organics and Conventionals; Option 1C: Replace Fume Hoods and Exhaust Fans 80 fpm at Trace Organics and Conventionals; and Option 1D: Replace Fume Hoods and add Exhaust Manifold 80 fpm at Trace Organics and Conventionals. Recommended Alternative chosen was Option 1D: Replace 15 Fume Hoods primarily in Trace Organics and Conventionals with auxiliary air fume hoods operating with a face velocity of 80 fpm. This option combines the fume hood exhaust from Trace Organics and Conventionals so exhaust routes through primary \backup exhaust fan for each area.

10. OTHER AGENCY INVOLVEMENT

Water and Land Resources Division and the WTD Director's Office

11. ART ELIGIBILITY

Equipment replacement only project.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Project is inside an existing building.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project is expected to result in energy savings, which 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 by the DNRP Energy Manager after the project is completed.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC ENVIR LAB ENERGY IMPROVMNT	1048077
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	
Location	Projects are located throughout the Wastewater Treatment Division's facilities.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/01 - 12/31/22	\$1,881,664	\$838,428	\$1,051,559	\$1,113,559	\$4,885,210
2 Preliminary Design 01/01/01 - 12/31/22	\$3,021,789	\$1,257,642	\$1,577,339	\$1,670,338	\$7,527,108
3 Final Design 01/01/01 - 12/31/22	\$7,471,610	\$2,634,165	\$3,154,677	\$3,340,676	\$16,601,128
4 Implementation 01/01/01 - 12/31/22	\$30,277,093	\$4,387,333	\$3,749,496	\$3,838,309	\$42,252,231
5 Closeout 01/01/01 - 12/31/22	\$2,527,823	\$1,326,638	\$1,577,339	\$1,803,749	\$7,235,549
6 Acquisition	\$268	\$0	\$0	\$0	\$268
Total Budget	\$45,180,248	\$10,444,206	\$11,110,410	\$11,766,631	\$78,501,495

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$10,444,207	\$11,110,410	\$11,766,630	\$33,321,247
Total Revenue	\$10,444,207	\$11,110,410	\$11,766,630	\$33,321,247

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC PROCESS REPLACEMENT IMPROV					1113189
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$1,911,747	\$61,899	\$838,428	\$1,051,559	\$1,113,559	\$4,977,192	
2 Prelim Design	\$5,450,885	\$284,872	\$1,257,642	\$1,577,339	\$1,670,338	\$10,241,076	
3 Final Design	\$7,189,883	\$711,409	\$2,634,165	\$3,154,677	\$3,340,676	\$17,030,810	
4 Implementation	\$25,553,769	\$3,225,168	\$4,387,333	\$3,749,496	\$3,838,309	\$40,754,075	
5 Closeout	\$136,955	\$238,906	\$1,326,638	\$1,577,339	\$1,803,749	\$5,083,587	
6 Acquisition	\$247	\$0	\$0	\$0	\$0	\$247	
Total Expense	\$40,243,486	\$4,522,254	\$10,444,206	\$11,110,410	\$11,766,631	\$78,086,987	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$5,592,128	\$2,023,109	\$1,881,664	\$1,973,646
2 Preliminary Design	\$0	\$11,163,481	\$5,669,035	\$3,021,789	\$5,735,757
3 Final Design	\$0	\$18,875,620	\$7,286,344	\$7,471,610	\$7,901,292
4 Implementation	\$0	\$42,598,888	\$27,913,049	\$30,277,093	\$28,778,937
5 Closeout	\$0	\$6,005,992	\$177,408	\$2,527,823	\$375,861
6 Acquisition	\$0	\$247	\$247	\$268	\$247
Total	\$0	\$84,236,356	\$43,069,192	\$45,180,247	\$44,765,740

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$91,981)	\$838,428	\$838,428	(\$91,981)
2 Preliminary Design	(\$2,713,968)	\$1,257,642	\$1,257,642	(\$2,713,968)
3 Final Design	(\$429,682)	\$2,634,165	\$2,634,165	(\$429,682)
4 Implementation	\$1,498,156	\$4,387,333	\$4,387,333	\$1,498,156
5 Closeout	\$2,151,962	\$1,326,638	\$1,326,638	\$2,151,962
6 Acquisition	\$21	\$0	\$0	\$21
Total	\$414,508	\$10,444,206	\$10,444,206	\$414,508

NARRATIVES WTC PROCESS REPLACEMENT IMPROV 1113189

1. CURRENT 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, 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC PROCESS REPLACEMENT IMPROV

1113189

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

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

See individual subprojects for specific information.

8. PROJECT STATUS

This Roll-Up 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. Please see the program detail report submitted for the 2019/2020 budget for more information.

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 2019-2020 Wastewater Treatment Division Business Plan and ESJ work plan.

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC PROCESS REPLACEMENT IMPROV	1113189
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/02 - 12/31/22	\$1,444,024	\$716,794	\$1,111,396	\$1,151,715	\$4,423,929
2 Preliminary Design 01/01/02 - 12/31/22	\$3,504,413	\$1,075,192	\$1,667,094	\$1,727,573	\$7,974,272
3 Final Design 01/01/02 - 12/31/22	\$8,602,699	\$2,257,847	\$3,334,188	\$3,455,145	\$17,649,879
4 Implementation 01/01/02 - 12/31/22	\$26,784,081	\$5,122,852	\$3,571,974	\$3,651,881	\$39,130,788
5 Closeout	\$2,273,813	\$1,199,145	\$1,669,437	\$1,780,315	\$6,922,710
6 Acquisition	\$24,606	\$0	\$0	\$0	\$24,606
Total Budget	\$42,633,637	\$10,371,830	\$11,354,089	\$11,766,629	\$76,126,185

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$10,071,829	\$11,354,088	\$11,766,630	\$33,192,547
44317 - BIOMETHANE RIN REVENUE	\$300,000	\$0	\$0	\$300,000
Total Revenue	\$10,371,829	\$11,354,088	\$11,766,630	\$33,492,547

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC MECHANICAL UPGRADE AND REP					1113196
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$1,312,908	\$73,107	\$716,794	\$1,111,396	\$1,151,715	\$4,365,920	
2 Prelim Design	\$3,491,474	\$222,975	\$1,075,192	\$1,667,094	\$1,727,573	\$8,184,308	
3 Final Design	\$4,963,896	\$729,565	\$2,257,847	\$3,334,188	\$3,455,145	\$14,740,641	
4 Implementation	\$26,799,675	\$4,712,082	\$5,122,852	\$3,571,974	\$3,651,881	\$43,858,464	
5 Closeout	\$125,277	\$187,272	\$1,199,145	\$1,669,437	\$1,780,315	\$4,961,446	
6 Acquisition	\$12,292	\$0	\$0	\$0	\$0	\$12,292	
Total Expense	\$36,705,523	\$5,925,001	\$10,371,830	\$11,354,089	\$11,766,629	\$76,123,072	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$4,980,858	\$1,341,595	\$1,444,024	\$1,386,015
2 Preliminary Design	\$0	\$9,106,713	\$3,542,176	\$3,504,413	\$3,714,449
3 Final Design	\$0	\$16,585,451	\$5,232,980	\$8,602,699	\$5,693,461
4 Implementation	\$0	\$45,703,274	\$29,230,873	\$26,784,081	\$31,511,757
5 Closeout	\$0	\$5,883,850	\$135,665	\$2,273,813	\$312,549
6 Acquisition	\$0	\$12,292	\$12,292	\$24,606	\$12,292
Total	\$0	\$82,272,438	\$39,495,581	\$42,633,636	\$42,630,523

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$58,009	\$716,794	\$716,794	\$58,009
2 Preliminary Design	(\$210,036)	\$1,075,192	\$1,075,192	(\$210,036)
3 Final Design	\$2,909,238	\$2,257,847	\$2,257,847	\$2,909,238
4 Implementation	(\$4,727,676)	\$5,122,852	\$5,122,852	(\$4,727,676)
5 Closeout	\$1,961,264	\$1,199,145	\$1,199,145	\$1,961,264
6 Acquisition	\$12,314	\$0	\$0	\$12,314
Total	\$3,113	\$10,371,830	\$10,371,830	\$3,113

NARRATIVES WTC MECHANICAL UPGRADE AND REP 1113196

1. CURRENT PROJECT SCOPE

Mechanical Upgrade & Replacement: These projects replace or upgrade mechanical systems at wastewater facilities that have served their useful life such as piping, hydraulic systems, and heating and ventilation systems. Mechanical projects are also implemented to improve efficiency, provide safety for operators, and to meet current codes. This "Roll-Up Project" funds a number of mechanical upgrade and replacement sub-projects that vary in dollar value, but are typically less than \$1,000,000 although they may range up to \$2,500,000. The number of sub-projects fluctuates as projects are completed and new sub-projects are added through the project work request (PWR) process. As a result, sub-projects 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 sub-projects throughout the year that may later develop into stand alone projects with their own project number. Project schedule dates reflect activities of multiple sub-projects.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC MECHANICAL UPGRADE AND REP

1113196

3. PROJECT JUSTIFICATION

Sub-projects 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 sub-projects 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

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

See individual subprojects for specific information.

8. PROJECT STATUS

This is an ongoing program. Please see the program detail report submitted for the 2019/2020 budget for more information.

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 2019-2020 Wastewater Treatment Division Business Plan and ESJ work plan.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The WLRD Environmental Lab HVAC subproject is expected to result in energy savings of approximately 85,755 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 by the DNRP Energy Manager 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)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC MECHANICAL UPGRADE AND REP	1113196
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ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/01 - 12/31/22	\$2,298,927	\$759,968	\$1,097,717	\$1,175,893	\$5,332,505
2 Preliminary Design 01/01/01 - 12/31/22	\$3,402,825	\$1,199,684	\$1,646,574	\$1,763,840	\$8,012,923
3 Final Design 01/01/01 - 12/31/22	\$6,534,332	\$2,465,754	\$3,386,471	\$3,527,679	\$15,914,236
4 Implementation 01/01/01 - 12/31/22	\$15,635,454	\$4,838,574	\$3,545,118	\$3,603,531	\$27,622,677
5 Closeout 01/01/01 - 12/31/22	\$1,865,925	\$1,213,147	\$1,646,574	\$1,827,033	\$6,552,679
6 Acquisition	\$214,965	\$0	\$0	\$0	\$214,965
Total Budget	\$29,952,429	\$10,477,127	\$11,322,454	\$11,897,976	\$63,649,986

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$10,477,128	\$11,322,453	\$11,897,976	\$33,697,557
Total Revenue	\$10,477,128	\$11,322,453	\$11,897,976	\$33,697,557

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC PIPELINE REPLACEMENT				1113247
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$2,389,619	\$106,898	\$759,968	\$1,097,717	\$1,175,893	\$5,530,095
2 Prelim Design	\$3,275,270	\$229,429	\$1,199,684	\$1,646,574	\$1,763,840	\$8,114,797
3 Final Design	\$3,748,883	\$853,354	\$2,465,754	\$3,386,471	\$3,527,679	\$13,982,141
4 Implementation	\$13,535,984	\$2,915,660	\$4,838,574	\$3,545,118	\$3,603,531	\$28,438,867
5 Closeout	\$608,972	\$194,565	\$1,213,147	\$1,646,574	\$1,827,033	\$5,490,291
6 Acquisition	\$218,585	\$350	\$0	\$0	\$0	\$218,935
Total Expense	\$23,777,312	\$4,300,256	\$10,477,127	\$11,322,454	\$11,897,976	\$61,775,125

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$6,145,032	\$2,576,685	\$2,298,927	\$2,496,517
2 Preliminary Design	\$0	\$9,037,202	\$3,365,494	\$3,402,825	\$3,504,699
3 Final Design	\$0	\$15,826,950	\$4,131,524	\$6,534,332	\$4,602,237
4 Implementation	\$0	\$30,283,678	\$13,888,454	\$15,635,454	\$16,451,644
5 Closeout	\$0	\$6,412,696	\$620,871	\$1,865,925	\$803,537
6 Acquisition	\$0	\$218,935	\$220,747	\$214,965	\$218,935
Total	\$0	\$67,924,493	\$24,803,775	\$29,952,428	\$28,077,569

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$197,590)	\$759,968	\$759,968	(\$197,590)
2 Preliminary Design	(\$101,874)	\$1,199,684	\$1,199,684	(\$101,874)
3 Final Design	\$1,932,095	\$2,465,754	\$2,465,754	\$1,932,095
4 Implementation	(\$816,190)	\$4,838,574	\$4,838,574	(\$816,190)
5 Closeout	\$1,062,389	\$1,213,147	\$1,213,147	\$1,062,389
6 Acquisition	(\$3,969)	\$0	\$0	(\$3,969)
Total	\$1,874,861	\$10,477,127	\$10,477,127	\$1,874,861

NARRATIVES

WTC PIPELINE REPLACEMENT

1113247

1. CURRENT 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 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC PIPELINE REPLACEMENT

1113247

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

This is an ongoing program. Please see the program detail report submitted for the 2019/2020 budget for more information.

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 2019-2020 Wastewater Treatment Division Business Plan and ESJ work plan.

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC PIPELINE REPLACEMENT	1113247
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/00 - 12/31/30	\$13,577,349	\$0	\$0	\$0	\$13,577,349
2 Preliminary Design	\$6,105,073	\$3,137,318	\$144,746	\$0	\$9,387,137
3 Final Design	\$11,007,155	\$4,050,802	\$5,540,780	\$1,110,967	\$21,709,704
4 Implementation	\$5,588,045	\$1,604,409	\$2,581,366	\$3,044,951	\$12,818,771
5 Closeout	\$416,985	\$14,205	\$69,470	\$253,570	\$754,230
6 Acquisition	\$6	\$0	\$0	\$0	\$6
Total Budget	\$36,694,613	\$8,806,734	\$8,336,362	\$4,409,488	\$58,247,197

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$8,806,733	\$8,336,361	\$4,409,489	\$21,552,583
Total Revenue	\$8,806,733	\$8,336,361	\$4,409,489	\$21,552,583

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC COMP PLANNING REPORTING					1113334
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$27,524,941	\$1,695,785	\$0	\$0	\$0	\$29,220,726	
2 Prelim Design	\$111,765	\$2,078,154	\$3,607,264	\$144,746	\$0	\$5,941,929	
3 Final Design	\$409,309	\$2,492,204	\$3,735,949	\$5,540,780	\$1,110,967	\$13,289,209	
4 Implementation	\$1,361,606	\$517,672	\$836,011	\$2,581,366	\$3,044,951	\$8,341,606	
5 Closeout	\$5,568	\$59,808	\$41,094	\$69,470	\$253,570	\$429,510	
6 Acquisition	\$24,216	\$0	\$0	\$0	\$0	\$24,216	
Total Expense	\$29,437,406	\$6,843,623	\$8,220,318	\$8,336,362	\$4,409,488	\$57,247,197	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$29,220,727	\$30,389,178	\$13,577,349	\$29,220,726
2 Preliminary Design	\$0	\$5,941,928	\$113,415	\$6,105,073	\$2,189,919
3 Final Design	\$0	\$13,550,163	\$409,309	\$11,007,155	\$2,901,513
4 Implementation	\$0	\$8,505,486	\$1,395,717	\$5,588,045	\$1,879,278
5 Closeout	\$0	\$429,509	\$5,568	\$416,985	\$65,376
6 Acquisition	\$0	\$24,216	\$24,216	\$6	\$24,216
Total	\$0	\$57,672,029	\$32,337,403	\$36,694,613	\$36,281,028

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$15,643,377)	\$0	\$0	(\$15,643,377)
2 Preliminary Design	\$3,915,154	\$3,137,318	\$3,607,264	\$3,445,208
3 Final Design	\$8,105,642	\$4,050,802	\$3,735,949	\$8,420,495
4 Implementation	\$3,708,767	\$1,604,409	\$836,011	\$4,477,165
5 Closeout	\$351,609	\$14,205	\$41,094	\$324,720
6 Acquisition	(\$24,210)	\$0	\$0	(\$24,210)
Total	\$413,585	\$8,806,734	\$8,220,318	\$1,000,001

NARRATIVES

WTC COMP PLANNING REPORTING

1113334

1. CURRENT PROJECT SCOPE

Comp 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 update of the Regional Wastewater Services Plan (RWSP). This project also supports WTD planning for climate change and supports policy development and planning level coordination for WTD. The project tracks on-going coordination with Seattle Public Utilities (SPU), and budgets in the reimbursements from SPU for work WTD performs for SPU's benefit. Any new initiatives or capital planning efforts are under this project such as the Systemwide Comprehensive Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC COMP PLANNING REPORTING

1113334

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 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

The appropriation request is based on analysis of project spending and budget carryover amount.

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

In the last biennium, WTD has completed the required update to the combined sewer overflow (CSO) Long-term Control Plan. In the next biennium, WTD will begin a System wide Comprehensive Plan.

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.

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC COMP PLANNING REPORTING	1113334
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$14,145,414	\$949,446	\$2,195,433	\$2,567,798	\$19,858,091
5 Closeout	\$65	\$0	\$0	\$0	\$65
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$14,255,352	\$949,446	\$2,195,433	\$2,567,798	\$19,968,029

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$949,446	\$2,195,433	\$2,567,798	\$5,712,677
Total Revenue	\$949,446	\$2,195,433	\$2,567,798	\$5,712,677

EXPENSE WTC LAB ASSET MGMT PROGRAM 1113351

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$307,970	\$0	\$0	\$0	\$0	\$307,970
2 Prelim Design	\$60,712	\$0	\$0	\$0	\$0	\$60,712
3 Final Design	\$190,789	\$0	\$0	\$0	\$0	\$190,789
4 Implementation	\$12,128,291	\$735,169	\$1,776,976	\$2,195,433	\$2,567,798	\$19,403,667
5 Closeout	\$4,892	\$0	\$0	\$0	\$0	\$4,892
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$12,692,654	\$735,169	\$1,776,976	\$2,195,433	\$2,567,798	\$19,968,030

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$307,970	\$307,970	\$63,461	\$307,970
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	\$19,403,668	\$12,128,291	\$14,145,414	\$12,863,460
5 Closeout	\$0	\$4,892	\$4,892	\$65	\$4,892
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$19,968,031	\$12,692,654	\$14,255,352	\$13,427,823

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$244,509)	\$0	\$0	(\$244,509)
2 Preliminary Design	(\$57,684)	\$0	\$0	(\$57,684)
3 Final Design	(\$147,406)	\$0	\$0	(\$147,406)
4 Implementation	\$1,281,954	\$949,446	\$1,776,976	\$454,424
5 Closeout	(\$4,827)	\$0	\$0	(\$4,827)
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$827,529	\$949,446	\$1,776,976	(\$1)

NARRATIVES

WTC LAB ASSET MGMT PROGRAM

1113351

1. CURRENT PROJECT SCOPE

Lab Capital Asset Management Program: This project includes the refurbishment or replacement of the capital asset testing and sampling equipment of the Environmental Laboratory. Large building components, such as roofs and sidewalks, are not included.

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 building systems required for employee safety.

4. PROJECT BENEFITS/OUTCOMES

In 2018 the lab is replacing 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. This equipment is essential to the lab's mission of supporting NDPES permits and other long term monitoring programs.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project spending and budget carryover amount.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC LAB ASSET MGMT PROGRAM

1113351

7. OPERATING BUDGET AND OTHER IMPACTS

N/A

8. PROJECT STATUS

The Environmental Lab submitted it's spending plan to WTD Finance in April. Procurement of replacement items has begun. TOC Analyzer – purchased and waiting for installation Centrifuge – replaced part instead of the entire system, was not over \$5000 Flowcam – getting quotes Dishwasher – getting quotes Crane - getting quotes Plate Reader – in route

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	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 - 07/31/18	\$74,438,272	\$3,055,074	\$0	\$0	\$77,493,346
5 Closeout 07/31/18 - 03/28/19	\$1,820,969	\$0	\$0	\$0	\$1,820,969
6 Acquisition	\$2,151,070	\$0	\$0	\$0	\$2,151,070
Total Budget	\$82,451,664	\$3,055,074	\$0	\$0	\$85,506,738

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$3,055,074	\$0	\$0	\$3,055,074
Total Revenue	\$3,055,074	\$0	\$0	\$3,055,074

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC N CREEK INTERCEPTOR				1114382
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$68,302,696	\$7,254,707	\$3,132,023	\$0	\$0	\$78,689,426
5 Closeout	\$1,707,133	\$37,613	\$17,581	\$0	\$0	\$1,762,327
6 Acquisition	\$910,632	\$103,000	\$0	\$0	\$0	\$1,013,632
Total Expense	\$74,961,813	\$7,395,320	\$3,149,604	\$0	\$0	\$85,506,737

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$78,689,426	\$69,645,073	\$74,438,272	\$75,557,403
5 Closeout	\$693,689	\$1,762,327	\$1,707,408	\$1,820,969	\$1,744,746
6 Acquisition	\$453,816	\$1,013,632	\$913,920	\$2,151,070	\$1,013,632
Total	\$56,590,659	\$85,506,738	\$76,307,754	\$82,451,664	\$82,357,134

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$1,119,131)	\$3,055,074	\$3,132,023	(\$1,196,080)
5 Closeout	\$76,223	\$0	\$17,581	\$58,642
6 Acquisition	\$1,137,438	\$0	\$0	\$1,137,438
Total	\$94,530	\$3,055,074	\$3,149,604	\$0

NARRATIVES	WTC N CREEK INTERCEPTOR	1114382
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1. CURRENT 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 are being used.

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 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC N CREEK INTERCEPTOR

1114382

4. PROJECT BENEFITS/OUTCOMES

Avoid 20 year peak flow standard to avoid Combined Sewer Overflows and accommodate planned growth.

5. BUDGET REQUEST BASIS

Additional appropriation will cover project closeout.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

None expected.

8. PROJECT STATUS

The project achieved substantial completion in February 2018. The punchlist is being worked and includes two corrective actions which are being addressed and to be complete no later than December 2018.

9. ALTERNATIVES ANALYSIS

Recommended solution was implemented.

10. OTHER AGENCY INVOLVEMENT

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

Project is targeting Gold Scorecard rating.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/12 - 12/31/22	\$1,918,186	\$0	\$0	\$0	\$1,918,186
2 Preliminary Design	\$907,515	\$1,479,170	\$0	\$21,228	\$2,407,913
3 Final Design	\$602,747	\$907,227	\$1,236,019	\$1,209,261	\$3,955,254
4 Implementation	\$2,914,243	\$1,048,144	\$579,706	\$2,219,983	\$6,762,076
5 Closeout	\$1	\$0	\$418,814	\$68,538	\$487,353
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$6,342,693	\$3,434,541	\$2,234,539	\$3,519,010	\$15,530,783

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$3,434,541	\$2,234,538	\$3,519,010	\$9,188,089
Total Revenue	\$3,434,541	\$2,234,538	\$3,519,010	\$9,188,089

EXPENSE WTC RECLAIM H2O PLAN & INFSTRC 1114383

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$1,613,627	\$454,354	\$0	\$0	\$0	\$2,067,981
2 Prelim Design	\$7,846	\$682,049	\$1,479,171	\$59,703	\$21,228	\$2,249,997
3 Final Design	\$304,644	\$0	\$907,227	\$2,442,383	\$1,209,261	\$4,863,515
4 Implementation	\$1,498,061	\$377,023	\$1,027,141	\$950,608	\$2,427,922	\$6,280,755
5 Closeout	\$0	\$0	\$0	\$0	\$68,538	\$68,538
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$3,424,177	\$1,513,426	\$3,413,539	\$3,452,694	\$3,726,949	\$15,530,785

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$2,067,981	\$1,735,675	\$1,918,186	\$2,067,981
2 Preliminary Design	\$0	\$2,249,996	\$7,978	\$907,515	\$689,895
3 Final Design	\$0	\$4,863,515	\$306,325	\$602,747	\$304,644
4 Implementation	\$0	\$6,280,754	\$1,547,334	\$2,914,243	\$1,875,084
5 Closeout	\$0	\$68,538	\$0	\$1	\$0
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$15,530,784	\$3,597,312	\$6,342,693	\$4,937,604

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$149,795)	\$0	\$0	(\$149,795)
2 Preliminary Design	\$217,620	\$1,479,170	\$1,479,171	\$217,619
3 Final Design	\$298,103	\$907,227	\$907,227	\$298,103
4 Implementation	\$1,039,159	\$1,048,144	\$1,027,141	\$1,060,162
5 Closeout	\$1	\$0	\$0	\$1
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$1,405,089	\$3,434,541	\$3,413,539	\$1,426,091

NARRATIVES

WTC RECLAIM H2O PLAN & INFSTRC

1114383

1. CURRENT PROJECT SCOPE

Reclaimed Water Planning & Infrastructure: The project includes customer development and support for existing reclaimed water facilities, 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, DNR outfall lease, 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

The appropriation request is based on analysis of project spending and budget carryover amount.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC RECLAIM H2O PLAN & INFSTRC

1114383

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. In addition the billing department has additional invoicing to the bill the new customers. 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

The Cascade Water Alliance reclaimed water feasibility study is underway and expected to finish mid-summer. The mixer relocation project has been delayed to later in the year due to operational needs. With the distribution pipe damage in April, a greater examination of the distribution system has occurred. From that examination, the need for equipment replacement and changed valve programming has been added to the scope of this project to allow for more reliably and lower risk distribution. The Foster Golf Links Soil study and test plot is underway and will be completed in November. All remaining studies have not been started yet.

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. We do provide customer training in the language preferred by the customer's employees and are reaching out to immigrant farmers in Sammamish Valley.

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 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. 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC RECLAIM H2O PLAN & INFSTRC	1114383
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC SP RECLAIMED H2O FAC MODS

1116796

Baseline Required, Green Building Reporting, Art Eligible

Department	NATURAL RESOURCES AND PARKS
Council District(s)	5
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	04/30/2018
Location	South Treatment Plant
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 02/04/13 - 05/21/14	\$15,681	\$0	\$0	\$0	\$15,681
2 Preliminary Design 05/21/14 - 10/13/15	\$41,102	\$0	\$0	\$0	\$41,102
3 Final Design 10/13/15 - 08/02/17	\$399,990	\$0	\$0	\$0	\$399,990
4 Implementation 08/02/17 - 06/26/18	\$3,570,287	\$19,808	\$0	\$0	\$3,590,095
5 Closeout 06/26/18 - 04/09/19	\$136,273	\$0	\$0	\$0	\$136,273
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$4,163,333	\$19,808	\$0	\$0	\$4,183,141

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$19,808	\$0	\$0	\$19,808
Total Revenue	\$19,808	\$0	\$0	\$19,808

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC SP RECLAIMED H2O FAC MODS					1116796
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$185,431	\$0	\$0	\$0	\$0	\$185,431	
2 Prelim Design	\$1,280,248	\$0	\$0	\$0	\$0	\$1,280,248	
3 Final Design	\$633,915	\$0	\$0	\$0	\$0	\$633,915	
4 Implementation	\$607,876	\$1,401,425	\$45,497	\$0	\$0	\$2,054,798	
5 Closeout	\$0	\$24,793	\$3,956	\$0	\$0	\$28,749	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$2,707,470	\$1,426,218	\$49,453	\$0	\$0	\$4,183,141	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$183,901	\$185,431	\$185,431	\$15,681	\$185,431
2 Preliminary Design	\$781,148	\$1,280,248	\$1,284,691	\$41,102	\$1,280,248
3 Final Design	\$899,513	\$633,915	\$728,405	\$399,990	\$633,915
4 Implementation	\$1,967,704	\$2,054,798	\$1,547,410	\$3,570,287	\$2,009,301
5 Closeout	\$81,983	\$28,749	\$1,240	\$136,273	\$24,793
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$3,914,248	\$4,183,141	\$3,747,177	\$4,163,333	\$4,133,688

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$169,750)	\$0	\$0	(\$169,750)
2 Preliminary Design	(\$1,239,146)	\$0	\$0	(\$1,239,146)
3 Final Design	(\$233,925)	\$0	\$0	(\$233,925)
4 Implementation	\$1,560,986	\$19,808	\$45,497	\$1,535,297
5 Closeout	\$111,480	\$0	\$3,956	\$107,524
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$29,645	\$19,808	\$49,453	\$0

NARRATIVES WTC SP RECLAIMED H2O FAC MODS 1116796

1. CURRENT PROJECT SCOPE

SP Reclaimed Water Facility Modifications: Upgrade the existing reclaimed water system at South Plant to replace the pilot facility with a permanent facility, improve the reliability of reclaimed water produced and provide safety enhancements for WTD staff. The work includes: 1. Replace the existing temporary chemical pump building with a permanent building, 2. Modify the existing storage tank to meet current system requirements, 3. Provide a permanent chemical storage tank, 4. Provide spray washing system at the chlorine tanks and the reclaimed water storage tank, 5. Provide fill stations for the sodium hypochloride and the coagulant.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The existing system is housed in a pilot facility that is at the end of its useful life. This project provides a permanent facility and will improve the reliability of reclaimed water produced and improve operator safety.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC SP RECLAIMED H2O FAC MODS

1116796

4. PROJECT BENEFITS/OUTCOMES

This project will provide substantial improvements to the Reclaimed Water Facility in terms of improved water quality and reliability as well as improved operator safety.

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

Staff labor for maintaining the existing reclaimed water facility should be reduced when the new and improved facility is up and running. In addition, the safety improvements provided by this project will improve operator safety, especially when cleaning the Reclaimed Water Storage tank.

8. PROJECT STATUS

The project achieved Substantial Completion on April 30, 2018. Currently the contractor is pursuing Punchlist items and the project team is beginning activities to close the project out.

9. ALTERNATIVES ANALYSIS

Several different alternatives were evaluated including using ultraviolet light for disinfection. Ultimately WTD management determined that the current scope of work, to upgrade the existing Pilot facility to a permanent facility and provide upgraded safety features and reclaimed water reliability was the selected alternative.

10. OTHER AGENCY INVOLVEMENT

The City of Renton will provide a building permit.

11. ART ELIGIBILITY

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Inside of existing plant boundaries. No odor or transportation impact.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project has achieved substantial completion. The projected C&D diversion rate for the project was 97%. This furthered the SCAP Green Building Goal Area target of County capital projects achieving an average C&D diversion rate of 85% percent by 2025. Progress towards the target will be confirmed by the completion of a C&D Report that identifies an actual C&D diversion rate for the project.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC SP RECLAIMED H2O FAC MODS	1116796
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WTC JAM/ARC BLDG REPLACEMENT

1116797

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	09/22/2022
Location	Jameson/Arcweld Building replacement in location to be determined.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 05/10/16 - 09/13/16	\$88,178	\$0	\$0	\$0	\$88,178
2 Preliminary Design 01/31/18 - 04/10/19	\$153,130	\$17,298	\$0	\$0	\$170,428
3 Final Design 04/10/19 - 10/14/20	\$580,012	\$827,960	\$0	\$0	\$1,407,972
4 Implementation 10/14/20 - 03/07/23	\$3,470,265	\$18,077,030	\$0	\$0	\$21,547,295
5 Closeout 03/07/23 - 04/02/24	\$13,894	\$14,017	\$0	\$0	\$27,911
6 Acquisition 08/01/20 - 12/29/21	\$206,000	\$668,476	\$0	\$0	\$874,476
Total Budget	\$4,511,479	\$19,604,781	\$0	\$0	\$24,116,260

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$17,604,780	\$0	\$0	\$17,604,780
44317 - BIOMETHANE RIN REVENUE	\$2,000,000	\$0	\$0	\$2,000,000
Total Revenue	\$19,604,780	\$0	\$0	\$19,604,780

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC JAM/ARC BLDG REPLACEMENT					1116797
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$216,761	\$0	\$0	\$0	\$0	\$216,761	
2 Prelim Design	\$69,122	\$785,201	\$103,041	\$0	\$0	\$957,364	
3 Final Design	\$92	\$300,057	\$1,963,435	\$272,169	\$0	\$2,535,753	
4 Implementation	\$20,042	\$216,963	\$578,038	\$11,579,309	\$7,261,141	\$19,655,493	
5 Closeout	\$0	\$0	\$14,017	\$14,841	\$53,557	\$82,415	
6 Acquisition	\$0	\$0	\$668,476	\$0	\$0	\$668,476	
Total Expense	\$306,016	\$1,302,221	\$3,327,007	\$11,866,319	\$7,314,698	\$24,116,261	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$216,761	\$250,106	\$88,178	\$216,761
2 Preliminary Design	\$0	\$957,363	\$495,765	\$153,130	\$854,323
3 Final Design	\$0	\$2,535,752	\$102	\$580,012	\$300,149
4 Implementation	\$0	\$19,655,492	\$20,042	\$3,470,265	\$237,005
5 Closeout	\$0	\$82,415	\$0	\$13,894	\$0
6 Acquisition	\$0	\$668,476	\$0	\$206,000	\$0
Total	\$0	\$24,116,259	\$766,015	\$4,511,479	\$1,608,238

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$128,583)	\$0	\$0	(\$128,583)
2 Preliminary Design	(\$701,193)	\$17,298	\$103,041	(\$786,936)
3 Final Design	\$279,863	\$827,960	\$1,963,435	(\$855,612)
4 Implementation	\$3,233,260	\$18,077,030	\$578,038	\$20,732,252
5 Closeout	\$13,894	\$14,017	\$14,017	\$13,894
6 Acquisition	\$206,000	\$668,476	\$668,476	\$206,000
Total	\$2,903,241	\$19,604,781	\$3,327,007	\$19,181,015

NARRATIVES

WTC JAM/ARC BLDG REPLACEMENT

1116797

1. CURRENT PROJECT SCOPE

Jameson/Arcweld Buildings Replacement: This project will incorporate information previously gathered in the Planning Level Alternatives Analysis developed in June of 2012, performed under a separate Minor Asset Management project. The team will re-evaluate and update current and future organizational business needs and requirements for housing West Division maintenance and Construction Management Staff. Perform alternatives analysis and develop a recommended alternative. The KC PM presents monthly to an approval Project Review Board (PRB). At 15% design the KC PM will present to the PRB a recommended alternative to implement.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC JAM/ARC BLDG REPLACEMENT

1116797

3. PROJECT JUSTIFICATION

The Jameson and ArcWeld buildings are beyond their useful life. These facilities, which currently house West Section Off-Site Facilities operations staff and the North Satellite Construction Management office staff, have numerous problems that impact productivity, such as insufficient space for the number of employees, rodent infestation, and substandard heavy machine maintenance work areas. The Jameson facility does not meet codes for ADA compliance, and current International Building and Seismic Codes. The ArcWeld building is comprised of an 85-year-old house connected to a 35-year-old construction trailer. The operational need and justification for this project is to provide a safe, healthy, and functional work environment for our employees.

4. PROJECT BENEFITS/OUTCOMES

This project replaces substandard and obsolete facilities that are in need of repair and maintenance. The new facility will provide a safe, healthy, and functional working space for personnel who operate and maintain West Section facilities, and for construction management personnel who manage and inspect construction projects on WTD's regional conveyance and treatment system. The current building does not meet current seismic codes or ADA accessibility. The new facility will improve WTD's capabilities to operate and maintain West Section off-site facilities and improve WTD's resiliency to withstand a major seismic event as the personnel housed in the building are critical to recovery. The new facility will improve energy efficiency and building performance.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency, budget carryover amount and the timing of implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

\$2 Million (which is less than 10% of construction costs) of RINs revenue has been included to support additional incremental investment in energy/water efficiency and emissions reduction.

7. OPERATING BUDGET AND OTHER IMPACTS

To be determined based on alternative selected.

8. PROJECT STATUS

The team has defined the user needs and investigated purchase and leasing options for the new building. The team is reviewing and rating four conceptual schemes, which will be compared. A recommendation to the Project Review Board will be in September, 2018. A life-cycle cost assessment (LCCA) will be completed in the summer of 2018 at 15% design. The LCCA will compare the status quo versus the two preferred alternatives. LCCA includes the social cost of carbon.

9. ALTERNATIVES ANALYSIS

Preliminary alternatives evaluated include new site acquisition, leasing, and construction of a new building on the existing property.

10. OTHER AGENCY INVOLVEMENT

Engaging SPU on easement through Jameson property.

11. ART ELIGIBILITY

Art budget will be determined at Gate 2 (September 2018), per agreement with 4Culture.

12. EQUITY AND SOCIAL JUSTICE IMPACT

To be determined as project definition is determined in Alternative Analysis. .

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC JAM/ARC BLDG REPLACEMENT

1116797

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project is one of the few regularly occupied space projects that WTD implements, so it provides an opportunity for application of criteria from various ratings. Will contribute to SCAP Green Building Goal Area targets/strategies. The project will explore GSI and energy efficiencies in the design stage. The new building will comply with the GBO. Team is in process of determining what sustainability rating to use. If the team recommends using Living Building Challenge (LBC), the project helps to advance SCAP goal to register 10 net zero energy (NZE) or LBC projects by 2020. The team has determined that there will be similar costs to implement LEED V4 platinum (required minimum) versus LBC Petal Cert.. The project is evaluating options to be energy net zero (annually) by installation of a solar photovoltaic system, and will include several building system efficiency measures that exceed the Seattle Energy Code. These will advance SCAP energy goals by reducing WTD energy use and increasing WTD renewable energy production. These measures will also reduce or nullify carbon emissions associated with operation of the facility. The project will advance SCAP water goals by including rain water catchment and grey water reuse systems to reduce city/potable water consumption. The project team has been in contact with Seattle City Light to begin discussions on grant-eligible efficiency measures. Team will pursue state and federal incentives.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	04/03/2023
Location	North Mercer Island and southwest Bellevue
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 11/02/12 - 03/12/13	\$98,715	\$0	\$0	\$0	\$98,715
2 Preliminary Design 03/12/13 - 06/13/17	\$4,581,407	\$0	\$0	\$0	\$4,581,407
3 Final Design 06/13/17 - 07/20/20	\$8,486,453	\$5,649,372	\$21,760	\$0	\$14,157,585
4 Implementation 06/30/20 - 08/02/23	\$3,949,115	\$79,620,780	\$11,385,871	\$0	\$94,955,766
5 Closeout 04/25/23 - 12/26/24	\$38,674	\$3,633	\$59,209	\$0	\$101,516
6 Acquisition	\$1,548,506	\$206,000	\$374,123	\$0	\$2,128,629
Total Budget	\$18,702,870	\$85,479,785	\$11,840,963	\$0	\$116,023,618

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$85,479,785	\$11,840,963	\$0	\$97,320,748
Total Revenue	\$85,479,785	\$11,840,963	\$0	\$97,320,748

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC N MERCER ENATAI INT PAR				1116800
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$297,732	\$0	\$0	\$0	\$0	\$297,732
2 Prelim Design	\$9,104,109	\$0	\$0	\$0	\$0	\$9,104,109
3 Final Design	\$780,121	\$5,402,222	\$8,557,742	\$21,760	\$0	\$14,761,845
4 Implementation	\$68,787	\$224,223	\$12,126,579	\$47,649,885	\$28,103,803	\$88,173,277
5 Closeout	\$0	\$12,778	\$3,633	\$59,209	\$391,926	\$467,546
6 Acquisition	\$38,986	\$600,000	\$206,000	\$374,123	\$0	\$1,219,109
Total Expense	\$10,289,735	\$6,239,223	\$20,893,954	\$48,104,977	\$28,495,729	\$114,023,618

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$297,732	\$297,732	\$297,732	\$98,715	\$297,732
2 Preliminary Design	\$6,088,417	\$9,104,109	\$9,304,861	\$4,581,407	\$9,104,109
3 Final Design	\$12,146,314	\$14,761,844	\$2,862,799	\$8,486,453	\$6,182,343
4 Implementation	\$95,774,630	\$90,173,277	\$73,066	\$3,949,115	\$293,010
5 Closeout	\$502,119	\$467,545	\$0	\$38,674	\$12,778
6 Acquisition	\$1,226,412	\$1,219,110	\$74,438	\$1,548,506	\$638,986
Total	\$116,035,624	\$116,023,617	\$12,612,896	\$18,702,870	\$16,528,958

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$199,017)	\$0	\$0	(\$199,017)
2 Preliminary Design	(\$4,522,702)	\$0	\$0	(\$4,522,702)
3 Final Design	\$2,304,110	\$5,649,372	\$8,557,742	(\$604,260)
4 Implementation	\$3,656,105	\$79,620,780	\$12,126,579	\$71,150,306
5 Closeout	\$25,896	\$3,633	\$3,633	\$25,896
6 Acquisition	\$909,520	\$206,000	\$206,000	\$909,520
Total	\$2,173,912	\$85,479,785	\$20,893,954	\$66,759,743

NARRATIVES WTC N MERCER ENATAI INT PAR 1116800

1. CURRENT 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.

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 peak flow standard to avoid sanitary sewer overflows.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC N MERCER ENATAI INT PAR

1116800

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 overflows and support future growth.

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

The project's potential net impact – increase or decrease – on the operating budget is to be determined in the future design phases.

8. PROJECT STATUS

Project team is currently working on 60% design. 60% design package for the conveyance (Contract B) will be submitted to KC in June 1 for review. A design review kick off meeting will be held in June 6. Property team is working with the appraiser to get the estimates for the temporary and permanent easements for the private properties. Permitting team is pursuing JARPA application which will be submitted early June. Team is also coordinating with the other agencies including WSDOT, the City of Bellevue and the City of Mercer Island for the local permits.

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 I(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 WTD 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, WA Department of Ecology, WA Department of Natural Resources, WA Department of Fish & Wildlife, WA Recreation and Conservation Office, WA Department of Transportation, US Army Corps of Engineers, US Coast Guard, Tribes, Individual property owners & various interest groups, Sound Transit

11. ART ELIGIBILITY

12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan is currently being 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 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. Additional information is outlined in the 2019-2020 Wastewater Treatment Division Business Plan and ESJ work plan.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC N MERCER ENATAI INT PAR

1116800

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC LK HILLS&NW LK SAM INTCP

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	10/13/2023
Location	City of Redmond and unincorporated King County
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 11/02/12 - 05/07/14	\$167,525	\$0	\$0	\$0	\$167,525
2 Preliminary Design 04/11/16 - 09/12/17	\$3,600,674	\$0	\$0	\$0	\$3,600,674
3 Final Design 09/12/17 - 07/16/20	\$13,421,211	\$3,265,674	\$0	\$0	\$16,686,885
4 Implementation 07/16/20 - 01/22/24	\$1,761,031	\$92,230,921	\$2,306,143	\$0	\$96,298,095
5 Closeout 01/22/24 - 03/21/25	\$40,081	\$42,987	\$0	\$0	\$83,068
6 Acquisition 03/30/17 - 01/18/19	\$2,403,627	\$94,106	\$0	\$0	\$2,497,733
Total Budget	\$21,394,149	\$95,633,688	\$2,306,143	\$0	\$119,333,980

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$95,633,688	\$2,306,143	\$0	\$97,939,831
Total Revenue	\$95,633,688	\$2,306,143	\$0	\$97,939,831

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC LK HILLS&NW LK SAM INTCPT				1116801
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$202,257	\$0	\$0	\$0	\$0	\$202,257
2 Prelim Design	\$4,477,831	\$0	\$0	\$0	\$0	\$4,477,831
3 Final Design	\$2,266,697	\$3,421,687	\$4,610,121	\$543,100	\$225,526	\$11,067,131
4 Implementation	\$3,251	\$256,093	\$6,130,539	\$43,654,620	\$48,856,224	\$98,900,727
5 Closeout	\$0	\$0	\$42,987	\$0	\$234,921	\$277,908
6 Acquisition	\$143,039	\$1,096,384	\$94,106	\$0	\$0	\$1,333,529
Total Expense	\$7,093,074	\$4,774,164	\$10,877,753	\$44,197,720	\$49,316,671	\$116,259,382

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$202,257	\$202,257	\$202,257	\$167,525	\$202,257
2 Preliminary Design	\$4,034,633	\$4,477,831	\$4,555,619	\$3,600,674	\$4,477,831
3 Final Design	\$11,401,616	\$11,067,132	\$4,233,837	\$13,421,211	\$5,688,384
4 Implementation	\$102,038,660	\$101,899,796	\$3,530	\$1,761,031	\$259,344
5 Closeout	\$274,107	\$353,435	\$0	\$40,081	\$0
6 Acquisition	\$1,391,159	\$1,333,529	\$371,074	\$2,403,627	\$1,239,423
Total	\$119,342,432	\$119,333,980	\$9,366,317	\$21,394,149	\$11,867,239

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$34,732)	\$0	\$0	(\$34,732)
2 Preliminary Design	(\$877,157)	\$0	\$0	(\$877,157)
3 Final Design	\$7,732,827	\$3,265,674	\$4,610,121	\$6,388,380
4 Implementation	\$1,501,687	\$92,230,921	\$6,130,539	\$87,602,069
5 Closeout	\$40,081	\$42,987	\$42,987	\$40,081
6 Acquisition	\$1,164,204	\$94,106	\$94,106	\$1,164,204
Total	\$9,526,910	\$95,633,688	\$10,877,753	\$94,282,845

NARRATIVES WTC LK HILLS&NW LK SAM INTCPT 1116801

1. CURRENT 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, a scope for 1.5 miles of recycled water (RW) pipeline was added to the project. The RW line will start from the south side the Redmond City Hall and parallel the new sewer line all the way to the north of the Marymoor Park entrance. The RW line is 18" diameter pipe, pressure rated at 250 pounds per square inch (psi), and is approximately 1.5 miles in length. The additional scope for RW and the combined baseline (sewer and RW) were approved by the WTD Capital Systems Team on September 12, 2017.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC LK HILLS&NW LK SAM INTCPT

1116801

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

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

None.

8. PROJECT STATUS

The project has completed planning and preliminary design. The project completed 60% design on April 27, 2018 and is currently working towards 90% design early in 2019. Staff are pursuing temporary and permanent construction easements as well as acquiring permits needed to construct the project in 2018 and 2019. It is anticipated that design will be completed and construction started in early 2020.

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 DNR 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 manhole 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).

11. ART ELIGIBILITY

The project upgrades an underground sewer pipeline.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC LK HILLS&NW LK SAM INTCPT

1116801

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. Additional information is outlined in the 2019-2020 Wastewater Treatment Division Business Plan and ESJ work 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 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC SP RSP MEDIUM VOLT SG REPL

1121404

Baseline Required, Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	5
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	12/03/2019
Location	South Treatment Plant
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 05/30/13 - 08/12/14	\$29,775	\$0	\$0	\$0	\$29,775
2 Preliminary Design 07/17/17 - 02/13/18	\$235,775	\$0	\$0	\$0	\$235,775
3 Final Design 02/13/18 - 12/18/18	\$1,433,108	\$0	\$0	\$0	\$1,433,108
4 Implementation 12/18/18 - 06/12/20	\$4,726,389	\$1,515,817	\$0	\$0	\$6,242,206
5 Closeout 06/12/20 - 10/01/20	\$97,300	\$0	\$0	\$0	\$97,300
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$6,522,347	\$1,515,817	\$0	\$0	\$8,038,164

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$1,515,817	\$0	\$0	\$1,515,817
Total Revenue	\$1,515,817	\$0	\$0	\$1,515,817

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC SP RSP MEDIUM VOLT SG REPL				1121404
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$40,037	\$0	\$0	\$0	\$0	\$40,037
2 Prelim Design	\$515,257	\$0	\$0	\$0	\$0	\$515,257
3 Final Design	\$60,818	\$950,590	\$249,982	\$0	\$0	\$1,261,390
4 Implementation	\$0	\$56,409	\$6,082,875	\$0	\$0	\$6,139,284
5 Closeout	\$0	\$653	\$81,542	\$0	\$0	\$82,195
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$616,113	\$1,007,652	\$6,414,399	\$0	\$0	\$8,038,164

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$40,037	\$40,037	\$40,189	\$29,775	\$40,037
2 Preliminary Design	\$515,257	\$515,257	\$768,586	\$235,775	\$515,257
3 Final Design	\$1,261,391	\$1,261,391	\$283,721	\$1,433,108	\$1,011,408
4 Implementation	\$6,139,284	\$6,139,284	\$2,997	\$4,726,389	\$56,409
5 Closeout	\$82,194	\$82,194	\$0	\$97,300	\$653
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$8,038,164	\$8,038,163	\$1,095,493	\$6,522,347	\$1,623,764

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$10,262)	\$0	\$0	(\$10,262)
2 Preliminary Design	(\$279,482)	\$0	\$0	(\$279,482)
3 Final Design	\$421,700	\$0	\$249,982	\$171,718
4 Implementation	\$4,669,980	\$1,515,817	\$6,082,875	\$102,922
5 Closeout	\$96,647	\$0	\$81,542	\$15,105
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$4,898,583	\$1,515,817	\$6,414,399	\$1

NARRATIVES

WTC SP RSP MEDIUM VOLT SG REPL

1121404

1. CURRENT PROJECT SCOPE

STP Raw Sewage Pump Medium Voltage Switch Gear Replacement: This project will replace the medium voltage (15kV) switchgear that supports the Raw Sewage Pumping equipment located in the South Treatment Plant Influent Pump Building.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The current switchgear has been in service since 1964 and is beyond its estimated useful life. One side of the two-sided switchgear has recently failed twice, which reduced the plants pumping capacity by 50% until repairs were made. These failures occurred during a low flow period during the dry season and consequently did not result in overflows. A future failure of either side of the switchgear during a high flow period would most likely result in overflows and the discharge of raw sewage into the Green River. In addition, switchgear maintenance has become more and more difficult due to the lack of available spare parts.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC SP RSP MEDIUM VOLT SG REPL

1121404

4. PROJECT BENEFITS/OUTCOMES

Replacing the switchgear will provide a more reliable power source to the plant's systems and help assure continual operations are maintained without interruption. It will also update the equipment to modern standards, which provide a higher level of safety and reliability than the current aging and outdated gear.

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

The plant operating budget would see minor reduction in costs associated with switchgear maintenance and operation. The newer switchgear will not require the level of maintenance that is currently necessary for the existing switchgear because of its age, condition and component design. The design of the new switchgear incorporates a greater level of fault protection and switching capability, which will address operational limitations due to safety requirements placed on the existing switchgear.

8. PROJECT STATUS

The project is currently in the design phase and progressing through 60% design review. Design is anticipated to be completed in 2018. Construction is expected to occur in 2019, with project completion anticipated to occur in 2020.

9. ALTERNATIVES ANALYSIS

There were seven alternatives originally considered. Two were eliminated in the preliminary stage due to building structural limitations and plant operational issues. The remaining five were developed more fully to identify constraints, costs and alignment with the evaluation criteria. Three alternatives were located in the existing building and two were located outside the building in self-contained equipment enclosures. The evaluation criteria were operations, maintenance, construction cost, and plant operational risk during construction. Based on these criteria, the alternative of locating the switchgear outside of the existing facility in an equipment enclosure was selected. Subsequent to the alternatives analysis, during the pre-design process, it was discovered that the new equipment to be installed occupies much less space than was first thought. Because of this, it was later decided that the new equipment would be placed inside the existing facility and no new containers would need to be constructed.

10. OTHER AGENCY INVOLVEMENT

There are no external agencies involved in this project.

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.

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%.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC SP RSP MEDIUM VOLT SG REPL	1121404
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC ESI SECT 4 LINING

1121406

TA

Department	NATURAL RESOURCES AND PARKS
Council District(s)	9
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	08/31/2015
Location	Renton
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$65,232	(\$65,232)	\$0	\$0	\$0
2 Preliminary Design 03/03/14 - 04/30/14	\$260,933	(\$260,933)	\$0	\$0	\$0
3 Final Design 04/30/14 - 07/31/14	\$456,633	(\$456,633)	\$0	\$0	\$0
4 Implementation 08/01/14 - 09/30/15	\$2,972,923	(\$2,972,923)	\$0	\$0	\$0
5 Closeout 10/01/15 - 12/31/15	\$1	(\$1)	\$0	\$0	\$0
6 Acquisition	\$1	(\$1)	\$0	\$0	\$0
Total Budget	\$3,755,723	(\$3,755,723)	\$0	\$0	\$0

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	(\$3,755,723)	\$0	\$0	(\$3,755,723)
Total Revenue	(\$3,755,723)	\$0	\$0	(\$3,755,723)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC ESI SECT 4 LINING				1121406
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$65,232	\$0
2 Preliminary Design	\$0	\$0	\$0	\$260,933	\$0
3 Final Design	\$0	\$0	\$0	\$456,633	\$0
4 Implementation	\$0	\$0	\$0	\$2,972,923	\$0
5 Closeout	\$0	\$0	\$0	\$1	\$0
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$0	\$0	\$3,755,723	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$65,232	(\$65,232)	\$0	\$0
2 Preliminary Design	\$260,933	(\$260,933)	\$0	\$0
3 Final Design	\$456,633	(\$456,633)	\$0	\$0
4 Implementation	\$2,972,923	(\$2,972,923)	\$0	\$0
5 Closeout	\$1	(\$1)	\$0	\$0
6 Acquisition	\$1	(\$1)	\$0	\$0
Total	\$3,755,723	(\$3,755,723)	\$0	\$0

NARRATIVES

WTC ESI SECT 4 LINING	1121406
1. CURRENT PROJECT SCOPE	
East Side Interceptor Section 4 Lining: This project will implement the solution for addressing corrosion in the previously lined section of East Side Interceptor Section 4 (ESI4), as proposed by project number 1120992 - East Side Interceptor Section 4 Lining Assessment.	
2. PROGRAMMATIC PROJECT DISCUSSION	
3. PROJECT JUSTIFICATION	
The lining system installed in a section of ESI 4 in 1993 has failed, leaving the reinforced concrete pipe vulnerable to hydrogen sulfide corrosion. Corrosion can cause a structural failure of the pipe, which can lead to undesirable consequences such as sewer backups and sinkholes.	

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC ESI SECT 4 LINING	1121406
4. PROJECT BENEFITS/OUTCOMES		
5. BUDGET REQUEST BASIS		
Disappropriate remaining balance.		
6. FUNDING AND REVENUE DISCUSSION		
7. OPERATING BUDGET AND OTHER IMPACTS		
8. PROJECT STATUS		
Project is cancelled. Abandoning remaining appropriation.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC NORTH BCH PS FM CAP IMPROV

1121407

TA

Department	NATURAL RESOURCES AND PARKS
Council District(s)	4
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	09/30/2019
Location	North Beach Pump Station
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$183,388	(\$183,388)	\$0	\$0	\$0
2 Preliminary Design	\$1,146,441	(\$1,146,441)	\$0	\$0	\$0
3 Final Design	\$971,131	(\$971,131)	\$0	\$0	\$0
4 Implementation	\$1	(\$1)	\$0	\$0	\$0
5 Closeout	\$1	(\$1)	\$0	\$0	\$0
6 Acquisition	\$1	(\$1)	\$0	\$0	\$0
Total Budget	\$2,300,963	(\$2,300,963)	\$0	\$0	\$0

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	(\$2,300,963)	\$0	\$0	(\$2,300,963)
Total Revenue	(\$2,300,963)	\$0	\$0	(\$2,300,963)

EXPENSE WTC NORTH BCH PS FM CAP IMPROV 1121407

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$183,388	\$0
2 Preliminary Design	\$0	\$0	\$0	\$1,146,441	\$0
3 Final Design	\$0	\$0	\$0	\$971,131	\$0
4 Implementation	\$0	\$0	\$0	\$1	\$0
5 Closeout	\$0	\$0	\$0	\$1	\$0
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$0	\$0	\$2,300,963	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$183,388	(\$183,388)	\$0	\$0
2 Preliminary Design	\$1,146,441	(\$1,146,441)	\$0	\$0
3 Final Design	\$971,131	(\$971,131)	\$0	\$0
4 Implementation	\$1	(\$1)	\$0	\$0
5 Closeout	\$1	(\$1)	\$0	\$0
6 Acquisition	\$1	(\$1)	\$0	\$0
Total	\$2,300,963	(\$2,300,963)	\$0	\$0

NARRATIVES

WTC NORTH BCH PS FM CAP IMPROV

1121407

1. CURRENT PROJECT SCOPE

North Beach Pump Station and Facility Capital Improvements: The scope of this project is to provide reliable conveyance capacity at the North Beach Pump Station and its associated facilities over time by constructing improvements where needs are identified. This project is separate from and will be coordinated with the North Beach CSO Storage Facility project.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

To ensure existing level of service for wastewater conveyance and treatment in the North Beach basin over time and CSO control of one event per year over a 20-year average at the North Beach Pump Station CSO facilities (upon completion of the North Beach CSO Storage Facility project), as required by the County's NPDES permit at West Point Treatment Plant and by the EPA Federal consent decree.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate remaining balance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC NORTH BCH PS FM CAP IMPROV	1121407
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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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WTC NCRK INTCPTR OVRFLW CONTRL

1121408

TA

Department	NATURAL RESOURCES AND PARKS
Council District(s)	
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	09/30/2016
Location	North Creek Interceptor; Unincorporated Snohomish County and the City of Bothell.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/03/12 - 12/03/12	\$60,549	(\$60,487)	\$0	\$0	\$62
2 Preliminary Design 12/03/12 - 10/21/13	\$226,706	(\$226,571)	\$0	\$0	\$135
3 Final Design	\$434,542	(\$291,241)	\$0	\$0	\$143,301
4 Implementation	\$2,597,380	(\$2,595,460)	\$0	\$0	\$1,920
5 Closeout	\$180,820	(\$178,650)	\$0	\$0	\$2,170
6 Acquisition	\$1	\$22,830	\$0	\$0	\$22,831
Total Budget	\$3,499,998	(\$3,329,579)	\$0	\$0	\$170,419

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	(\$3,329,579)	\$0	\$0	(\$3,329,579)
Total Revenue	(\$3,329,579)	\$0	\$0	(\$3,329,579)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		WTC NCRK INTCPTR OVRFLW CONTRL					1121408
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$62	\$0	\$0	\$0	\$0	\$62	
2 Prelim Design	\$135	\$0	\$0	\$0	\$0	\$135	
3 Final Design	\$143,301	\$0	\$0	\$0	\$0	\$143,301	
4 Implementation	\$1,920	\$0	\$0	\$0	\$0	\$1,920	
5 Closeout	\$2,170	\$0	\$0	\$0	\$0	\$2,170	
6 Acquisition	\$22,831	\$0	\$0	\$0	\$0	\$22,831	
Total Expense	\$170,419	\$0	\$0	\$0	\$0	\$170,419	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$62	\$62	\$60,549	\$62
2 Preliminary Design	\$0	\$135	\$135	\$226,706	\$135
3 Final Design	\$0	\$143,301	\$143,301	\$434,542	\$143,301
4 Implementation	\$0	\$1,920	\$1,920	\$2,597,380	\$1,920
5 Closeout	\$0	\$2,170	\$2,170	\$180,820	\$2,170
6 Acquisition	\$0	\$22,831	\$22,831	\$1	\$22,831
Total	\$0	\$170,419	\$170,419	\$3,499,998	\$170,419

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$60,487	(\$60,487)	\$0	\$0
2 Preliminary Design	\$226,571	(\$226,571)	\$0	\$0
3 Final Design	\$291,241	(\$291,241)	\$0	\$0
4 Implementation	\$2,595,460	(\$2,595,460)	\$0	\$0
5 Closeout	\$178,650	(\$178,650)	\$0	\$0
6 Acquisition	(\$22,830)	\$22,830	\$0	\$0
Total	\$3,329,579	(\$3,329,579)	\$0	\$0

NARRATIVES

WTC NCRK INTCPTR OVRFLW CONTRL

1121408

1. CURRENT PROJECT SCOPE

North Creek Overflow Control: Investigate and correct I/I problems along the North Creek Interceptor (NCI) and work with AWWD to identify and reduce I/I problems in their system to reduce overflows along the NCI. As a contingency measure, design, permit, and if needed, construct a temporary pump around of the capacity restricted section of the NCI.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

During the 2012-2013 wet season, the NCI experienced several overflows and there were backups at two homes. Subsequent to the first overflow and backup, WTD identified I/I problems at several locations along the NCI. The North Creek Interceptor project (1114382) will increase capacity to eliminate the overflow problem, but reduction of I/I is necessary to reduce the likelihood of overflows before that project is completed. If the I/I reduction is insufficient to stem the overflows, a temporary pump-around may be required.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC NCRK INTCPTR OVRFLW CONTRL

1121408

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate remaining balance.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Project is complete. Abandoning remaining appropriation.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

12. EQUITY AND SOCIAL JUSTICE IMPACT

WTD continues to work on developing best practices for incorporating equity and social justice into the siting, design, mitigation and construction of our capital projects. We are striving to include King County equity and social justice principles, demographic assessment information and equity determinants into capital project decisions. Additional information is outlined in the 2015-2016 Wastewater Treatment Division Business Plan.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	12/31/2020
Location	46900 SE 146th, North Bend, WA 98045 Parcels 226750-0030 and 226750-0040
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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 - 01/31/20	\$2,335,866	\$0	\$0	\$0	\$2,335,866
4 Implementation 01/31/20 - 05/31/21	\$4,665,855	\$2,391,725	\$0	\$0	\$7,057,580
5 Closeout 05/31/21 - 08/31/21	\$27,082	\$0	\$0	\$0	\$27,082
6 Acquisition	\$2,610,000	\$0	\$0	\$0	\$2,610,000
Total Budget	\$10,023,566	\$2,391,725	\$0	\$0	\$12,415,291

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$1,891,725	\$0	\$0	\$1,891,725
44317 - BIOMETHANE RIN REVENUE	\$500,000	\$0	\$0	\$500,000
Total Revenue	\$2,391,725	\$0	\$0	\$2,391,725

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC E FLEET MAINT FAC REPLCMNT					1123517
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$211,390	\$0	\$0	\$0	\$0	\$211,390	
2 Prelim Design	\$340,189	\$0	\$0	\$0	\$0	\$340,189	
3 Final Design	\$655,553	\$1,075,450	\$0	\$0	\$0	\$1,731,003	
4 Implementation	\$64,748	\$1,992,950	\$5,652,282	\$0	\$0	\$7,709,980	
5 Closeout	\$0	\$0	\$78,701	\$0	\$0	\$78,701	
6 Acquisition	\$2,344,029	\$0	\$0	\$0	\$0	\$2,344,029	
Total Expense	\$3,615,908	\$3,068,400	\$5,730,983	\$0	\$0	\$12,415,291	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$210,553	\$211,390	\$211,390	\$25,000	\$211,390
2 Preliminary Design	\$144,367	\$340,189	\$334,823	\$359,763	\$340,189
3 Final Design	\$1,007,832	\$1,731,003	\$722,132	\$2,335,866	\$1,731,003
4 Implementation	\$6,198,595	\$7,709,980	\$64,862	\$4,665,855	\$2,057,698
5 Closeout	\$94,209	\$78,701	\$0	\$27,082	\$0
6 Acquisition	\$2,344,027	\$2,344,029	\$2,344,029	\$2,610,000	\$2,344,029
Total	\$9,999,584	\$12,415,292	\$3,677,236	\$10,023,566	\$6,684,309

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$186,390)	\$0	\$0	(\$186,390)
2 Preliminary Design	\$19,574	\$0	\$0	\$19,574
3 Final Design	\$604,863	\$0	\$0	\$604,863
4 Implementation	\$2,608,157	\$2,391,725	\$5,652,282	(\$652,400)
5 Closeout	\$27,082	\$0	\$78,701	(\$51,619)
6 Acquisition	\$265,971	\$0	\$0	\$265,971
Total	\$3,339,257	\$2,391,725	\$5,730,983	(\$1)

NARRATIVES

WTC E FLEET MAINT FAC REPLCMNT

1123517

1. CURRENT 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

3. PROJECT JUSTIFICATION

WTD must find a replacement site for the existing leased biosolids truck staging/maintenance facility in Georgetown. The King County Airport is planning to construct a snow maintenance structure on the existing leased site in 2019.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC E FLEET MAINT FAC REPLCMNT

1123517

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

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

No impacts are expected as the existing facility management contract will be transferred to the new building.

8. PROJECT STATUS

Project is currently at 90 percent design and proceeding through the Land Use and Building Permit process with the City of North Bend.

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 will be 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 2019-2020 Wastewater Treatment Division Business Plan and ESJ work plan.

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC E FLEET MAINT FAC REPLCMNT	1123517
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WTC COAL CRK SIPHON TRUNK PARA

1123624

MPA Reporting, Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	9
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	12/05/2024
Location	Bellevue, Coal Creek Trunk
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/15 - 08/09/16	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 11/13/17 - 11/13/18	\$7,336,178	\$2,089,019	\$0	\$0	\$9,425,197
3 Final Design 11/13/18 - 10/28/21	\$6,706,562	\$496,109	\$0	\$0	\$7,202,671
4 Implementation 10/28/21 - 04/23/25	\$108,447	\$45,008,792	\$0	\$0	\$45,117,239
5 Closeout 04/23/25 - 05/30/25	\$0	\$1,485	\$0	\$0	\$1,485
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$14,151,187	\$47,595,405	\$0	\$0	\$61,746,592

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$47,595,404	\$0	\$0	\$47,595,404
Total Revenue	\$47,595,404	\$0	\$0	\$47,595,404

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC COAL CRK SIPHON TRUNK PARA				1123624
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$180,402	\$0	\$0	\$0	\$0	\$180,402
2 Prelim Design	\$1,128,363	\$977,363	\$2,089,019	\$0	\$0	\$4,194,745
3 Final Design	\$1,718	\$1,861,571	\$2,236,391	\$2,336,998	\$0	\$6,436,678
4 Implementation	\$14,920	\$23,810	\$603,814	\$17,402,243	\$32,466,584	\$50,511,371
5 Closeout	\$0	\$0	\$27,437	\$10,353	\$170,457	\$208,247
6 Acquisition	\$2,970	\$0	\$212,180	\$0	\$0	\$215,150
Total Expense	\$1,328,372	\$2,862,744	\$5,168,841	\$19,749,594	\$32,637,041	\$61,746,592

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$180,402	\$180,480	\$0	\$180,402
2 Preliminary Design	\$0	\$4,194,744	\$2,041,661	\$7,336,178	\$2,105,726
3 Final Design	\$0	\$6,436,678	\$2,163	\$6,706,562	\$1,863,289
4 Implementation	\$0	\$50,511,371	\$15,051	\$108,447	\$38,730
5 Closeout	\$0	\$208,247	\$0	\$0	\$0
6 Acquisition	\$0	\$215,150	\$3,300	\$0	\$2,970
Total	\$0	\$61,746,592	\$2,242,655	\$14,151,187	\$4,191,117

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$180,402)	\$0	\$0	(\$180,402)
2 Preliminary Design	\$5,230,452	\$2,089,019	\$2,089,019	\$5,230,452
3 Final Design	\$4,843,273	\$496,109	\$2,236,391	\$3,102,991
4 Implementation	\$69,717	\$45,008,792	\$603,814	\$44,474,695
5 Closeout	\$0	\$1,485	\$27,437	(\$25,952)
6 Acquisition	(\$2,970)	\$0	\$212,180	(\$215,150)
Total	\$9,960,070	\$47,595,405	\$5,168,841	\$52,386,634

NARRATIVES

1. CURRENT PROJECT SCOPE

Coal Creek Siphon & Trunk Parallel: This project will increase the capacity of the downstream half of Coal Creek Trunk. The trunk to be upgraded is 7,100 lineal feet, ranges in diameter from 15 to 21 inches, and ranges in flow from 7 to 10 million gallons per day (MGD). The upgraded sewer will be required to convey between 11 and 19 MGD to meet the year 2060, 20-year peak flow criteria.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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 limited 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 basin preventing future impacts to critical areas. - 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 outside of the creek basin.

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

None expected

8. PROJECT STATUS

The project is currently in the preliminary design phase. The project team is currently evaluating horizontal directional drilling (HDD) and Direct Pipe drilling trenchless technologies for constructability. Geotechnical investigation and surveying is progressing.

9. ALTERNATIVES ANALYSIS

Alternative analysis was completed in September 2017.

10. OTHER AGENCY INVOLVEMENT

Washington State Department of Ecology will be involved when pursuing SRF loan funding of 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.

11. ART ELIGIBILITY

Project is a sanitary sewer project, entirely underground with no above-ground facilities.

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 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..

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC COAL CRK SIPHON TRUNK PARA

1123624

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC SP BIOGAS HEAT SYS IMPROVE

1123626

Baseline Required, Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	5
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	04/20/2021
Location	Renton - South Plant
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 02/23/15 - 05/12/15	\$1	\$0	\$0	\$0	\$1
2 Preliminary Design 11/24/15 - 04/11/17	\$2,791,737	\$0	\$0	\$0	\$2,791,737
3 Final Design 04/11/17 - 05/21/19	\$6,794,871	\$1,611,150	\$0	\$0	\$8,406,021
4 Implementation 05/21/19 - 08/13/21	\$14,455,497	\$30,377,770	\$0	\$0	\$44,833,267
5 Closeout 08/13/21 - 02/08/22	\$1	\$9,310	\$0	\$0	\$9,311
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$24,042,108	\$31,998,230	\$0	\$0	\$56,040,338

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$31,998,230	\$0	\$0	\$31,998,230
Total Revenue	\$31,998,230	\$0	\$0	\$31,998,230

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		WTC SP BIOGAS HEAT SYS IMPROVE				1123626
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$241,122	\$0	\$0	\$0	\$0	\$241,122
2 Prelim Design	\$1,586,358	\$0	\$0	\$0	\$0	\$1,586,358
3 Final Design	\$1,204,780	\$3,763,533	\$2,027,017	\$0	\$0	\$6,995,330
4 Implementation	\$0	\$1,490,586	\$31,256,142	\$14,175,118	\$0	\$46,921,846
5 Closeout	\$0	\$0	\$12,202	\$283,459	\$0	\$295,661
6 Acquisition	\$21	\$0	\$0	\$0	\$0	\$21
Total Expense	\$3,032,282	\$5,254,119	\$33,295,361	\$14,458,577	\$0	\$56,040,339

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$185,274	\$241,122	\$254,942	\$1	\$241,122
2 Preliminary Design	\$1,045,693	\$1,586,358	\$1,644,204	\$2,791,737	\$1,586,358
3 Final Design	\$6,520,678	\$6,995,329	\$3,037,249	\$6,794,871	\$4,968,313
4 Implementation	\$51,873,293	\$46,921,845	\$0	\$14,455,497	\$1,490,586
5 Closeout	\$272,345	\$295,661	\$0	\$1	\$0
6 Acquisition	\$21	\$21	\$21	\$1	\$21
Total	\$59,897,304	\$56,040,336	\$4,936,416	\$24,042,108	\$8,286,400

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$241,121)	\$0	\$0	(\$241,121)
2 Preliminary Design	\$1,205,379	\$0	\$0	\$1,205,379
3 Final Design	\$1,826,558	\$1,611,150	\$2,027,017	\$1,410,691
4 Implementation	\$12,964,911	\$30,377,770	\$31,256,142	\$12,086,539
5 Closeout	\$1	\$9,310	\$12,202	(\$2,891)
6 Acquisition	(\$20)	\$0	\$0	(\$20)
Total	\$15,755,708	\$31,998,230	\$33,295,361	\$14,458,577

NARRATIVES

WTC SP BIOGAS HEAT SYS IMPROVE

1123626

1. CURRENT PROJECT SCOPE

SP Biogas and Heat Systems Improvements: Implement modifications identified in the South Plant Biogas Utilization Study (2013), which established that the continued upgrading of digester gas for injection into the local utility's natural gas line was the best use of plant generated biogas in the future. The selected alternative (September 2016, under this project) includes: 1) replacement of the existing biogas scrubbing system with a new membrane biogas separation system, and 2) installation of new dual-fuel hot water boilers and low-temperature effluent heat extractors to meet year-round heating demands through 2040. The new boilers will be co-located with the biogas upgrading facility in a new building, and the heat extractors will be located in the lower floor of the existing Digester Equipment Building. The existing biogas scrubbing system, heat extractors and boiler will be demolished.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC SP BIOGAS HEAT SYS IMPROVE

1123626

3. PROJECT JUSTIFICATION

Major elements of the current gas scrubbing system are at the end of their useful life and the system will need costly replacements and upgrades to keep it running. Some components of the system are beyond obsolete or beyond repair. The existing system has very high power demands compared to other alternatives, has not been integrated into the plant Ovation Control System and has a substantial Green House Gas footprint that this project will reduce. The plant heating system, which currently relies on scrubbed biogas, is insufficient to meet peak heat demand with the primary unit out of service. The gas turbine combined heat and power system is currently used as an emergency backup to the boiler but it is inefficient, as well as expensive to operate as a backup heating system.

4. PROJECT BENEFITS/OUTCOMES

Extends the practice of exporting renewable biogas fuel to Puget Sound Energy's natural gas transmission line, directly replacing consumption of fossil derived natural gas, reducing the County's carbon footprint. Pays for itself through the sale of highly valued Renewable Identification Number (RINS) credits, for which the County is paid and which will more than offset the capital cost for the project.

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

In the short term, the project is likely to reduce the South Treatment Plant maintenance costs by replacing worn out equipment with new. Process reliability will be greatly improved. Because the new system will be constructed while the existing system continues to operate, there will be no or minimal loss of RINS revenue.

8. PROJECT STATUS

90 percent design is nearing completion

9. ALTERNATIVES ANALYSIS

The alternative analysis was completed in 2017 and it evaluated several options for replacement of process and space heating equipment, and for replacement of biogas scrubbing equipment. Four biogas upgrading systems were evaluated. Three were lowest and comparable in net 20 year life cycle cost, and only one of these there, the selected membrane technology, had been demonstrated to meet the new gas quality requirements imposed by the natural gas utility. The membrane technology also had low air emissions and a small GHG footprint.

10. OTHER AGENCY INVOLVEMENT

Permit applications from the City of Renton and from the Puget Sound Clean Air Agency are in progress.

11. ART ELIGIBILITY

Project is for equipment replacement and completely within the plant boundary.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Inside of existing plant boundaries. No odor or transportation impact.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC SP BIOGAS HEAT SYS IMPROVE

1123626

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Reducing greenhouse gas emissions and increasing facility energy efficiency, resulting in energy savings of approximately 2,400,000 kWh/year. Project includes lower emission alternatives for facility heat and evaluates tapping in to renewable energy through sewage heat recovery. Upgrades the biogas scrubber to increase productivity and use of renewable biogas energy. Progress toward the target will be measured by monitoring the amount of electricity produced. 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.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC WP 2ND MIX LIQ BLOWER REPL

1123627

Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	4
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	12/16/2020
Location	West Point Treatment Plant, Seattle
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/09/14 - 11/10/15	\$15,234	\$0	\$0	\$0	\$15,234
2 Preliminary Design 09/18/18 - 02/12/19	\$137,590	\$8,109	\$0	\$0	\$145,699
3 Final Design 02/12/19 - 05/14/20	\$254,167	\$467,400	\$0	\$0	\$721,567
4 Implementation 05/14/20 - 03/02/21	\$863,307	\$2,079,954	\$0	\$0	\$2,943,261
5 Closeout 03/02/21 - 07/08/21	\$78,661	\$795	\$0	\$0	\$79,456
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$1,348,960	\$2,556,258	\$0	\$0	\$3,905,218

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$573,056	\$0	\$0	\$573,056
44317 - BIOMETHANE RIN REVENUE	\$1,983,203	\$0	\$0	\$1,983,203
Total Revenue	\$2,556,259	\$0	\$0	\$2,556,259

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC WP 2ND MIX LIQ BLOWER REPL					1123627
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$132,287	\$0	\$0	\$0	\$0	\$132,287	
2 Prelim Design	\$95,197	\$229,992	\$8,109	\$0	\$0	\$333,298	
3 Final Design	\$227	\$79,889	\$576,088	\$0	\$0	\$656,204	
4 Implementation	\$11,796	\$772	\$2,697,509	\$0	\$0	\$2,710,077	
5 Closeout	\$0	\$0	\$25,242	\$48,109	\$0	\$73,351	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$239,508	\$310,653	\$3,306,948	\$48,109	\$0	\$3,905,218	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$132,287	\$137,542	\$15,234	\$132,287
2 Preliminary Design	\$0	\$333,298	\$197,088	\$137,590	\$325,189
3 Final Design	\$0	\$656,205	\$252	\$254,167	\$80,116
4 Implementation	\$0	\$2,710,079	\$12,462	\$863,307	\$12,568
5 Closeout	\$0	\$73,351	\$0	\$78,661	\$0
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$3,905,220	\$347,344	\$1,348,960	\$550,160

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$117,053)	\$0	\$0	(\$117,053)
2 Preliminary Design	(\$187,599)	\$8,109	\$8,109	(\$187,599)
3 Final Design	\$174,051	\$467,400	\$576,088	\$65,363
4 Implementation	\$850,739	\$2,079,954	\$2,697,509	\$233,184
5 Closeout	\$78,661	\$795	\$25,242	\$54,214
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$798,800	\$2,556,258	\$3,306,948	\$48,110

NARRATIVES WTC WP 2ND MIX LIQ BLOWER REPL 1123627

1. CURRENT PROJECT SCOPE

WP 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC WP 2ND MIX LIQ BLOWER REPL

1123627

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 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 Kilowatt-hours (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 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

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

Project anticipates reduction in the Operating cost for electricity.

8. PROJECT STATUS

CST Approve Recommended Alternative on May 8, 2018. Phased Amendment negotiations and predesign services anticipated for 3rd quarter 2018.

9. ALTERNATIVES ANALYSIS

Recommended Alternative has been approved 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.

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC WP 2ND MIX LIQ BLOWER REPL	1123627
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		


Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC ESI SECT 2 REHAB PHASE II

1123630

Green Building Reporting

Department	NATURAL RESOURCES AND PARKS	
Council District(s)	5	
Fund	3611 WATER QUALITY CONST-UNRES	
Class Code	STANDALONE	
Substantial Completion	12/10/2019	
Location	Renton	
Cap Status	Approved	

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/15 - 01/12/16	\$109,092	\$0	\$0	\$0	\$109,092
2 Preliminary Design 10/30/17 - 07/17/18	\$1,523,854	\$13,364	\$0	\$0	\$1,537,218
3 Final Design 07/17/18 - 03/01/19	\$2,171,052	\$1,198,894	\$0	\$0	\$3,369,946
4 Implementation 03/01/19 - 12/30/19	\$14,827,412	\$23,978,160	\$0	\$0	\$38,805,572
5 Closeout 12/30/19 - 09/30/20	\$1	\$10,068	\$0	\$0	\$10,069
6 Acquisition	\$53,047	\$103,000	\$0	\$0	\$156,047
Total Budget	\$18,684,458	\$25,303,486	\$0	\$0	\$43,987,944

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$25,303,486	\$0	\$0	\$25,303,486
Total Revenue	\$25,303,486	\$0	\$0	\$25,303,486

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC ESI SECT 2 REHAB PHASE II				1123630
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$199,767	\$0	\$0	\$0	\$0	\$199,767
2 Prelim Design	\$513,536	\$732,950	\$13,364	\$0	\$0	\$1,259,850
3 Final Design	\$2,812	\$923,685	\$1,501,728	\$7,877	\$0	\$2,436,102
4 Implementation	\$0	\$23,499	\$14,361,070	\$12,521,704	\$0	\$26,906,273
5 Closeout	\$0	\$500	\$35,304	\$4,726	\$0	\$40,530
6 Acquisition	\$25,232	\$100,000	\$209,090	\$0	\$0	\$334,322
Total Expense	\$741,347	\$1,780,634	\$16,120,556	\$12,534,307	\$0	\$31,176,844

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$199,767	\$201,960	\$109,092	\$199,767
2 Preliminary Design	\$0	\$1,259,849	\$893,812	\$1,523,854	\$1,246,486
3 Final Design	\$0	\$2,436,102	\$3,194	\$2,171,052	\$926,497
4 Implementation	\$0	\$26,906,275	\$0	\$14,827,412	\$23,499
5 Closeout	\$0	\$40,530	\$0	\$1	\$500
6 Acquisition	\$0	\$334,322	\$42,483	\$53,047	\$125,232
Total	\$0	\$31,176,845	\$1,141,449	\$18,684,458	\$2,521,981

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$90,675)	\$0	\$0	(\$90,675)
2 Preliminary Design	\$277,369	\$13,364	\$13,364	\$277,369
3 Final Design	\$1,244,555	\$1,198,894	\$1,501,728	\$941,721
4 Implementation	\$14,803,913	\$23,978,160	\$14,361,070	\$24,421,003
5 Closeout	(\$499)	\$10,068	\$35,304	(\$25,735)
6 Acquisition	(\$72,185)	\$103,000	\$209,090	(\$178,275)
Total	\$16,162,478	\$25,303,486	\$16,120,556	\$25,345,408

NARRATIVES WTC ESI SECT 2 REHAB PHASE II 1123630

1. CURRENT PROJECT SCOPE

Eastside Interceptor Section 2 Rehab - Phase II: The scope of this project is to evaluate alternatives and implement the rehabilitation of approximately 3,900 linear feet of the Eastside Interceptor Section 2 (ESI 2), located in Renton.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

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. If this project is not implemented, it may result in failure of the pipeline.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC ESI SECT 2 REHAB PHASE II

1123630

4. PROJECT BENEFITS/OUTCOMES

The project maintains the structural integrity of the Eastside Interceptor Section 2, and extends the useful life of the pipeline.

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

None.

8. PROJECT STATUS

Working on phased amendments and construction management services request for proposal. Continuing to meet with external agencies and stakeholders. Submitted application for conditional use permit. Conducted a two-day risk workshop. Conducted an eco-charrette. Submitted 30% sustainability scorecard and construction& demolition diversion report.

9. ALTERNATIVES ANALYSIS

This project has not completed alternatives analysis yet.

10. OTHER AGENCY INVOLVEMENT

This project is anticipated to require property access from the Boeing Company and permits from City of Renton.

11. ART ELIGIBILITY

This project will rehabilitate an underground sewer pipeline.

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.

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 achieving 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC ESI SECT 2 REHAB PHASE II	1123630
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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 - 01/15/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 08/01/18 - 12/31/25	\$27,049,153	\$37,398,692	\$68,200,300	\$21,314,398	\$153,962,543
5 Closeout 01/02/26 - 12/31/26	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$29,251,618	\$37,398,692	\$68,200,300	\$21,314,398	\$156,165,008

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$37,398,692	\$68,200,300	\$21,314,398	\$126,913,390
Total Revenue	\$37,398,692	\$68,200,300	\$21,314,398	\$126,913,390

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC JOINT SHIP CANAL CSO				1127126
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$6,664	\$0	\$0	\$0	\$0	\$6,664
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$14,857,534	\$4,466,319	\$37,398,692	\$68,200,300	\$31,235,499	\$156,158,344
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$14,864,198	\$4,466,319	\$37,398,692	\$68,200,300	\$31,235,499	\$156,165,008

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$6,664	\$8,527	\$2,202,465	\$6,664
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$175,966,631	\$16,366,918	\$27,049,153	\$19,323,853
5 Closeout	\$0	\$221,704	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$176,194,999	\$16,375,445	\$29,251,618	\$19,330,517

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$2,195,801	\$0	\$0	\$2,195,801
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$7,725,300	\$37,398,692	\$37,398,692	\$7,725,300
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$9,921,101	\$37,398,692	\$37,398,692	\$9,921,101

NARRATIVES

WTC JOINT SHIP CANAL CSO

1127126

1. CURRENT PROJECT SCOPE

Joint Ship Canal Water Quality CSO Control: 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC JOINT SHIP CANAL CSO

1127126

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

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

Operations will be the responsibility of SPU.

8. PROJECT STATUS

The project consists of multiple work packages; the Storage Tunnel package has reached the 90% design completion milestone. The Tunnel Effluent Pump Station is currently kicking off 60% design. Shilshole Pipe, which is the effluent conveyance from the pump station, has reached 90% design completion. The Ballard Early Works (the Ballard site preparation) construction contract was recently awarded.

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.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC JOINT SHIP CANAL CSO	1127126
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WP PRIMARY SED ROOF STRUCTURE (WTC PRIMARY SED ROOF STRUCTURE)

1127489

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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 08/28/15 - 10/13/15	\$100,000	\$0	\$0	\$0	\$100,000
2 Preliminary Design 03/26/18 - 11/13/18	\$1,675,616	\$0	\$0	\$0	\$1,675,616
3 Final Design 11/13/18 - 12/01/20	\$3,693,560	\$0	\$906,972	\$0	\$4,600,532
4 Implementation 12/01/20 - 11/13/23	\$268,971	\$10,574,390	\$19,089,763	\$0	\$29,933,124
5 Closeout 11/13/23 - 12/29/23	\$15,677	\$0	\$0	\$0	\$15,677
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$5,753,824	\$10,574,390	\$19,996,735	\$0	\$36,324,949

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$10,574,390	\$19,996,735	\$0	\$30,571,125
Total Revenue	\$10,574,390	\$19,996,735	\$0	\$30,571,125

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC PRIMARY SED ROOF STRUCTURE				1127489
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$153,327	\$0	\$0	\$0	\$0	\$153,327
2 Prelim Design	\$832,849	\$901,956	\$163,947	\$0	\$0	\$1,898,752
3 Final Design	\$0	\$198,531	\$1,950,205	\$906,972	\$0	\$3,055,708
4 Implementation	\$0	\$90,862	\$331,380	\$11,810,526	\$18,814,939	\$31,047,707
5 Closeout	\$0	\$0	\$364	\$0	\$169,092	\$169,456
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$986,176	\$1,191,349	\$2,445,896	\$12,717,498	\$18,984,031	\$36,324,950

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$153,327	\$153,949	\$100,000	\$153,327
2 Preliminary Design	\$0	\$1,898,752	\$999,536	\$1,675,616	\$1,734,805
3 Final Design	\$0	\$3,055,708	\$4,565	\$3,693,560	\$198,531
4 Implementation	\$0	\$31,047,707	\$0	\$268,971	\$90,862
5 Closeout	\$0	\$169,456	\$0	\$15,677	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$36,324,950	\$1,158,050	\$5,753,824	\$2,177,525

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$53,327)	\$0	\$0	(\$53,327)
2 Preliminary Design	(\$59,189)	\$0	\$163,947	(\$223,136)
3 Final Design	\$3,495,029	\$0	\$1,950,205	\$1,544,824
4 Implementation	\$178,109	\$10,574,390	\$331,380	\$10,421,119
5 Closeout	\$15,677	\$0	\$364	\$15,313
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$3,576,299	\$10,574,390	\$2,445,896	\$11,704,793

NARRATIVES

WTC PRIMARY SED ROOF STRUCTURE

1127489

1. CURRENT PROJECT SCOPE

West Point Primary Sedimentation Area Roof Structure: Remove or retrofit the roof structure over the primary sedimentation area of West Point Plant. 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.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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 Recommended Alternative 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.

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

When completed there should be no increase to the operating budget.

8. PROJECT STATUS

CST Approved Recommended Alternative. Team is currently progressing towards 30% baseline design.

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

An alternative has been selected, determination of other agency involvement is known at this phase.

11. ART ELIGIBILITY

Art eligibility and calculation has been determined.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Inside of existing plant boundaries. No odor or transportation impact.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC PRIMARY SED ROOF STRUCTURE	1127489
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/12/17 - 05/09/17	\$100,000	\$0	\$0	\$0	\$100,000
2 Preliminary Design 02/08/18 - 09/10/19	\$2,797,118	\$120,234	\$0	\$0	\$2,917,352
3 Final Design 09/10/19 - 01/28/21	\$3,289,110	\$1,584,431	\$0	\$0	\$4,873,541
4 Implementation 01/28/21 - 05/23/24	\$4,689	\$9,324,233	\$0	\$0	\$9,328,922
5 Closeout 05/23/24 - 08/12/24	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$6,190,917	\$11,028,898	\$0	\$0	\$17,219,815

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$11,028,899	\$0	\$0	\$11,028,899
Total Revenue	\$11,028,899	\$0	\$0	\$11,028,899

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC INTERBAY FORCE MAIN & ODOR					1128354
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$96,192	\$0	\$0	\$0	\$0	\$96,192	
2 Prelim Design	\$29,279	\$1,308,867	\$120,234	\$0	\$9,436	\$1,467,816	
3 Final Design	\$0	\$433,189	\$2,470,709	\$640,267	\$23,591	\$3,567,756	
4 Implementation	\$0	\$20,452	\$340,524	\$5,438,034	\$6,088,707	\$11,887,717	
5 Closeout	\$0	\$5,306	\$15,287	\$1,498	\$129,135	\$151,226	
6 Acquisition	\$1,100	\$0	\$48,006	\$0	\$0	\$49,106	
Total Expense	\$126,571	\$1,767,814	\$2,994,760	\$6,079,799	\$6,250,869	\$17,219,813	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$96,192	\$304,189	\$100,000	\$96,192
2 Preliminary Design	\$0	\$1,467,816	\$59,594	\$2,797,118	\$1,338,146
3 Final Design	\$0	\$3,567,758	\$0	\$3,289,110	\$433,189
4 Implementation	\$0	\$18,907,532	\$0	\$4,689	\$20,452
5 Closeout	\$0	\$151,226	\$0	\$0	\$5,306
6 Acquisition	\$0	\$49,106	\$1,100	\$0	\$1,100
Total	\$0	\$24,239,630	\$364,883	\$6,190,917	\$1,894,385

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$3,808	\$0	\$0	\$3,808
2 Preliminary Design	\$1,458,972	\$120,234	\$120,234	\$1,458,972
3 Final Design	\$2,855,921	\$1,584,431	\$2,470,709	\$1,969,643
4 Implementation	(\$15,763)	\$9,324,233	\$340,524	\$8,967,946
5 Closeout	(\$5,306)	\$0	\$15,287	(\$20,593)
6 Acquisition	(\$1,100)	\$0	\$48,006	(\$49,106)
Total	\$4,296,532	\$11,028,898	\$2,994,760	\$12,330,670

NARRATIVES WTC INTERBAY FORCE MAIN & ODOR 1128354

1. CURRENT PROJECT SCOPE

Interbay Force Main & Odor Control: The project will determine the locations and lengths of the Interbay Pump Station dual force mains segments to be replaced or repaired, then design and construct the needed repair/replacement. Also, replace and/or rehabilitate the Discharge Structure and lastly to design and construct an Odor Control Unit at the Discharge Structure site.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The condition of the Interbay Pump Station dual force mains is known to be deteriorating. A section of the Interbay Pump Station force mains failed in December 2013 resulting in a sewage spill. This project will correct all found deficiencies in the force mains. Without correction there is high probability of continuing emergency situations and the need to respond to sewage spills along the force main alignment.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC INTERBAY FORCE MAIN & ODOR

1128354

4. PROJECT BENEFITS/OUTCOMES

There was emergency repair work completed in 2013 due to a leak, without correction there is a high probability of continuing emergency situations. With this project, the useful life of the force mains will be extended. The additional permanent odor control unit will help alleviate odors in the community, which more buildings are being constructed currently.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of property acquisition and implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Will be evaluated in the course of project design.

8. PROJECT STATUS

The project team is meeting bi-weekly, collecting data and developing alternatives analysis for the project.

9. ALTERNATIVES ANALYSIS

In the process of developing alternatives analysis.

10. OTHER AGENCY INVOLVEMENT

Burlington Northern Santa Fe Railroad, The United States Armory and the City of Seattle.

11. ART ELIGIBILITY

Art budget will be determined at Gate 2 (December 2018) per agreement with 4Culture.

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.

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 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC INTERBAY FORCE MAIN & ODOR	1128354
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC WP LSG PIPING REPLACEMENT

1129526

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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 07/12/17 - 05/31/19	\$122,766	\$0	\$0	\$0	\$122,766
2 Preliminary Design 05/31/19 - 06/28/19	\$1,023,393	\$0	\$4,325	\$0	\$1,027,718
3 Final Design 06/28/19 - 05/31/22	\$1,369,364	\$0	\$1,662,341	\$961,083	\$3,992,788
4 Implementation 05/31/22 - 06/30/27	\$0	\$7,942,429	\$10,475,335	\$810,541	\$19,228,305
5 Closeout 06/30/27 - 12/31/27	\$0	\$0	\$0	\$7,867	\$7,867
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$2,515,523	\$7,942,429	\$12,142,001	\$1,779,491	\$24,379,444

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$7,942,429	\$12,142,002	\$1,779,492	\$21,863,923
Total Revenue	\$7,942,429	\$12,142,002	\$1,779,492	\$21,863,923

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC WP LSG PIPING REPLACEMENT				1129526
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$36,277	\$0	\$0	\$0	\$0	\$36,277
2 Prelim Design	\$1,426	\$582,599	\$736,673	\$4,325	\$0	\$1,325,023
3 Final Design	\$0	\$0	\$981,808	\$1,662,341	\$961,083	\$3,605,232
4 Implementation	\$0	\$14,086	\$88,786	\$4,401,932	\$4,991,638	\$9,496,442
5 Closeout	\$0	\$0	\$0	\$0	\$9,634	\$9,634
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$37,703	\$596,685	\$1,807,267	\$6,068,598	\$5,962,355	\$14,472,608

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$36,277	\$69,273	\$122,766	\$36,277
2 Preliminary Design	\$0	\$1,325,024	\$59,296	\$1,023,393	\$584,025
3 Final Design	\$0	\$3,605,232	\$0	\$1,369,364	\$0
4 Implementation	\$0	\$22,558,565	\$0	\$0	\$14,086
5 Closeout	\$0	\$243,444	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$27,768,542	\$128,569	\$2,515,523	\$634,388

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$86,489	\$0	\$0	\$86,489
2 Preliminary Design	\$439,368	\$0	\$736,673	(\$297,305)
3 Final Design	\$1,369,364	\$0	\$981,808	\$387,556
4 Implementation	(\$14,086)	\$7,942,429	\$88,786	\$7,839,557
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,881,135	\$7,942,429	\$1,807,267	\$8,016,297

NARRATIVES

WTC WP LSG PIPING REPLACEMENT

1129526

1. CURRENT PROJECT SCOPE

WPTP Low Pressure Sludge Gas Piping Replacement: Replace the Low Pressure Sludge gas /Biogas (LSG) piping system at the West Point Treatment Plant (WPTP). Recent inspections identified six holes in the LSG pipeline. Temporary patches have been installed at these locations. The LSG pipe system at West Point was installed during the original plant construction in the 1960's for Digesters 1-3. The system was expanded in the mid 1980's with the construction of Digesters 4 and 5; and again in the 1990's with the addition of Digester 6. The project will conduct an Alternative Analysis of the existing LSG piping system, design and implement the rehabilitation of the piping systems into a safe and reliable system. Major Scopes include: * Inspect, identify, and develop the inventory of corroded Low Pressure Sludge Gas (LSG)/Biogas piping system; * Inventory the LSG piping system assets in the MainSaver * Conduct an Alternatives Analysis for Replacing, Fixing (coating, lining), and Cathodic Protection, etc. * Design the recommended alternative plan and prepare the bid document * Implement the designed plans in close coordination with the Plant Process Safety Management (PSM) Team

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC WP LSG PIPING REPLACEMENT

1129526

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.

4. PROJECT BENEFITS/OUTCOMES

The reliability and safety of the West Point LSG piping System will be improved. Although there will be no change in the mode of operations for LSG generation and conveyance due to pipeline replacement but the re-habilitated 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. New piping assets will be created after rehabilitation of the existing corroded pipes and fittings. 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

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of property acquisition and implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Expected to reduce maintenance costs.

8. PROJECT STATUS

Carollo Engineering, Inc. has been hired as A&E Consultant (Contract # E00516E18) and NTP has been issued on April 25, 2018.

9. ALTERNATIVES ANALYSIS

Consultant is now working on the Alternatives Analysis. Gate 2 will be established by end of December 2018.

10. OTHER AGENCY INVOLVEMENT

To be determined. Ecology's involvement may be required.

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 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC WP LSG PIPING REPLACEMENT	1129526
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WTC OFFSITE REPLACE SMALL GENS

1129528

Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	1, 2, 4, 8
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	06/14/2024
Location	Various locations in Seattle
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 05/09/17 - 11/14/17	\$144,515	\$0	\$0	\$0	\$144,515
2 Preliminary Design 11/14/17 - 12/10/19	\$539,303	\$785,914	\$206,273	\$0	\$1,531,490
3 Final Design 12/10/19 - 09/15/21	\$0	\$717,015	\$1,519,394	\$584,473	\$2,820,882
4 Implementation 09/15/21 - 10/15/24	\$377,605	\$705,787	\$3,059,595	\$13,447,668	\$17,590,655
5 Closeout 10/15/24 - 12/27/24	\$0	\$0	\$0	\$104,073	\$104,073
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,061,423	\$2,208,716	\$4,785,262	\$14,136,214	\$22,191,615

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$2,208,716	\$4,785,261	\$14,136,214	\$21,130,191
Total Revenue	\$2,208,716	\$4,785,261	\$14,136,214	\$21,130,191

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC OFFSITE REPLACE SMALL GENS				1129528
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$29,747	\$0	\$0	\$0	\$0	\$29,747
2 Prelim Design	\$12,458	\$331,173	\$786,642	\$206,273	\$0	\$1,336,546
3 Final Design	\$0	\$2,970	\$2,064,863	\$1,519,394	\$584,473	\$4,171,700
4 Implementation	\$0	\$1,622	\$33,791	\$3,059,595	\$13,447,668	\$16,542,676
5 Closeout	\$0	\$0	\$6,872	\$0	\$104,073	\$110,945
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$42,205	\$335,765	\$2,892,168	\$4,785,262	\$14,136,214	\$22,191,614

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$29,747	\$43,971	\$144,515	\$29,747
2 Preliminary Design	\$0	\$1,336,547	\$48,695	\$539,303	\$343,631
3 Final Design	\$0	\$4,171,700	\$0	\$0	\$2,970
4 Implementation	\$0	\$16,542,718	\$0	\$377,605	\$1,622
5 Closeout	\$0	\$119,712	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$22,200,424	\$92,666	\$1,061,423	\$377,970

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$114,768	\$0	\$0	\$114,768
2 Preliminary Design	\$195,672	\$785,914	\$786,642	\$194,944
3 Final Design	(\$2,970)	\$717,015	\$2,064,863	(\$1,350,818)
4 Implementation	\$375,983	\$705,787	\$33,791	\$1,047,979
5 Closeout	\$0	\$0	\$6,872	(\$6,872)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$683,453	\$2,208,716	\$2,892,168	\$1

NARRATIVES WTC OFFSITE REPLACE SMALL GENS 1129528

1. CURRENT PROJECT SCOPE

Small Generator Replacement at Various Offsite Stations: The project 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC OFFSITE REPLACE SMALL GENS

1129528

3. PROJECT JUSTIFICATION

Back-up electrical power is required at WTD facilities so the facilities remain operational during power disruptions. These Regulator Stations 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 project will provide new reliable back-up power systems to replace aging and obsolete systems, reducing Operations and Maintenance costs and reducing the risk of overflows.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of property acquisition and implementation contracting.

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

A design consultant has been selected and consultant contract negotiations are in progress.

9. ALTERNATIVES ANALYSIS

Not conducted yet. To be completed in the course of project delivery.

10. OTHER AGENCY INVOLVEMENT

May involve permitting with local jurisdictions for building permits.

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 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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC OFFSITE REPLACE SMALL GENS	1129528
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC SP C2/C3 PIPE REPLACEMENT

1129531

Baseline Required, Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	5
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	10/25/2019
Location	South Treatment Plant
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$34,892	\$0	\$0	\$0	\$34,892
2 Preliminary Design	\$166,366	\$0	\$0	\$0	\$166,366
3 Final Design 10/10/17 - 12/05/18	\$270,094	\$0	\$0	\$0	\$270,094
4 Implementation 12/05/18 - 01/24/20	\$3,624,503	\$1,195,817	\$0	\$0	\$4,820,320
5 Closeout 01/24/20 - 07/31/20	\$14,020	\$0	\$0	\$0	\$14,020
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$4,109,875	\$1,195,817	\$0	\$0	\$5,305,692

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$1,195,817	\$0	\$0	\$1,195,817
Total Revenue	\$1,195,817	\$0	\$0	\$1,195,817

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC SP C2/C3 PIPE REPLACEMENT				1129531
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$81,632	\$0	\$0	\$0	\$0	\$81,632
3 Final Design	\$205,824	\$348,775	\$130,919	\$0	\$0	\$685,518
4 Implementation	\$42,055	\$446,598	\$3,959,655	\$0	\$0	\$4,448,308
5 Closeout	\$0	\$1,459	\$88,775	\$0	\$0	\$90,234
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$329,511	\$796,832	\$4,179,349	\$0	\$0	\$5,305,692

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$34,892	\$0
2 Preliminary Design	\$69,474	\$81,632	\$117,318	\$166,366	\$81,632
3 Final Design	\$648,264	\$685,518	\$322,345	\$270,094	\$554,599
4 Implementation	\$4,520,129	\$4,448,308	\$135,412	\$3,624,503	\$488,653
5 Closeout	\$69,192	\$90,235	\$0	\$14,020	\$1,459
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$5,307,059	\$5,305,693	\$575,075	\$4,109,875	\$1,126,343

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$34,892	\$0	\$0	\$34,892
2 Preliminary Design	\$84,734	\$0	\$0	\$84,734
3 Final Design	(\$284,505)	\$0	\$130,919	(\$415,424)
4 Implementation	\$3,135,850	\$1,195,817	\$3,959,655	\$372,012
5 Closeout	\$12,561	\$0	\$88,775	(\$76,214)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$2,983,532	\$1,195,817	\$4,179,349	\$0

NARRATIVES

WTC SP C2/C3 PIPE REPLACEMENT

1129531

1. CURRENT PROJECT SCOPE

South Treatment Plant Header Pipe Replacement: Provide funding and a stand alone project number for the Final Design and implementation phase of the previously initiated South Plant C2/C3 Header Replacement Project #1122486. That project scope is to replace approximately 1,680 linear feet of C2/C3 header piping in the South Plant aeration gallery.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The existing C2, C3 Low pressure and C3 High pressure process piping in the South Plant aeration gallery is leaking and needs to be replaced before a catastrophic failure occurs that will severely impact South Plant operations.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC SP C2/C3 PIPE REPLACEMENT

1129531

4. PROJECT BENEFITS/OUTCOMES

This project will provide several benefits: 1) Replace existing leaking pipes with new, stainless steel piping that is not leaking. This will eliminate the chance of a catastrophic failure from these leaking runs of piping. 2) Add several isolation valves in the runs of piping, making it easier for maintenance staff to isolate and replace leaking piping in the future. 3) Upgrade the existing pipe racks to increase both their seismic and weight bearing capacity, because they are currently undersized for the loads being placed on them. 4) Use of stainless steel will eliminate ongoing maintenance painting of the piping, saving both money and staff time in the future.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

The operating labor and materials costs will be reduced for two reasons: 1) New piping will eliminate the need for ongoing repairs to the piping systems. 2) Use of stainless steel pipe will eliminate the need to paint the piping in the future.

8. PROJECT STATUS

The project is currently in the last phase of the design process, 90% design submittal review comments are being incorporated into the construction contract documents and the drawings have been submitted to the City of Renton for application for a building permit. Required documents and documentation are being placed onto the PCSS SharePoint site so that the construction contract can be advertised in the near future.

9. ALTERNATIVES ANALYSIS

The project team reviewed various different piping materials and found that the use of type 304 stainless steel had the lowest life cycle cost, making it the recommended alternative and the piping material used for this project.

10. OTHER AGENCY INVOLVEMENT

None.

11. ART ELIGIBILITY

Project is for equipment replacement inside a structure that is not seen by the general public.

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 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 97%.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC SP C2/C3 PIPE REPLACEMENT	1129531
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	12/02/2022
Location	Brightwater Treatment Plant
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/12/17 - 03/14/17	\$96,791	\$0	\$0	\$0	\$96,791
2 Preliminary Design 03/15/17 - 05/31/19	\$1,277,589	\$59,353	\$0	\$0	\$1,336,942
3 Final Design 05/31/19 - 06/15/20	\$0	\$485,116	\$373,748	\$0	\$858,864
4 Implementation 06/15/20 - 11/15/23	\$1,213,412	\$11,172,611	\$144,427	\$0	\$12,530,450
5 Closeout 11/15/23 - 05/08/24	\$0	\$1,750	\$18,835	\$0	\$20,585
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$2,587,792	\$11,718,830	\$537,010	\$0	\$14,843,632

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$11,718,830	\$537,010	\$0	\$12,255,840
Total Revenue	\$11,718,830	\$537,010	\$0	\$12,255,840

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC BW OPTIMIZE AERATION BASIN					1129532
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$33,145	\$0	\$0	\$0	\$0	\$33,145	
2 Prelim Design	\$225,396	\$564,591	\$59,353	\$0	\$0	\$849,340	
3 Final Design	\$0	\$100,051	\$1,026,555	\$443,514	\$0	\$1,570,120	
4 Implementation	\$99,507	\$16,713	\$2,627,126	\$5,490,984	\$4,019,817	\$12,254,147	
5 Closeout	\$0	\$0	\$1,750	\$20,495	\$114,635	\$136,880	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$358,048	\$681,355	\$3,714,784	\$5,954,993	\$4,134,452	\$14,843,632	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$33,145	\$37,180	\$96,791	\$33,145
2 Preliminary Design	\$0	\$849,340	\$459,583	\$1,277,589	\$789,987
3 Final Design	\$0	\$1,570,121	\$0	\$0	\$100,051
4 Implementation	\$0	\$12,254,147	\$99,518	\$1,213,412	\$116,220
5 Closeout	\$0	\$136,881	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$14,843,634	\$596,281	\$2,587,792	\$1,039,403

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$63,646	\$0	\$0	\$63,646
2 Preliminary Design	\$487,602	\$59,353	\$59,353	\$487,602
3 Final Design	(\$100,051)	\$485,116	\$1,026,555	(\$641,490)
4 Implementation	\$1,097,192	\$11,172,611	\$2,627,126	\$9,642,677
5 Closeout	\$0	\$1,750	\$1,750	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,548,389	\$11,718,830	\$3,714,784	\$9,552,435

NARRATIVES

WTC BW OPTIMIZE AERATION BASIN

1129532

1. CURRENT PROJECT SCOPE

BW Aeration Basin Optimization: At the Brightwater Treatment Plant (BWTP), optimize the three aeration basins to improve operational flexibility via diffuser optimization and zone control in order to reduce process chemical costs, energy usage, and foaming.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC BW OPTIMIZE AERATION BASIN

1129532

3. PROJECT JUSTIFICATION

Experience with operating the Brightwater Treatment Plant (BWTP) since coming online in 2011 has identified opportunities to optimize the aeration basins performance. Because of low alkalinity, Brightwater spends \$1.2 million dollars annually for caustic addition to meet discharge permit limits for pH. The ability to fully or partially denitrify would decrease the demand for caustic addition and air. Modification of the anoxic zones in each basin and/or reducing the ammonia load could reduce the annual cost of chemical addition. In addition to the cost for caustic addition, the current aeration air flow is as much as 20% higher than expected during high load periods of the day. A more efficient diffuser system and reduction in aeration piping leaks could result in substantial energy savings as well improving the plant processes noted above. BWTP experiences foaming events that affect flow through the aeration basins and membrane filterability. Foam is usually the result of filamentous bacteria, that thrive with long sludge ages and when aeration is not well controlled. Revisions to the aeration diffuser layouts, headers and valving may improve foam control, the economic life of the diffusers, and reduce energy usage. Foam control may also be improved with modifications to the aeration basin scum channels.

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

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of property acquisition and implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

This project is expected to reduce operating costs. Because of low alkalinity, Brightwater spends \$1.2 million dollars annually for caustic addition to meet discharge permit limits for pH. The ability to fully or partially denitrify would decrease the demand for caustic addition and air. Modification of the anoxic zones in each basin could reduce the annual cost of chemical addition by about 50 percent. In addition to the cost for caustic addition, the current aeration air flow is as much as 20% higher than expected during high load periods of the day. A more efficient diffuser system could result in substantial energy savings as well improving the plant processes noted above.

8. PROJECT STATUS

Preliminary design.

9. ALTERNATIVES ANALYSIS

Alternatives analysis is underway.

10. OTHER AGENCY INVOLVEMENT

Other agency involvement includes plant operations and maintenance. Flow modeling and comprehensive planning are kept abreast of project progress. Given the location and nature of the project, at this point it has been determined there is little need for permitting, environmental, community planning, Washington State Department of Ecology and Snohomish County Planning and Development Services involvement. However, other agency involvement will continue to be assessed as the project progresses.

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC BW OPTIMIZE AERATION BASIN

1129532

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC CHELAN AVE CSO

1129533

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	11/30/2023
Location	Near the Duwamish River at the base of the hill to West Seattle
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 11/10/15 - 10/11/16	\$468,419	\$0	\$0	\$0	\$468,419
2 Preliminary Design 11/03/16 - 01/15/19	\$14,842,092	\$0	\$89,937	\$0	\$14,932,029
3 Final Design 01/15/19 - 11/30/20	\$776,327	\$0	\$4,813,495	\$0	\$5,589,822
4 Implementation 11/30/20 - 03/15/24	\$0	\$7,237,970	\$18,157,943	\$0	\$25,395,913
5 Closeout 03/15/24 - 03/14/25	\$0	\$0	\$0	\$0	\$0
6 Acquisition 06/13/17 - 01/19/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$16,086,838	\$7,237,970	\$23,061,375	\$0	\$46,386,183

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$7,237,970	\$23,061,375	\$0	\$30,299,345
Total Revenue	\$7,237,970	\$23,061,375	\$0	\$30,299,345

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		WTC CHELAN AVE CSO				1129533
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$2,310,430	\$382,601	\$0	\$0	\$0	\$2,693,031
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$3,278,886	\$13,257,864	\$8,886,175	\$14,118,705	\$39,541,630
5 Closeout	\$0	\$0	\$0	\$24,252	\$32,243	\$56,495
6 Acquisition	\$4,083,105	\$11,921	\$0	\$0	\$0	\$4,095,026
Total Expense	\$6,393,535	\$3,673,408	\$13,257,864	\$8,910,427	\$14,150,948	\$46,386,182

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$468,419	\$0
2 Preliminary Design	\$0	\$2,693,032	\$2,693,032	\$14,842,092	\$2,693,031
3 Final Design	\$0	\$0	\$0	\$776,327	\$0
4 Implementation	\$0	\$63,160,524	\$0	\$0	\$3,278,886
5 Closeout	\$0	\$635,225	\$0	\$0	\$0
6 Acquisition	\$0	\$4,095,026	\$4,095,026	\$0	\$4,095,026
Total	\$0	\$70,583,807	\$6,788,058	\$16,086,838	\$10,066,943

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$468,419	\$0	\$0	\$468,419
2 Preliminary Design	\$12,149,061	\$0	\$0	\$12,149,061
3 Final Design	\$776,327	\$0	\$0	\$776,327
4 Implementation	(\$3,278,886)	\$7,237,970	\$13,257,864	(\$9,298,780)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	(\$4,095,026)	\$0	\$0	(\$4,095,026)
Total	\$6,019,895	\$7,237,970	\$13,257,864	\$1

NARRATIVES WTC CHELAN AVE CSO 1129533

1. CURRENT PROJECT SCOPE

Chelan Ave. CSO: This project will control the Chelan Combined Sewer Overflow (CSO) to no more than one overflow per year on a rolling twenty year average. It will include the construction of a storage facility for an estimated 4-5 million gallons of mixed storm and wastewater (as determined by the Wastewater Treatment Division's (WTD) modeling group), related conveyance lines and required support facilities including odor control and emergency power generation. This project may also include some Green Stormwater Infrastructure (GSI) elements.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

This project will prevent CSO overflows into the lower Duwamish River, protect health and public safety and meet the requirements of the consent decree between King County, the Environmental Protection Agency (EPA) and the Department of Ecology (Ecology).

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC CHELAN AVE CSO

1129533

4. PROJECT BENEFITS/OUTCOMES

Reducing CSO overflows will improve the health of area receiving waters in general and the Duwamish River in particular.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of property acquisition and implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

This facility when completed will cause an increase to the divisions operating budget, the cost is not known at this time. This facility is required by the Consent Decree between King County and the EPA.

8. PROJECT STATUS

This project has completed the project planning and alternatives analysis processes. Design activities are currently on hold while the Long-Term CSO plan is updated. The facility plan, due to Ecology by the end of the year, is being finalized with input from the City of Seattle.

9. ALTERNATIVES ANALYSIS

The Wastewater Treatment Division's planning group completed a final review of alternatives to address overflows at Chelan. Alternatives included storage facilities of different types, inline conveyance system storage and Green Stormwater Infrastructure (GSI) systems. At the same time the modeling group worked to determine accurate estimates of the volume of stormwater that will need to be controlled. Project criteria included the following considerations: Technical, Community and Equity and Social Justice, Project Costs and Risk Costs, Construction, Environmental Sustainability, Operations and Maintenance, Permitting, and Right of Way and Property. Alternatives were developed and analyzed in three stages, with management direction incorporated at each stage. The recommended alternative was a result of this staged analysis. An overview of all alternatives, with an identified recommended alternative, was presented to and approved by the Capital Systems Team (CST) on November 14, 2017.

10. OTHER AGENCY INVOLVEMENT

WTD management is currently in discussion with Seattle Public Utilities (SPU) to determine if stormwater management efficiencies can be gained by working in coordination. WTD is also working with Ecology to determine if the delivery timeline of this project should be changed to better achieve the goals of the Long-Term CSO Plan.

11. ART ELIGIBILITY

N/A. Project on hold. No art calculation will be made at this time.

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will increase water quality in the Duwamish River for the region as a whole but also directly affect and improve conditions for the minority populations that (in the greatest majority) use the river for fishing and recreating. 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.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC CHELAN AVE CSO	1129533
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC FUTURE CSI PROJECT (WTC THTN CK TRK REP REALGN)

1129535

Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	1
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	10/02/2025
Location	Thornton Creek
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/28/19 - 01/28/19	\$0	\$233,538	\$0	\$0	\$233,538
2 Preliminary Design 01/28/19 - 01/12/21	\$0	\$753,776	\$245,482	\$0	\$999,258
3 Final Design 01/12/21 - 01/03/23	\$0	\$17,396	\$3,158,993	\$698,870	\$3,875,259
4 Implementation 01/03/23 - 12/31/25	\$0	\$12,061,933	\$7,365,217	\$11,851,496	\$31,278,646
5 Closeout 12/31/25 - 12/01/26	\$0	\$0	\$4,119	\$5,255	\$9,374
6 Acquisition 06/01/19 - 06/30/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$13,066,643	\$10,773,811	\$12,555,621	\$36,396,075

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$13,066,643	\$10,773,808	\$12,555,621	\$36,396,072
Total Revenue	\$13,066,643	\$10,773,808	\$12,555,621	\$36,396,072

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		WTC THTN CK TRK REP REALGN					1129535
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$240,296	\$0	\$0	\$240,296	
2 Prelim Design	\$0	\$0	\$1,553,641	\$245,482	\$0	\$1,799,123	
3 Final Design	\$0	\$0	\$724,343	\$3,158,993	\$698,870	\$4,582,206	
4 Implementation	\$0	\$0	\$352,280	\$1,842,072	\$11,912,635	\$14,106,987	
5 Closeout	\$0	\$0	\$3,584	\$4,119	\$5,255	\$12,958	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$2,874,144	\$5,250,666	\$12,616,760	\$20,741,570	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$240,296	\$0	\$0	\$0
2 Preliminary Design	\$0	\$1,799,122	\$0	\$0	\$0
3 Final Design	\$0	\$4,582,205	\$0	\$0	\$0
4 Implementation	\$0	\$34,477,194	\$0	\$0	\$0
5 Closeout	\$0	\$36,990	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$41,135,807	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$233,538	\$240,296	(\$6,758)
2 Preliminary Design	\$0	\$753,776	\$1,553,641	(\$799,865)
3 Final Design	\$0	\$17,396	\$724,343	(\$706,947)
4 Implementation	\$0	\$12,061,933	\$352,280	\$11,709,653
5 Closeout	\$0	\$0	\$3,584	(\$3,584)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$13,066,643	\$2,874,144	\$10,192,499

NARRATIVES WTC THTN CK TRK REP REALGN 1129535

1. CURRENT PROJECT SCOPE

Thornton Creek Trunk Replacement and Realignment: Thornton Creek Trunk begins at the confluence of the North Lake City and West Lake City trunks and ends at the Matthews Beach Pump Station. Sections of the Thornton Creek Trunk are operating below the King County Wastewater Treatment Division adopted conveyance capacity standard of 20 year level of service. The project will replace the existing pipe with a larger pipe that has greater capacity to convey sewage. The project will relocated some segments of the existing trunk away from environmentally sensitive areas. In total approximately 4,000 feet of sewer will be replaced.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC THTN CK TRK REP REALGN

1129535

3. PROJECT JUSTIFICATION

Modeling indicates section of the Thornton Creek Trunk have a level of service of less than 2 year flow or a 50% chance or greater of overflow in any given year. There were capacity issues during the last significant rain event (>4 inches of rain in 24 hour period) in the service area in December 2010. The sewer basin Thornton Creek Trunk serves is projected to increase in population by 17.2% between 2010 and 2030. Much of this population growth is centered around the development in the Northgate area. With the soon to be completed Sound Transit Light Rail Station and other development oriented infrastructure improvements in that area realization of the growth by 2030 is highly probable. This project is needed to improve the capacity of the trunk to the 20 year level of service that is the King County Wastewater Treatment Division adopted conveyance capacity standard.

4. PROJECT BENEFITS/OUTCOMES

The project will address a conveyance capacity need. Sections of the Thornton Creek Trunk are operating at less than a 2 year level of service or have a 50% chance of overflow in any given year. The project will increase the capacity of the trunk to 20 year level of service or 5% chance of overflow in any given year. The 20 year level of service is the King County Wastewater Treatment Division adopted conveyance capacity standard.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of property acquisition and implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

This project will likely increase system operational budgets because of the new facilities that will be placed in service.

8. PROJECT STATUS

Not Started

9. ALTERNATIVES ANALYSIS

This is a new project and is set to begin project planning in 2019. Alternatives will be developed in 2019.

10. OTHER AGENCY INVOLVEMENT

This will be developed during the planning phase. A preliminary list would include permitting, flow modeling, environmental, community planning, plant operations, Washington State Department of Ecology and King County Department of Permitting and Environmental Review.

11. ART ELIGIBILITY

This project is an underground sewer pipeline and storage structure.

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.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC THTN CK TRK REP REALGN	1129535
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC CAPITAL PROJECT FORMULATE

1129536

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	01/24/2021
Location	King Street Center
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/16/17 - 12/30/21	\$171,272	\$223,478	\$257,500	\$483,770	\$1,136,020
2 Preliminary Design	\$1,585,228	\$335,217	\$386,250	\$725,656	\$3,032,351
3 Final Design	\$4,925,675	\$825,617	\$772,500	\$1,451,311	\$7,975,103
4 Implementation	\$780,334	\$680,762	\$839,569	\$1,451,311	\$3,751,976
5 Closeout	\$94,788	\$335,217	\$386,250	\$725,656	\$1,541,911
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$7,557,297	\$2,400,291	\$2,642,069	\$4,837,704	\$17,437,361

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$2,400,290	\$2,642,069	\$4,837,704	\$9,880,063
Total Revenue	\$2,400,290	\$2,642,069	\$4,837,704	\$9,880,063

EXPENSE WTC CAPITAL PROJECT FORMULATE 1129536

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$70,047	\$158,185	\$433,713	\$504,730	\$483,770	\$1,650,445
2 Prelim Design	\$4,896	\$358,082	\$650,569	\$757,095	\$725,656	\$2,496,298
3 Final Design	\$0	\$917,083	\$1,456,321	\$1,514,190	\$1,451,311	\$5,338,905
4 Implementation	\$0	\$749,545	\$1,329,069	\$1,514,190	\$1,451,311	\$5,044,115
5 Closeout	\$0	\$317,105	\$652,419	\$757,095	\$725,656	\$2,452,275
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$74,943	\$2,500,000	\$4,522,091	\$5,047,300	\$4,837,704	\$16,982,038

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$2,097,093	\$110,889	\$171,272	\$228,232
2 Preliminary Design	\$0	\$2,504,317	\$15,796	\$1,585,228	\$362,978
3 Final Design	\$0	\$5,338,905	\$0	\$4,925,675	\$917,083
4 Implementation	\$0	\$5,044,772	\$0	\$780,334	\$749,545
5 Closeout	\$0	\$2,452,273	\$0	\$94,788	\$317,105
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$17,437,360	\$126,685	\$7,557,297	\$2,574,943

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$56,960)	\$223,478	\$433,713	(\$267,195)
2 Preliminary Design	\$1,222,250	\$335,217	\$650,569	\$906,898
3 Final Design	\$4,008,592	\$825,617	\$1,456,321	\$3,377,888
4 Implementation	\$30,789	\$680,762	\$1,329,069	(\$617,518)
5 Closeout	(\$222,317)	\$335,217	\$652,419	(\$539,519)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$4,982,354	\$2,400,291	\$4,522,091	\$2,860,554

NARRATIVES

WTC CAPITAL PROJECT FORMULATE

1129536

1. CURRENT PROJECT SCOPE

WTD Capital Project Formulation: This program will develop capital project ideas to conceptual planning level of scope, schedule, and budget.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

This 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. Wastewater Treatment Division will use the results to better inform future capital budget processes and launch new projects.

4. PROJECT BENEFITS/OUTCOMES

Improvements to the accuracy of conceptual cost estimates will facilitate improved budget management process and better forecast resources needed to complete projects.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project spending.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Depending on the project definition, Operating budgets may be affected.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC CAPITAL PROJECT FORMULATE

1129536

8. PROJECT STATUS

This pilot program has begun and has formulated eight projects in 2017 and 2018 with roughly a dozen more identified to be formulated in the second half of 2018. More projects are anticipated to be formulated in 2019 and 2020, but the total number has not been determined yet.

9. ALTERNATIVES ANALYSIS

Not conducted as part of this program. To be completed in the course of project delivery.

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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC H2S CORR REHAB 2020-2021

1129537

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	Locations to be determined through system analysis
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 12/31/21	\$111,498	\$0	\$0	\$0	\$111,498
2 Preliminary Design 01/01/18 - 12/31/21	\$634,494	\$0	\$0	\$0	\$634,494
3 Final Design 01/01/18 - 12/31/21	\$0	\$181,920	\$0	\$0	\$181,920
4 Implementation 01/01/20 - 12/31/20	\$0	\$5,921,650	\$0	\$0	\$5,921,650
5 Closeout 01/01/21 - 12/31/21	\$0	\$59,747	\$0	\$0	\$59,747
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$745,992	\$6,163,317	\$0	\$0	\$6,909,309

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$6,163,317	\$0	\$0	\$6,163,317
Total Revenue	\$6,163,317	\$0	\$0	\$6,163,317

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC H2S CORR REHAB 2020-2021				1129537
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$84,436	\$20,183	\$0	\$0	\$0	\$104,619
2 Prelim Design	\$0	\$138,307	\$0	\$0	\$0	\$138,307
3 Final Design	\$0	\$149,456	\$615,643	\$0	\$0	\$765,099
4 Implementation	\$0	\$68,049	\$1,486,091	\$3,287,966	\$999,431	\$5,841,537
5 Closeout	\$0	\$0	\$59,747	\$0	\$0	\$59,747
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$84,436	\$375,995	\$2,161,481	\$3,287,966	\$999,431	\$6,909,309

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$104,619	\$195,119	\$111,498	\$104,619
2 Preliminary Design	\$0	\$138,307	\$0	\$634,494	\$138,307
3 Final Design	\$0	\$765,100	\$0	\$0	\$149,456
4 Implementation	\$0	\$5,841,536	\$0	\$0	\$68,049
5 Closeout	\$0	\$59,747	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$6,909,309	\$195,119	\$745,992	\$460,431

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$6,879	\$0	\$0	\$6,879
2 Preliminary Design	\$496,187	\$0	\$0	\$496,187
3 Final Design	(\$149,456)	\$181,920	\$615,643	(\$583,179)
4 Implementation	(\$68,049)	\$5,921,650	\$1,486,091	\$4,367,510
5 Closeout	\$0	\$59,747	\$59,747	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$285,561	\$6,163,317	\$2,161,481	\$4,287,397

NARRATIVES WTC H2S CORR REHAB 2020-2021 1129537

1. CURRENT PROJECT SCOPE

H2S Corrosion Rehab Program 2020-2021: The scope of the program is to rehabilitate conveyance pipeline damaged due to Hydrogen Sulfide corrosion. This project number is for program planning and a budget placeholder for future pipeline rehabilitation projects. No construction will be performed under this project number.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

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. If this project is not implemented, it may result in failure of the pipeline.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC H2S CORR REHAB 2020-2021

1129537

4. PROJECT BENEFITS/OUTCOMES

Implementing corrosion repairs maintains the structural integrity of the regional conveyance system, reduces the risk of overflows and/or sinkholes, and maintains pipeline capacity

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of property acquisition and implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

None.

8. PROJECT STATUS

Currently researching and planning the next 2020 construction project

9. ALTERNATIVES ANALYSIS

Not conducted yet. To be completed in the course of project delivery.

10. OTHER AGENCY INVOLVEMENT

To be determined.

11. ART ELIGIBILITY

This project takes place within an existing sewer and is not visible or accessible to the public.

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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC H2S CORR REHAB 2020-2021	1129537
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/02/17 - 12/31/22	\$485,016	\$0	\$0	\$0	\$485,016
2 Preliminary Design	\$1,303,252	\$842,561	\$0	\$0	\$2,145,813
3 Final Design	\$14,587	\$734,477	\$1,814,563	\$269,298	\$2,832,925
4 Implementation 01/02/17 - 12/31/22	\$213,430	\$155,650	\$248,093	\$1,842,701	\$2,459,874
5 Closeout	\$0	\$0	\$0	\$76,272	\$76,272
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$2,016,285	\$1,732,688	\$2,062,656	\$2,188,271	\$7,999,900

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$1,732,689	\$2,062,656	\$2,188,271	\$5,983,616
Total Revenue	\$1,732,689	\$2,062,656	\$2,188,271	\$5,983,616

EXPENSE WTC TECH ASSESS & INNOVATION 1129538

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$847,577	\$511,014	\$0	\$0	\$0	\$1,358,591
2 Prelim Design	\$9,245	\$307,007	\$1,113,628	\$0	\$0	\$1,429,880
3 Final Design	\$0	\$0	\$596,771	\$1,814,563	\$269,298	\$2,680,632
4 Implementation	\$18,036	\$111,843	\$233,852	\$248,093	\$1,842,701	\$2,454,525
5 Closeout	\$0	\$0	\$0	\$0	\$76,272	\$76,272
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$874,859	\$929,864	\$1,944,251	\$2,062,656	\$2,188,271	\$7,999,901

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$1,358,591	\$1,362,083	\$485,016	\$1,358,591
2 Preliminary Design	\$0	\$1,429,881	\$10,435	\$1,303,252	\$316,252
3 Final Design	\$0	\$2,680,631	\$0	\$14,587	\$0
4 Implementation	\$0	\$2,454,526	\$35,874	\$213,430	\$129,879
5 Closeout	\$0	\$76,272	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$7,999,901	\$1,408,392	\$2,016,285	\$1,804,722

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$873,575)	\$0	\$0	(\$873,575)
2 Preliminary Design	\$987,000	\$842,561	\$1,113,628	\$715,933
3 Final Design	\$14,587	\$734,477	\$596,771	\$152,293
4 Implementation	\$83,551	\$155,650	\$233,852	\$5,349
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$211,563	\$1,732,688	\$1,944,251	\$0

NARRATIVES

WTC TECH ASSESS & INNOVATION

1129538

1. CURRENT PROJECT SCOPE

Technology Assessment and Innovation Project: The Technology Assessment and Innovation Program (TAIP) is involved in numerous concurrent testing and technology assessment activities. In 2018-19, this work will include evaluation of the cost and effectiveness of technologies and process changes that can improve the performance or reduce the costs of wastewater treatment. The recent interest in new ideas/proposals in the energy production/recovery, biosolids management, and nutrient treatment/recovery fields is anticipated to continue through 2018 and 2019. This project is a continuation of Project No. 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.

4. PROJECT BENEFITS/OUTCOMES

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 appropriation request is based on analysis of project spending.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC TECH ASSESS & INNOVATION

1129538

7. OPERATING BUDGET AND OTHER IMPACTS

N/A.

8. PROJECT STATUS

The Technology Assessment and Innovation Program (TAIP) is partnering with the University of Washington to install and operate pilot-scale research treatment units at the Technology Assessment & Innovation Program's Test Facility located at the West Point Treatment Plant under a grant provided by the National Science Foundation and the Water Environment & Reuse Foundation. The research study will investigate the potential for substantial modifications to the standard wastewater treatment approach that have the potential to significantly reduce the cost and energy burden of meeting anticipated future effluent nutrient removal requirements. In Q1 2018 TAIP staff, supported by University of Washington faculty and graduate students, successfully completed startup of the first phase of the pilot-scale system and are currently working to procure and install equipment for Phase 2 of the study. Project completion is anticipated in Q4 2019. TAIP program is supporting work proposed by the Suez R&D Program to test the use a higher membrane packing density at the Brightwater Treatment Plant to increase efficiency of the membrane filtration system.

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

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	03/31/2020
Location	West Point Treatment Plant
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 03/31/19	\$0	\$68,444	\$0	\$0	\$68,444
2 Preliminary Design 03/31/19 - 06/30/19	\$0	\$335,488	\$0	\$0	\$335,488
3 Final Design 06/30/19 - 09/30/19	\$0	\$778,547	\$0	\$0	\$778,547
4 Implementation 09/30/19 - 06/30/20	\$0	\$4,266,908	\$0	\$0	\$4,266,908
5 Closeout 06/30/20 - 12/31/21	\$0	\$30,518	\$0	\$0	\$30,518
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$5,479,905	\$0	\$0	\$5,479,905

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$5,479,905	\$0	\$0	\$5,479,905
Total Revenue	\$5,479,905	\$0	\$0	\$5,479,905

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC WP POWER MON UPGD					1134063
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$68,444	\$0	\$0	\$68,444	
2 Prelim Design	\$0	\$0	\$335,488	\$0	\$0	\$335,488	
3 Final Design	\$0	\$0	\$684,428	\$94,120	\$0	\$778,548	
4 Implementation	\$0	\$0	\$2,694,629	\$1,572,279	\$0	\$4,266,908	
5 Closeout	\$0	\$0	\$0	\$30,517	\$0	\$30,517	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$3,782,989	\$1,696,916	\$0	\$5,479,905	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$68,444	\$0	\$0	\$0
2 Preliminary Design	\$0	\$335,488	\$0	\$0	\$0
3 Final Design	\$0	\$778,548	\$0	\$0	\$0
4 Implementation	\$0	\$4,266,908	\$0	\$0	\$0
5 Closeout	\$0	\$30,517	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$5,479,905	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$68,444	\$68,444	\$0
2 Preliminary Design	\$0	\$335,488	\$335,488	\$0
3 Final Design	\$0	\$778,547	\$684,428	\$94,119
4 Implementation	\$0	\$4,266,908	\$2,694,629	\$1,572,279
5 Closeout	\$0	\$30,518	\$0	\$30,518
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$5,479,905	\$3,782,989	\$1,696,916

NARRATIVES

1. CURRENT PROJECT SCOPE

WPTP Power Monitoring Upgrades : Install power line monitors with transient waveform capture feature on each substation's main breaker. The work includes replacement the 1990's Basler relays with new state of the art solid state units. This affects the switchgear in Facility 722, Intermediate Pump Station; and the Effluent Pump Station

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC WP POWER MON UPGD

1134063

3. PROJECT JUSTIFICATION

West Point suffered a flood on February 9, 2017. One contributor to the flood event was the tripping of main breaker for essential electrical equipment. Investigations into the root cause have not resulted in definitive answers. Not knowing what caused a breaker to trip or equipment to fail creates a vulnerability to the event occurring again. Power monitoring equipment would be able to monitor such events. This would be a maintenance tool to help analyze power system health and forensic analysis of failures. Power line monitors was a recommendation from the AECOM. Recommendation #57.

4. PROJECT BENEFITS/OUTCOMES

The ability to monitor essential electrical equipment will provide operations with a maintenance tool to help analyze power system health and forensic analysis of failures.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of property acquisition and implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Should decrease O&M costs due to system enhancements.

8. PROJECT STATUS

Not started.

9. ALTERNATIVES ANALYSIS

To be completed in the course of project execution.

10. OTHER AGENCY INVOLVEMENT

TBD.

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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC WP POWER MON UPGD	1134063
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC WP ADM/OPS CTR SEIS UPGD

1134064

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	10/31/2022
Location	West Point Treatment Plant
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 06/01/19	\$0	\$91,992	\$0	\$0	\$91,992
2 Preliminary Design 06/01/19 - 01/31/20	\$0	\$607,758	\$0	\$0	\$607,758
3 Final Design 01/31/20 - 12/31/20	\$0	\$2,008,137	\$1,230,091	\$0	\$3,238,228
4 Implementation 09/01/19 - 03/31/23	\$0	\$11,343,921	\$1,537,566	\$0	\$12,881,487
5 Closeout 03/31/23 - 12/31/23	\$0	\$8,841	\$0	\$0	\$8,841
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$14,060,649	\$2,767,657	\$0	\$16,828,306

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$14,060,649	\$2,767,657	\$0	\$16,828,306
Total Revenue	\$14,060,649	\$2,767,657	\$0	\$16,828,306

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC WP ADM/OPS CTR SEIS UPGD				1134064
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$91,992	\$0	\$0	\$91,992
2 Prelim Design	\$0	\$0	\$773,157	\$0	\$0	\$773,157
3 Final Design	\$0	\$0	\$1,551,515	\$1,835,509	\$0	\$3,387,024
4 Implementation	\$0	\$0	\$1,596,854	\$8,057,749	\$2,898,333	\$12,552,936
5 Closeout	\$0	\$0	\$8,841	\$0	\$14,356	\$23,197
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$4,022,359	\$9,893,258	\$2,912,689	\$16,828,306

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$91,992	\$0	\$0	\$0
2 Preliminary Design	\$0	\$773,157	\$0	\$0	\$0
3 Final Design	\$0	\$3,387,024	\$0	\$0	\$0
4 Implementation	\$0	\$12,552,936	\$0	\$0	\$0
5 Closeout	\$0	\$23,197	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$16,828,306	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$91,992	\$91,992	\$0
2 Preliminary Design	\$0	\$607,758	\$773,157	(\$165,399)
3 Final Design	\$0	\$2,008,137	\$1,551,515	\$456,622
4 Implementation	\$0	\$11,343,921	\$1,596,854	\$9,747,067
5 Closeout	\$0	\$8,841	\$8,841	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$14,060,649	\$4,022,359	\$10,038,290

NARRATIVES WTC WP ADM/OPS CTR SEIS UPGD 1134064

1. CURRENT PROJECT SCOPE

WPTP Admin/Ops Center Seismic Upgrades: Structural deficiencies at the administration/operations center of the West Point Treatment Plant include a weak story/ geometry configuration, and braced frame with lack of seismic detailing.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

There is potential for significant damage to the facility in a seismic event, increasing the probability of partial building collapse which poses a threat to life safety. Additionally, this facility houses a control room and servers, and a seismic event would pose a threat to WTD's ability to maintain operational capabilities for the west service area.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC WP ADM/OPS CTR SEIS UPGD

1134064

4. PROJECT BENEFITS/OUTCOMES

Project benefits include increasing building and WTD operations resilience to survive a seismic event, and protecting staff and visitors during a seismic event.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of property acquisition and implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

None.

8. PROJECT STATUS

Not started.

9. ALTERNATIVES ANALYSIS

To be completed in the course of project execution.

10. OTHER AGENCY INVOLVEMENT

TBD.

11. ART ELIGIBILITY

Project is a major seismic upgrade to facility.

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 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC WP ADM/OPS CTR SEIS UPGD	1134064
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC SP IPS SEISMIC UPGD

1134065

Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	5
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	10/31/2021
Location	South Treatment Plant
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 04/30/19	\$0	\$48,930	\$0	\$0	\$48,930
2 Preliminary Design 04/30/19 - 10/31/19	\$0	\$506,256	\$0	\$0	\$506,256
3 Final Design 05/31/20 - 12/31/20	\$0	\$1,074,617	\$0	\$0	\$1,074,617
4 Implementation 09/01/19 - 03/31/22	\$0	\$5,562,423	\$0	\$0	\$5,562,423
5 Closeout 03/31/22 - 12/31/22	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$7,192,226	\$0	\$0	\$7,192,226

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$7,192,227	\$0	\$0	\$7,192,227
Total Revenue	\$7,192,227	\$0	\$0	\$7,192,227

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC SP IPS SEISMIC UPGD				1134065
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$48,930	\$0	\$0	\$48,930
2 Prelim Design	\$0	\$0	\$506,256	\$0	\$0	\$506,256
3 Final Design	\$0	\$0	\$1,074,617	\$359,847	\$0	\$1,434,464
4 Implementation	\$0	\$0	\$1,714,394	\$3,482,819	\$0	\$5,197,213
5 Closeout	\$0	\$0	\$0	\$5,362	\$0	\$5,362
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$3,344,197	\$3,848,028	\$0	\$7,192,225

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$48,930	\$0	\$0	\$0
2 Preliminary Design	\$0	\$506,256	\$0	\$0	\$0
3 Final Design	\$0	\$1,434,465	\$0	\$0	\$0
4 Implementation	\$0	\$5,197,213	\$0	\$0	\$0
5 Closeout	\$0	\$5,362	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$7,192,226	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$48,930	\$48,930	\$0
2 Preliminary Design	\$0	\$506,256	\$506,256	\$0
3 Final Design	\$0	\$1,074,617	\$1,074,617	\$0
4 Implementation	\$0	\$5,562,423	\$1,714,394	\$3,848,029
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$7,192,226	\$3,344,197	\$3,848,029

NARRATIVES WTC SP IPS SEISMIC UPGD 1134065

1. CURRENT PROJECT SCOPE

SPTP Influent Pump Station Seismic Upgrades: This facility is at risk for structural failure or roof collapse which is likely to result in the facility becoming inoperable. Mechanical and electrical system damage may also cause the facility to become inoperable. Influent pump stations are the high flow area of process.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

If the pump station roof collapses, all flow to STP would be cut off, potentially resulting in impacts to life safety. SCADA system backup servers are in this facility and are adequately secured or anchored down. In the event of a partial roof collapse, the facility would be considered uninhabitable, thereby rendering the facility inoperable. if the facility is inoperable, the inflow would not be pumped to South Plant, rendering the treatment facility ineffective and resulting in significant back-up of raw sewage.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC SP IPS SEISMIC UPGD

1134065

4. PROJECT BENEFITS/OUTCOMES

This project upon implementation would provide structural retrofits and additional stability to the pipeline and the vicinity of the raw sewer pump station that convey flows to and from the SPTP

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

There will be no foreseeable changes in the operations budget due to the pump station's structural retrofitting.

8. PROJECT STATUS

Not started. Still in the project formulation stage.

9. ALTERNATIVES ANALYSIS

To be completed in the course of project execution.

10. OTHER AGENCY INVOLVEMENT

TBD.

11. ART ELIGIBILITY

Project not visible to the public.

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 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC SP IPS SEISMIC UPGD	1134065
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC COMP SYSTEM PLAN

1134066

Department	NATURAL RESOURCES AND PARKS
Council District(s)	8
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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/22	\$0	\$158,145	\$0	\$0	\$158,145
2 Preliminary Design	\$0	\$4,399,388	\$1,560,000	\$0	\$5,959,388
3 Final Design	\$0	\$4,060,137	\$1,807,535	\$0	\$5,867,672
4 Implementation	\$0	\$0	\$482,840	\$0	\$482,840
5 Closeout	\$0	\$0	\$53,649	\$0	\$53,649
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$8,617,670	\$3,904,024	\$0	\$12,521,694

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$8,617,671	\$3,904,024	\$0	\$12,521,695
Total Revenue	\$8,617,671	\$3,904,024	\$0	\$12,521,695

EXPENSE WTC COMP SYSTEM PLAN 1134066

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$158,145	\$0	\$0	\$158,145
2 Prelim Design	\$0	\$0	\$4,399,389	\$0	\$0	\$4,399,389
3 Final Design	\$0	\$0	\$4,060,137	\$3,367,535	\$0	\$7,427,672
4 Implementation	\$0	\$0	\$0	\$482,840	\$0	\$482,840
5 Closeout	\$0	\$0	\$0	\$53,649	\$0	\$53,649
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$8,617,671	\$3,904,024	\$0	\$12,521,695

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$158,145	\$0	\$0	\$0
2 Preliminary Design	\$0	\$4,399,389	\$0	\$0	\$0
3 Final Design	\$0	\$7,427,672	\$0	\$0	\$0
4 Implementation	\$0	\$482,840	\$0	\$0	\$0
5 Closeout	\$0	\$53,649	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$12,521,695	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$158,145	\$158,145	\$0
2 Preliminary Design	\$0	\$4,399,388	\$4,399,389	(\$1)
3 Final Design	\$0	\$4,060,137	\$4,060,137	\$0
4 Implementation	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$8,617,670	\$8,617,671	(\$1)

NARRATIVES

WTC COMP SYSTEM PLAN

1134066

1. CURRENT PROJECT SCOPE

Comprehensive System-Wide Plan: The overall objective of this scope of work is to develop a Systemwide Comprehensive 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 stakeholders and the public about investment priorities, water quality benefits relative to cost, wastewater rate affordability, and the priorities and associated tradeoffs. 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

3. PROJECT JUSTIFICATION

It has been nearly 20 years since this last major update to WTD's comprehensive wastewater system plan. 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. Therefore, WTD has determined it is an opportune time to update the comprehensive wastewater system plan to define a new path forward. Indeed, 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC COMP SYSTEM PLAN

1134066

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

The appropriation request is based on analysis of project schedule, spending and contingency.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

None. Study only.

8. PROJECT STATUS

Not started.

9. ALTERNATIVES ANALYSIS

N/A. Project is a study.

10. OTHER AGENCY INVOLVEMENT

TBD.

11. ART ELIGIBILITY

Project is for planning study.

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.

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC COMP SYSTEM PLAN	1134066
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	Elliot West CSO facility
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 05/31/19	\$0	\$34,531	\$0	\$0	\$34,531
2 Preliminary Design 05/31/19 - 12/31/19	\$0	\$303,617	\$0	\$0	\$303,617
3 Final Design 12/31/19 - 09/30/20	\$0	\$160,272	\$1,590,738	\$0	\$1,751,010
4 Implementation 09/30/20 - 04/30/23	\$0	\$13,500,128	\$2,939,718	\$0	\$16,439,846
5 Closeout 06/30/23 - 12/31/23	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$13,998,548	\$4,530,456	\$0	\$18,529,004

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$13,998,548	\$4,530,456	\$0	\$18,529,004
Total Revenue	\$13,998,548	\$4,530,456	\$0	\$18,529,004

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC ELLIOT W CSO COMP					1134067
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$34,531	\$0	\$0	\$34,531	
2 Prelim Design	\$0	\$0	\$495,917	\$0	\$0	\$495,917	
3 Final Design	\$0	\$0	\$1,093,601	\$2,099,145	\$0	\$3,192,746	
4 Implementation	\$0	\$0	\$645,479	\$7,653,094	\$6,477,478	\$14,776,051	
5 Closeout	\$0	\$0	\$0	\$0	\$29,759	\$29,759	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$2,269,528	\$9,752,239	\$6,507,237	\$18,529,004	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$34,531	\$0	\$0	\$0
2 Preliminary Design	\$0	\$495,917	\$0	\$0	\$0
3 Final Design	\$0	\$3,192,746	\$0	\$0	\$0
4 Implementation	\$0	\$14,776,051	\$0	\$0	\$0
5 Closeout	\$0	\$29,759	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$18,529,004	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$34,531	\$34,531	\$0
2 Preliminary Design	\$0	\$303,617	\$495,917	(\$192,300)
3 Final Design	\$0	\$160,272	\$1,093,601	(\$933,329)
4 Implementation	\$0	\$13,500,128	\$645,479	\$12,854,649
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$13,998,548	\$2,269,528	\$11,729,020

NARRATIVES

WTC ELLIOT W CSO COMP

1134067

1. CURRENT PROJECT SCOPE

Elliott West CSO Compliance: The 240-mgd Elliott West Wet Weather Treatment Station (WWTS) 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. Treatment performance optimization and monitoring is hampered by inadequate influent flow monitoring and the inability to perform a solids balance on the facility. With input from Wastewater Treatment Division staff, four locations to collect influent flow measurements and two locations to collect influent composite samples were identified. Permanently installing flow measuring and sampling facilities in these locations is required to more closely determine influent flows and loads to the WWTS.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC ELLIOT W CSO COMP

1134067

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. Penalties (for failure to meet effluent limits) are \$20,000 per year, \$2,000 per month, \$2,000 per day and \$2,000 per event. The previous fine for Elliott West was \$63,000 for violations occurring in 2016.

4. PROJECT BENEFITS/OUTCOMES

Penalties (for failure to meet effluent limits) are \$20,000 per year, \$2,000 per month, \$2,000 per day and \$2,000 per event. The previous fine for Elliott West was \$63,000 for violations occurring in 2016.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

May increase O&M. Will be investigated during Predesign work.

8. PROJECT STATUS

Project will commence in 2019

9. ALTERNATIVES ANALYSIS

To be completed during project execution which is slated to commence in 2019.

10. OTHER AGENCY INVOLVEMENT

To be determined

11. ART ELIGIBILITY

Project is installation of sampling and monitoring equipment.

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

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)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC ELLIOT W CSO COMP	1134067
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC ALKI PERM GENERATOR

1134068

Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	8
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	01/31/2023
Location	Alki Treatment Facility
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 10/31/19	\$0	\$6,789	\$0	\$0	\$6,789
2 Preliminary Design 10/31/19 - 07/31/20	\$0	\$70,085	\$0	\$0	\$70,085
3 Final Design 07/31/20 - 09/30/21	\$0	\$327,498	\$435,644	\$0	\$763,142
4 Implementation 09/30/21 - 05/31/23	\$0	\$1,183,058	\$1,435,250	\$0	\$2,618,308
5 Closeout 05/31/23 - 12/31/23	\$0	\$0	\$1,160	\$0	\$1,160
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,587,430	\$1,872,054	\$0	\$3,459,484

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$1,587,431	\$1,872,054	\$0	\$3,459,485
Total Revenue	\$1,587,431	\$1,872,054	\$0	\$3,459,485

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC ALKI PERM GENERATOR					1134068
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$6,789	\$0	\$0	\$6,789	
2 Prelim Design	\$0	\$0	\$70,085	\$0	\$0	\$70,085	
3 Final Design	\$0	\$0	\$327,498	\$435,374	\$0	\$762,872	
4 Implementation	\$0	\$0	\$14,286	\$1,387,520	\$1,216,773	\$2,618,579	
5 Closeout	\$0	\$0	\$0	\$0	\$1,160	\$1,160	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$418,658	\$1,822,894	\$1,217,933	\$3,459,485	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$6,789	\$0	\$0	\$0
2 Preliminary Design	\$0	\$70,085	\$0	\$0	\$0
3 Final Design	\$0	\$762,872	\$0	\$0	\$0
4 Implementation	\$0	\$2,618,579	\$0	\$0	\$0
5 Closeout	\$0	\$1,160	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,459,485	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$6,789	\$6,789	\$0
2 Preliminary Design	\$0	\$70,085	\$70,085	\$0
3 Final Design	\$0	\$327,498	\$327,498	\$0
4 Implementation	\$0	\$1,183,058	\$14,286	\$1,168,772
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,587,430	\$418,658	\$1,168,772

NARRATIVES

WTC ALKI PERM GENERATOR

1134068

1. CURRENT PROJECT SCOPE

Alki Permanent Standby Generator: The previous feasibility study found that re-purposing/relocating to Alki WWTF to serve it and 63rd PS, one of the existing surplus generator sets from Heathfield PS or Sunset PS is indeed feasible, both technically and permit-wise, with 3 alternatives by three sub-option configurations (six total) outlined and evaluated for the Alki WWTF site, with construction costs estimates (AAECI Class 5) ranging from \$2.8M to \$4.9M, including the major element of bringing a power line from Alki WWTF generator to the 63rd PS. Any of these alternatives would provide adequate backup power to both the Alki Wet Weather Treatment Facility (CSO treatment only), and to the 63rd Avenue Pump Station. The work of this planned CST project is to design, construct/install a new standby generator at the Alki WWTF, with a power line (buried or above ground) connecting to 63rd PS, to provide adequate and reliable standby power for both facilities.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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 WWTF, and 63rd Pump Station. The existing mobile generator unit stationed at Alki WWTF requires time consuming transportation by truck from Alki WWTF storage location to 63rd PS, and is undersized for the full loads present at 63rd PS and at Alki WWTF. 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

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

There will slight increase in operational budget for fueling the standby generators when it is operated plus maintenance cost.

8. PROJECT STATUS

Not started

9. ALTERNATIVES ANALYSIS

To be completed in the course of project execution.

10. OTHER AGENCY INVOLVEMENT

TBD.

11. ART ELIGIBILITY

Project is for equipment installation.

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. Anticipated project area does not project as a high equity opportunity area.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC ALKI PERM GENERATOR	1134068
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	01/31/2025
Location	West Point Treatment Plant.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 05/21/18 - 06/01/19	\$0	\$46,990	\$210	\$0	\$47,200
2 Preliminary Design 06/01/19 - 09/01/20	\$0	\$212,338	\$78,940	\$0	\$291,278
3 Final Design 09/01/20 - 09/01/22	\$0	\$2,605	\$10,597,228	\$670,135	\$11,269,968
4 Implementation 09/01/22 - 06/01/25	\$0	\$16,720,047	\$50,837,025	\$16,495,554	\$84,052,626
5 Closeout 06/01/25 - 06/01/26	\$0	\$1,303	\$316	\$12,678	\$14,297
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$16,983,283	\$61,513,719	\$17,178,367	\$95,675,369

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$16,983,284	\$61,513,719	\$17,178,367	\$95,675,370
Total Revenue	\$16,983,284	\$61,513,719	\$17,178,367	\$95,675,370

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE WTC WP RSP REPLACEMENT 1134069

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$46,990	\$0	\$0	\$46,990
2 Prelim Design	\$0	\$0	\$3,492,353	\$0	\$0	\$3,492,353
3 Final Design	\$0	\$0	\$1,603,577	\$10,674,419	\$5,555,121	\$17,833,117
4 Implementation	\$0	\$0	\$1,795,155	\$5,569,039	\$66,938,697	\$74,302,891
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$6,938,075	\$16,243,458	\$72,493,818	\$95,675,351

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$46,990	\$0	\$0	\$0
2 Preliminary Design	\$0	\$3,492,353	\$0	\$0	\$0
3 Final Design	\$0	\$17,833,117	\$0	\$0	\$0
4 Implementation	\$0	\$154,494,282	\$0	\$0	\$0
5 Closeout	\$0	\$378,485	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$176,245,227	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$46,990	\$46,990	\$0
2 Preliminary Design	\$0	\$212,338	\$3,492,353	(\$3,280,015)
3 Final Design	\$0	\$2,605	\$1,603,577	(\$1,600,972)
4 Implementation	\$0	\$16,720,047	\$1,795,155	\$14,924,892
5 Closeout	\$0	\$1,303	\$0	\$1,303
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$16,983,283	\$6,938,075	\$10,045,208

NARRATIVES WTC WP RSP REPLACEMENT 1134069

1. CURRENT PROJECT SCOPE

WPTP Raw Sewage Pump Replacement: The primary objectives of this project are (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 capacity of 440 mgd. The project scope is to perform a business case evaluation to determine the viability of replacing the gas driven reciprocating engines with electric motor drives; and the evaluate the feasibility of increasing the output of the pumps, or replacing the pumps with larger capacity units. Evaluate the feasibility, (including cost, risk, constructability, reliability) of replacing the existing Raw Sewage Pump Engines with variable speed electric driven units. The existing pump station requires all four units to operate at maximum output to meet the 440 mgd capacity. Evaluate the feasibility of increasing the output of the pumps, or replacing the pumps with larger capacity units. The pumps have been in service since the original construction of West Point in the 1960's. This project will produce a report detailing alternatives, evaluation and recommendation(s).

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC WP RSP REPLACEMENT

1134069

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The raw sewage pump engines have been in service for 20 years. A potential to reduce Operating costs may exist by switching to electric drives. The recent flooding event at the plant 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 pumps station on-site with this limitation. The Intermediate and Effluent Pumps Station each have an additional pump. The West Point facility has utilized gas driven engines to power the Raw Sewage Pumps since its original construction in the 1960's. The existing engines were installed during the secondary expansion in the mid 1990's. Other pump system equipment such as the gearboxes, and heat recovery equipment need to be included as part of the evaluation. An assessment of the pumps for both remaining life, and capacity requirements are also included in the evaluation. Maintenance costs over the life of the engines have been \$4.1 million, an average \$60K/engine annually. To be clear, these costs are for the engines only. They do not include costs for auxiliary and support equipment such as heat recovery boilers, vent condensers, steam separators, starting air compressors, right angle gear boxes etc.

4. PROJECT BENEFITS/OUTCOMES

The outcome of this project will inform the Capital Systems Team to appropriately charter a capital project to replace the Raw Sewage Pumps at West Point Treatment Plant.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

May increase O&M. Will be investigated during Predesign work.

8. PROJECT STATUS

Not started.

9. ALTERNATIVES ANALYSIS

To be completed in the course of project execution.

10. OTHER AGENCY INVOLVEMENT

TBD.

11. ART ELIGIBILITY

Project is for equipment replacement within West Point Treatment Plant and not visible to the public.

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 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC WP RSP REPLACEMENT	1134069
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

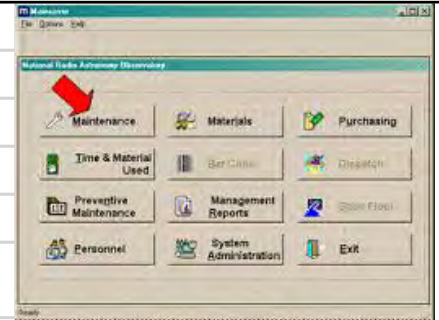
Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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	12/31/2021
Location	King Street Center, Brightwater Treatment Plant, South Treatment Plant, West Point Treatment Plant.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$22,274	\$0	\$0	\$22,274
2 Preliminary Design	\$0	\$925,149	\$0	\$0	\$925,149
3 Final Design	\$0	\$3,341,758	\$0	\$0	\$3,341,758
4 Implementation 01/01/19 - 12/31/21	\$0	\$70,891	\$0	\$0	\$70,891
5 Closeout	\$0	\$7,877	\$0	\$0	\$7,877
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$4,367,949	\$0	\$0	\$4,367,949

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$4,367,948	\$0	\$0	\$4,367,948
Total Revenue	\$4,367,948	\$0	\$0	\$4,367,948

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		WTC CMMS UPGRADE					1134070
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$22,274	\$0	\$0	\$22,274	
2 Prelim Design	\$0	\$0	\$925,149	\$0	\$0	\$925,149	
3 Final Design	\$0	\$0	\$2,511,004	\$830,754	\$0	\$3,341,758	
4 Implementation	\$0	\$0	\$0	\$70,891	\$0	\$70,891	
5 Closeout	\$0	\$0	\$0	\$7,877	\$0	\$7,877	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$3,458,427	\$909,522	\$0	\$4,367,949	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$22,274	\$0	\$0	\$0
2 Preliminary Design	\$0	\$925,149	\$0	\$0	\$0
3 Final Design	\$0	\$3,341,758	\$0	\$0	\$0
4 Implementation	\$0	\$70,891	\$0	\$0	\$0
5 Closeout	\$0	\$7,877	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$4,367,949	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$22,274	\$22,274	\$0
2 Preliminary Design	\$0	\$925,149	\$925,149	\$0
3 Final Design	\$0	\$3,341,758	\$2,511,004	\$830,754
4 Implementation	\$0	\$70,891	\$0	\$70,891
5 Closeout	\$0	\$7,877	\$0	\$7,877
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$4,367,949	\$3,458,427	\$909,522

NARRATIVES

WTC CMMS UPGRADE

1134070

1. CURRENT PROJECT SCOPE

WTD Computer Maintenance Management System Upgrade - This project will evaluate the feasibility of and implement the replacement of the Wastewater Treatment Divisions (WTD) existing Computer Maintenance Management System (CMMS) software system (Mainsaver) with a new CMMS software.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The Computer Maintenance Management System (CMMS) software 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. While the Wastewater Treatment Division (WTD) 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC CMMS UPGRADE

1134070

4. PROJECT BENEFITS/OUTCOMES

A new Computer Maintenance Management System (CMMS) will improve technical development in many key operational areas. For example, it will:

- Significantly improve the accuracy of financial data within the CMMS and allow asset management to make more informed budgeting and asset life-cycle decisions, which should yield an overall cost savings for WTD
- Allow WTD to comply with the independent audit recommendations commissioned by a King County Council Administrative Order following the West Point Treatment Plant Failure on Feb 09, 2017
- Allow the CMMS to be interfaced with plant IOT data and automatically generate work orders based on the data
- Allow preventive maintenance work orders to be generated based on IOT data
- Allow assets history and financial information to be tracked on individual assets as well as by system and/or location.
- Provide users with mobile access to the CMMS
- Allow the CMMS to be interfaced with other systems utilizing a built-in integration framework
- Provide built-in KPIs as well as the ability to generate custom KPIs and reports.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency, and the timing of implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

O&M may increase and will be investigated as part of predesign work.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

To be completed during the typical course of project planning after the project has been initiated.

10. OTHER AGENCY INVOLVEMENT

King County Information Technology (KCIT) will be involved with the project because it is a new software system. The software systems evaluation will be reviewed by KCIT's Project Review Board (PRB). Coordination with King County's Business Resource Center (BRC) 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 a software system.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to this IT project.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A. This is an Information Technology project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC CMMS UPGRADE

1134070

14. OTHER CONSIDERATIONS (OPTIONAL)

WTD, under the CMMS project team, is taking an active look at existing asset management systems within the county to determine where they can meet their requirements. An RFP has been drafted for CH2M Hill (Jacobs) consultants specializing in CMMS systems to assist the team in evaluating major attributes of core functional CMMS system components and assessing how well Cityworks, Accella, Lucity, and Infor EAM along w/ Maximo performs for each. We are awaiting WTD funding approval to finalize.

We expect this effort to result in matrixed-type ranking model that KCIT can also leverage in the future to determine a 'best-fit' CMMS approach based on internal customer core business needs. As part of this effort, we have also requested them to conduct a series of interviews with our core user groups in WTD and other County Asset Management user groups to better determine current gaps with the existing system (Mainsaver) and evaluate how effective each of the alternative systems within the County would be in fulfilling them. We are dedicating key functional and technical staff to participate in these assessments.

CIO and PSB Critical Success Factors and Conditions:

- 1) Complete a gap analysis for Inform EAM, Cityworks and Accela.
- 2) Establish a countywide enterprise asset management platform should the gap analysis determine that current county platforms don't meet business requirements.
- 3) Explore leveraging FMD's CFAM project to create countywide enterprise platform.
- 4) No sole source. RFP is required.
- 5) SaaS solution is required.
- 6) Data migration is required: determine if all historic records need to be migrated.
- 7) KCIT Procurement involvement is required.
- 8) KCIT ART and security Review.
- 9) Engage external Quality Assurance reporting to PRB or the project sponsor - based on their agreement.
- 10) Collaborate with PRB staff and KCIT Procurement for external QA Scope of work and Contract.
- 11) Maximum project duration two years.
- 12) Complete By November w/KCIT and PSB alternative analysis and fit/gap with 29 asset systems.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

"Workforce Empowerment" - IBM Maximo offers unified communications through system integration (plug-ins) with several WTD common access platforms including Sharepoint, Granite XP, ESRI and Oracle EBS.

"Data Driven" - Maximo has a robust reporting module and has partnered with several relational data-systems including OSI-PI and Bi-Cycle KPI tool. Maximo would be uniquely positioned to not only capture transactional data through direct plug-in, but also provide seamless analytics and reporting internally and externally.

"IT Mobility" - Maximo has a highly mature and developed interface geared to support mobility on a wide array of devices.

"Effective Digital Systems" - Maximo is geared to support the most modern digital interfaces inherent among the vast majority of our control and financial systems

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC CMMS UPGRADE

1134070

16. PROJECT COMPLEXITY

The largest factor of complexity for this project will be the need to interface with the Oracle EBS system. While Maximo offers a very robust and configurable adapter to the Oracle EBS system, the BRC will need to provide review and decision authority w/in the team.

Internal to WTD, several other systems will require interface (via plug-in) w/ Maximo including OSI-PI, ESRI, Granite XP (net) and Sharepoint.

Some remaining table alignment will need to take place between both schema's of the current CMMS and a coordinated data migration will need to be executed. The current CMMS (Mainsaver) will be decommissioned w/ old work order files moved to archive.

Maximo EAM specializes in meeting large & complex agency needs. We anticipate this project to be "straight off the shelf" with no mfr customization required.

WTD envisions this to be a phased in approach w/ the current CMMS providing back-up to out core business processes while a phased commissioning plan takes place.

17. CAPACITY TO IMPLEMENT THE PROJECT

The following committees w/in WTD will be the primary support groups for this project: Maintenance Best Practices Steering Committee (MBPSC), Asset Management Steering Committee (AMSC) and CMMS Users Group.

Although this project is likely the largest of its type that WTD has taken on, WTD has engaged in several similar projects designed to unify, analyze and report our business processes. These include 11 Mainsaver interfaces to Oracle EBS, Peoplesoft, Bi-Cycle Metric & Reporting, Paperless Work Order and Payroll system, MS Power BI Reporting and integration of GIS reporting into Mainsaver.

WTD Operations Section Manager is sponsoring this project w/ the WTD Operation Asst Manager - Technical & Engineering and Systems Engineer Assigned. At this time we predict KCIT's involvement to be centered around typical business end processes incl. cloud service coordination, backup and security. KCIT needs to provide a backfill for the open CMMS Administrator position that has been vacant nearly 3 years.

Project Scope incl. an RFP for a Maximo Consultant specializing in large implementations.

18. PROJECT RISKS

While this project entails a moderate level of complexity due to the variety of system interfaces and touch-points in the business processes, the actual risk to project success is 'Low'. Primary drivers for this low risk level are:

- IBM Maximo's core focus is accommodating highly scalable deployments that specialize in an Enterprise Asset Management (EAM) approach; primarily driven by the extensive partnerships IBM has fostered with other business support software entities through the use of native plug-ins or adapters.
- IBM Maximo offers native interfaces and plug-ins for most - if not all - of our business and process software currently deployed.
- WTD expects no mfr custom interface / API development to be part of this project.
- IBM Maximo and its associated interfaces are highly configurable to a wide range of deployment models.
- This project will incorporate a WTD PM and a 3rd party consultant that specializes in Maximo implementation across like agencies.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC OVATION CONT SYS UPGD

1134071

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	01/31/2021
Location	Systemwide
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 03/31/19	\$0	\$57,650	\$0	\$0	\$57,650
2 Preliminary Design 03/31/19 - 05/31/19	\$0	\$632,899	\$0	\$0	\$632,899
3 Final Design 05/31/19 - 10/31/19	\$0	\$2,048,748	\$0	\$0	\$2,048,748
4 Implementation 10/31/19 - 05/30/21	\$0	\$11,620,653	\$0	\$0	\$11,620,653
5 Closeout 05/30/21 - 12/31/21	\$0	\$18,682	\$0	\$0	\$18,682
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$14,378,632	\$0	\$0	\$14,378,632

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$14,378,632	\$0	\$0	\$14,378,632
Total Revenue	\$14,378,632	\$0	\$0	\$14,378,632

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC OVATION CONT SYS UPGD					1134071
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$57,650	\$0	\$0	\$57,650	
2 Prelim Design	\$0	\$0	\$632,899	\$0	\$0	\$632,899	
3 Final Design	\$0	\$0	\$1,677,290	\$371,458	\$0	\$2,048,748	
4 Implementation	\$0	\$0	\$8,537,360	\$3,083,293	\$0	\$11,620,653	
5 Closeout	\$0	\$0	\$0	\$18,682	\$0	\$18,682	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$10,905,199	\$3,473,433	\$0	\$14,378,632	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$57,650	\$0	\$0	\$0
2 Preliminary Design	\$0	\$632,899	\$0	\$0	\$0
3 Final Design	\$0	\$2,048,749	\$0	\$0	\$0
4 Implementation	\$0	\$11,620,653	\$0	\$0	\$0
5 Closeout	\$0	\$18,682	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$14,378,633	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$57,650	\$57,650	\$0
2 Preliminary Design	\$0	\$632,899	\$632,899	\$0
3 Final Design	\$0	\$2,048,748	\$1,677,290	\$371,458
4 Implementation	\$0	\$11,620,653	\$8,537,360	\$3,083,293
5 Closeout	\$0	\$18,682	\$0	\$18,682
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$14,378,632	\$10,905,199	\$3,473,433

NARRATIVES WTC OVATION CONT SYS UPGD 1134071

1. CURRENT PROJECT SCOPE

WTD Ovation Control Systems Upgrades: Update and standardize the operations control systems at the three treatment plants to include all associated hardware and software.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The current control systems are not standardized and are reaching or exceeding their useful life span. This project will provide system consistency allowing for better control and information sharing. The project will enhance the operators' ability to monitor and control systems and increase standardization, while allowing for the flexibility to perform required functions unique to each operating facility.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC OVATION CONT SYS UPGD

1134071

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

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

May increase O&M. Will be investigated during Predesign work.

8. PROJECT STATUS

This project is currently in development, which will provide a forecasted budget and schedule to be used in project chartering.

9. ALTERNATIVES ANALYSIS

To be completed after the project has been initiated.

10. OTHER AGENCY INVOLVEMENT

To be evaluated and determined once the project has been initiated.

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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC OVATION CONT SYS UPGD

1134071

18. PROJECT RISKS

Capital Appropriation Proposal

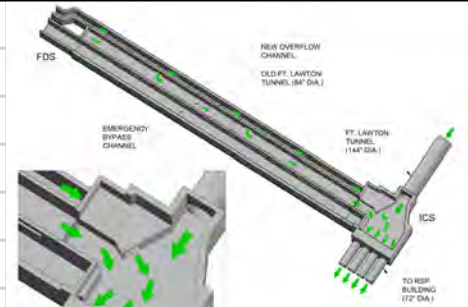
Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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	01/31/2025
Location	West Point Treatment Plant.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/20 - 12/31/20	\$0	\$25,873	\$0	\$11,694	\$37,567
2 Preliminary Design 12/31/20 - 09/30/21	\$0	\$77,192	\$98,839	\$120,397	\$296,428
3 Final Design 09/30/21 - 06/30/23	\$0	\$0	\$566,425	\$243,936	\$810,361
4 Implementation 06/30/23 - 06/30/25	\$0	\$1,498,773	\$313,288	\$2,997,881	\$4,809,942
5 Closeout 06/30/25 - 12/31/25	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,601,838	\$978,552	\$3,373,908	\$5,954,298

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$1,601,838	\$978,552	\$3,373,908	\$5,954,298
Total Revenue	\$1,601,838	\$978,552	\$3,373,908	\$5,954,298

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC PASS WEIR FOR EMG BYPASS					1134072
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$25,873	\$0	\$11,694	\$37,567	
2 Prelim Design	\$0	\$0	\$77,192	\$98,839	\$120,397	\$296,428	
3 Final Design	\$0	\$0	\$0	\$555,169	\$581,373	\$1,136,542	
4 Implementation	\$0	\$0	\$3,152	\$23,259	\$2,364,939	\$2,391,350	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$106,217	\$677,267	\$3,078,403	\$3,861,887	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$37,567	\$0	\$0	\$0
2 Preliminary Design	\$0	\$296,428	\$0	\$0	\$0
3 Final Design	\$0	\$1,175,370	\$0	\$0	\$0
4 Implementation	\$0	\$4,436,548	\$0	\$0	\$0
5 Closeout	\$0	\$8,384	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$5,954,297	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$25,873	\$25,873	\$0
2 Preliminary Design	\$0	\$77,192	\$77,192	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$1,498,773	\$3,152	\$1,495,621
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,601,838	\$106,217	\$1,495,621

NARRATIVES WTC PASS WEIR FOR EMG BYPASS 1134072

1. CURRENT PROJECT SCOPE

West Point Treatment Plant 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 plant from flooding in the event of a failure of the Emergency Bypass gate (EB) and all other gates in the Influent Control Structure (ICS). 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 a 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC PASS WEIR FOR EMG BYPASS

1134072

3. PROJECT JUSTIFICATION

This project, upon implementation, would protect the Plant from potential flooding in the instance where the EB gate fails to operate and also protect Ballard Regulator station and 3rd Ave W Weir. AECOM recommended evaluating options for a passive bypass weir in their West Point independent assessment report. 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

Implementation of the Passive Bypass Weir would allow the overflow of up to 440 MGD and protect the plant from potential flooding PBW would prevent any additional CSO events at Ballard Regulator station and 3rd Ave Weir

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

None

8. PROJECT STATUS

Not started.

9. ALTERNATIVES ANALYSIS

To be completed in the course of project execution.

10. OTHER AGENCY INVOLVEMENT

TBD.

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. 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 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC PASS WEIR FOR EMG BYPASS	1134072
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	01/31/2024
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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 06/30/19	\$0	\$36,608	\$0	\$0	\$36,608
2 Preliminary Design 06/30/19 - 04/30/20	\$0	\$419,094	\$0	\$0	\$419,094
3 Final Design 04/30/20 - 06/30/21	\$0	\$48,242	\$690,386	\$122,753	\$861,381
4 Implementation 06/30/21 - 06/30/24	\$0	\$4,189,886	\$2,520,485	\$4,819,289	\$11,529,660
5 Closeout 06/30/24 - 12/31/24	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$4,693,830	\$3,210,871	\$4,942,042	\$12,846,743

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$4,693,829	\$3,210,871	\$4,942,042	\$12,846,742
Total Revenue	\$4,693,829	\$3,210,871	\$4,942,042	\$12,846,742

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		WTC VFD REPLACEMENT					1134073
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$36,608	\$0	\$0	\$36,608	
2 Prelim Design	\$0	\$0	\$245,368	\$0	\$0	\$245,368	
3 Final Design	\$0	\$0	\$48,242	\$690,386	\$122,753	\$861,381	
4 Implementation	\$0	\$0	\$253,124	\$2,535,819	\$8,912,801	\$11,701,744	
5 Closeout	\$0	\$0	\$0	\$0	\$1,641	\$1,641	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$583,342	\$3,226,205	\$9,037,195	\$12,846,742	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$36,608	\$0	\$0	\$0
2 Preliminary Design	\$0	\$245,368	\$0	\$0	\$0
3 Final Design	\$0	\$861,381	\$0	\$0	\$0
4 Implementation	\$0	\$11,701,743	\$0	\$0	\$0
5 Closeout	\$0	\$1,641	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$12,846,741	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$36,608	\$36,608	\$0
2 Preliminary Design	\$0	\$419,094	\$245,368	\$173,726
3 Final Design	\$0	\$48,242	\$48,242	\$0
4 Implementation	\$0	\$4,189,886	\$253,124	\$3,936,762
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$4,693,830	\$583,342	\$4,110,488

NARRATIVES

WTC VFD REPLACEMENT

1134073

1. CURRENT PROJECT SCOPE

Variable Frequency Drive 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

3. PROJECT JUSTIFICATION

The projected life span of a VFD is 18 years per Asset Management. Many of WTD's VFDs are obsolete, meaning that the given VFD make and model is no longer manufactured. Replacement parts for obsolete VFDs are difficult, and may even be impossible, to procure. Over half of WTD's VFDs are obsolete. The data analyzed show that there is a substantial backlog of VFD assets that are past their useful life and are failing. Please refer to the program plan for details. See attached projection.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC VFD REPLACEMENT

1134073

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.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

None, should save on energy costs.

8. PROJECT STATUS

Not started.

9. ALTERNATIVES ANALYSIS

To be completed in the course of project execution.

10. OTHER AGENCY INVOLVEMENT

TBD.

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

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC VFD REPLACEMENT	1134073
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	01/31/2023
Location	Brightwater Treatment Plant.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 06/30/19	\$0	\$25,888	\$0	\$0	\$25,888
2 Preliminary Design 06/30/19 - 04/30/20	\$0	\$344,064	\$172,110	\$0	\$516,174
3 Final Design 04/30/20 - 04/30/21	\$0	\$1,297,467	\$2,550,689	\$0	\$3,848,156
4 Implementation 04/30/21 - 06/30/23	\$0	\$2,974,879	\$6,346,390	\$0	\$9,321,269
5 Closeout 06/30/23 - 12/31/23	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$4,642,298	\$9,069,189	\$0	\$13,711,487

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$4,642,298	\$9,069,189	\$0	\$13,711,487
Total Revenue	\$4,642,298	\$9,069,189	\$0	\$13,711,487

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC BW RW STORAGE				1134074
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$59,306	\$0	\$0	\$59,306
2 Prelim Design	\$0	\$0	\$895,054	\$172,110	\$0	\$1,067,164
3 Final Design	\$0	\$0	\$683,001	\$1,831,869	\$353,593	\$2,868,463
4 Implementation	\$0	\$0	\$41,345	\$5,197,041	\$4,478,166	\$9,716,552
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$1,678,706	\$7,201,020	\$4,831,759	\$13,711,485

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$59,307	\$0	\$0	\$0
2 Preliminary Design	\$0	\$1,067,164	\$0	\$0	\$0
3 Final Design	\$0	\$2,868,464	\$0	\$0	\$0
4 Implementation	\$0	\$9,716,553	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$13,711,488	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$25,888	\$59,306	(\$33,418)
2 Preliminary Design	\$0	\$344,064	\$895,054	(\$550,990)
3 Final Design	\$0	\$1,297,467	\$683,001	\$614,466
4 Implementation	\$0	\$2,974,879	\$41,345	\$2,933,534
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$4,642,298	\$1,678,706	\$2,963,592

NARRATIVES WTC BW RW STORAGE 1134074

1. CURRENT 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 for the Brightwater reclaimed water distribution system. Other sites for the storage tank and/or another disinfection process may be feasible, but for the purpose of obtaining an updated cost estimate, it was assumed that the storage tank would be sited at Brightwater and a UV disinfection system would be added to meet future potential regulations. The project team will continue to evaluate the feasibility of the site during alternatives analysis.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC BW RW STORAGE

1134074

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 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. Additionally, the lack of a stable RW supply has stopped new, large potential customers from connecting.

4. PROJECT BENEFITS/OUTCOMES

The benefits of this project include increasing system and product stability, reliability, and marketability.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

May increase O&M. Will be investigated during Predesign work.

8. PROJECT STATUS

Not started

9. ALTERNATIVES ANALYSIS

To be completed in the course of project execution.

10. OTHER AGENCY INVOLVEMENT

TBD.

11. ART ELIGIBILITY

Project is construction of a new water reuse facility.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Inside of existing plant boundaries. No odor or transportation impact. Will revisit if site outside the Brightwater facility is selected.

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)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC BW RW STORAGE	1134074
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	03/31/2021
Location	Bellevue, WA NE Bellevue-Redmond Road
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 04/01/19	\$0	\$53,598	\$0	\$0	\$53,598
2 Preliminary Design 04/01/19 - 07/01/19	\$0	\$854,899	\$0	\$0	\$854,899
3 Final Design 07/01/19 - 12/01/19	\$0	\$2,866,441	\$1,196,287	\$0	\$4,062,728
4 Implementation 12/01/19 - 06/30/21	\$0	\$24,668,466	\$898,763	\$0	\$25,567,229
5 Closeout 06/30/21 - 12/31/21	\$0	\$525	\$13,803	\$0	\$14,328
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$28,443,929	\$2,108,853	\$0	\$30,552,782

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$28,443,928	\$2,108,853	\$0	\$30,552,781
Total Revenue	\$28,443,928	\$2,108,853	\$0	\$30,552,781

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC LK HILLS INT A REFURB				1134075
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$53,179	\$0	\$0	\$53,179
2 Prelim Design	\$0	\$0	\$854,899	\$0	\$0	\$854,899
3 Final Design	\$0	\$0	\$2,866,441	\$1,196,287	\$0	\$4,062,728
4 Implementation	\$0	\$0	\$15,030,844	\$10,536,136	\$0	\$25,566,980
5 Closeout	\$0	\$0	\$1,153	\$13,842	\$0	\$14,995
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$18,806,516	\$11,746,265	\$0	\$30,552,781

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$53,179	\$0	\$0	\$0
2 Preliminary Design	\$0	\$854,899	\$0	\$0	\$0
3 Final Design	\$0	\$4,062,728	\$0	\$0	\$0
4 Implementation	\$0	\$25,566,980	\$0	\$0	\$0
5 Closeout	\$0	\$14,995	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$30,552,781	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$53,598	\$53,179	\$419
2 Preliminary Design	\$0	\$854,899	\$854,899	\$0
3 Final Design	\$0	\$2,866,441	\$2,866,441	\$0
4 Implementation	\$0	\$24,668,466	\$15,030,844	\$9,637,622
5 Closeout	\$0	\$525	\$1,153	(\$628)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$28,443,929	\$18,806,516	\$9,637,413

NARRATIVES

WTC LK HILLS INT A REFURB

1134075

1. CURRENT PROJECT SCOPE

Lake Hills Interceptor A Refurbishment : Rehabilitation of 3,263 linear feet of 48-inch diameter reinforced concrete pipe. This project is identified as priority project #1 in the 2017 prioritization.

2. PROGRAMMATIC PROJECT DISCUSSION

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 is 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC LK HILLS INT A REFURB

1134075

4. PROJECT BENEFITS/OUTCOMES

The project maintains the structural integrity of the Lake Hills Interceptor, and extends the useful life of the pipeline.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

None.

8. PROJECT STATUS

Not started.

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 2019-2020 Wastewater Treatment Division Business Plan and ESJ work plan. Anticipated project area does not project as a high equity opportunity area.

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC LK HILLS INT A REFURB

1134075

18. PROJECT RISKS


Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC ENV LAB LIMS UPGD

1134076

IT Project

Department	NATURAL RESOURCES AND PARKS	
Council District(s)	4	
Fund	3611 WATER QUALITY CONST-UNRES	
Class Code	STANDALONE	
Substantial Completion	03/31/2023	
Location	Environmental Lab	
Cap Status	Approved	

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$39,938	\$0	\$0	\$39,938
2 Preliminary Design	\$0	\$602,955	\$0	\$0	\$602,955
3 Final Design	\$0	\$1,831,454	\$0	\$0	\$1,831,454
4 Implementation 01/01/19 - 12/31/22	\$0	\$1,963,386	\$0	\$0	\$1,963,386
5 Closeout	\$0	\$4,742	\$0	\$0	\$4,742
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$4,442,475	\$0	\$0	\$4,442,475

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$4,442,475	\$0	\$0	\$4,442,475
Total Revenue	\$4,442,475	\$0	\$0	\$4,442,475

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		WTC ENV LAB LIMS UPGD					1134076
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$39,938	\$0	\$0	\$39,938	
2 Prelim Design	\$0	\$0	\$602,955	\$0	\$0	\$602,955	
3 Final Design	\$0	\$0	\$114,276	\$1,717,178	\$0	\$1,831,454	
4 Implementation	\$0	\$0	\$527,435	\$1,435,951	\$0	\$1,963,386	
5 Closeout	\$0	\$0	\$0	\$4,742	\$0	\$4,742	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$1,284,604	\$3,157,871	\$0	\$4,442,475	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$39,938	\$0	\$0	\$0
2 Preliminary Design	\$0	\$602,955	\$0	\$0	\$0
3 Final Design	\$0	\$1,831,454	\$0	\$0	\$0
4 Implementation	\$0	\$1,963,386	\$0	\$0	\$0
5 Closeout	\$0	\$4,742	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$4,442,475	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$39,938	\$39,938	\$0
2 Preliminary Design	\$0	\$602,955	\$602,955	\$0
3 Final Design	\$0	\$1,831,454	\$114,276	\$1,717,178
4 Implementation	\$0	\$1,963,386	\$527,435	\$1,435,951
5 Closeout	\$0	\$4,742	\$0	\$4,742
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$4,442,475	\$1,284,604	\$3,157,871

NARRATIVES WTC ENV LAB LIMS UPGD 1134076

1. CURRENT PROJECT SCOPE

Environmental Lab Laboratory Information Management System Modernization: The project will upgrade Laboratory Information Management System (LIMS) by replacing the no longer supported Oracle Forms with KCIT supported technology in Phase I. Phase II will upgrade and replace ancillary supporting LIMS applications. Phase III will migrate the Oracle tables to a KCIT supported platform.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC ENV LAB LIMS UPGD

1134076

3. PROJECT JUSTIFICATION

The Environmental Lab's LIMS, is a 25 year old business critical system that manages the entire lifecycle of environmental samples: collection through reporting of data. LIMS is also the repository of over 52 years of past data which is used daily for the purposes of regulatory compliance with local, state and federal regulations and permits and trend analysis.

The risk at this time is the use of the deprecated Oracle Forms which Oracle and KCIT no longer support. Upgrading the system rather than replacing it is less expensive and will be less disruptive to the lab's operations and customers utilizing LIMS data. There are a few key KCIT staff that are nearing retirement and their participation in this effort will be critical to the project's success. Not having a working LIMS system would jeopardize the County's ability to maintain compliance with NPDES permits.

4. PROJECT BENEFITS/OUTCOMES

Modernizing the existing LIMS system will eliminate the risks associated with maintaining depreciated technology (Oracle Forms) and will make the system more secure. It will also eliminate the Oracle Forms' licensing costs and most likely the costs of the Java Client software now required on each PC that runs LIMS. Moving to more modern IT technology will allow for a broader pool of KCIT developers to support the system.

This project will also provide the Lab with Super-User tools which will shift key business functions from KCIT staff to designated Lab staff, thereby reducing the need for future KCIT resources from 5 to 3 FTEs.

Phase I will also incorporate LEAN efficiencies (barcoding, electronic bench, and a LIMS dashboard) which will increase lab capacity, reduce errors, reduce paper and paper storage needs.

Elimination of Oracle Forms will reduce licensing fees and increase the number of KCIT staff that can maintain the system.

5. BUDGET REQUEST BASIS

This project has 3 distinct phases and the funding for all phases is being requested at this time. The request for this budget was determined by working with both KCIT staff and an external consultant with LIMS expertise (Astrix Inc.) to determine the likely resources required for each phase.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

We are not able to estimate the O&M costs at this time because the cost will be dependent on the selected technology solution. It has not been completely determined how much of the Azure model will be used and charges may depend on how much data is downloaded per time.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

In 2016 and 2017, both COTS and SaaS solutions were explored by KCIT and environmental lab staff. Several other environmental labs of similar missions and/or size were contacted for information on their LIMS systems. Additionally, a proof of concept project to migrate existing Oracle Forms to a C#.Net technology was performed by KCIT, demonstrating the feasibility of this approach. Astrix Inc., a technology consulting firm specializing in LIMS replacements and modifications was also brought in for a multi-day evaluation of the current LIMS and to assess a COTS vs. modernization approach. Astrix validated the costs and feasibility of all options and agreed that modernization of this system was a more cost effective and beneficial means of upgrading this critical system.

10. OTHER AGENCY INVOLVEMENT

This project is in the WTD capital program because it is funded by WTD. The LIMS system is used by the Environmental Lab, which is in Water and Land Resources Division. In addition, WTD's Industrial Waste group has a PIMS database that connects to LIMS. The same KCIT Project Manager has been assigned these projects so that coordination of work on LIMS will not adversely affect PIMS and vice versa.

11. ART ELIGIBILITY

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC ENV LAB LIMS UPGD

1134076

12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

14. OTHER CONSIDERATIONS (OPTIONAL)

CIO and PSB Critical Success Factors and Conditions:

- 1) Engage external Quality Assurance reporting to PRB or the project sponsor - based on their agreement
- 2) Collaborate with PRB staff and KCIT Procurement for external QA Scope of work and Contract
- 3) KCIT architecture review is required prior to implementation
- 4) Establish a countywide platform (since EDMS ILINX doesn't meet requirements according to gap analysis) to leverage this investment across the county for areas (WLRD, Transit, FMD) with similar needs.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

This projects eliminates deprecated technology (Oracle Forms) and migrates them to a KCIT supported technology. This will make the platform more secure and easier to maintain. It will eliminate licensing fees associated with the Oracle Platform. It will also create Super-User Tools for Lab staff which is anticipated to reduce the number of matrixed IT staff from 5 to 3 FTEs. Because King County owns the source code for LIMS, there will be no additional licensing fees or service contracts associated with the application.

16. PROJECT COMPLEXITY

Phase I will consist of replacing ~78 Oracle Forms. Phase I is moderately complex. The business will first examine all of the associated workflows and streamline them first in order to reduce the number of new "forms" necessary to build and maintain in the future. Phase III will consist of moving the database from an Oracle Platform to a KCIT supported technology. This phase is very complex and must be done in such a way as to not lose data, meta-data, QC data, or their interrelationships. The PIMS and LIMSView applications that use LIMS are required to work with the need for only minor changes. KCEL staff and its customers must have continued, immediate access to all current and future data in its current format. Phase II is making minor changes to ancillary LIMS programs and is expected to be moderately complex, but engender less risk. An external QA consultant will be utilized to mitigate all associated risks.

17. CAPACITY TO IMPLEMENT THE PROJECT

KCEL and its matrixed IT staff have successfully modified and migrated LIMS to more modern technologies over its 25 year history. This includes significant changes to the LIMS operating systems, code language, Oracle Form changes and the creation of new modules such as Pre-Login, QC, SDG reporting options, and EPA LLOQ requirements.

KCEL has a LIMS committee that will examine the workflow through a LEAN lens, document requirements, and work closely with KCIT to test the changes. A lab senior scientist will facilitate the LIMS Committee and work with KCIT during this project. He will provide KCIT with LIMS requirements, documentation, and assist with the creation of testing plans. LIMS committee members will also perform user testing in order to implement new modules as KCIT finishes them. It is expected that KCIT will provide a Project Manager, LIMS SME, testers, and two highly proficient Developers for this project. A steering committee has also been formed and will meet quarterly.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC ENV LAB LIMS UPGD

1134076

18. PROJECT RISKS

The risks to the project are: 1.) Key KCIT staff nearing retirement whose expertise is required through Phase II. The risk is low if we start in early 2019. An MOU will be created outlining key KCEL and KCIT staff that will be dedicated to this project in order to eliminate risks associated with changes in key personnel.

2.) The cost of KCIT services are very high and not all the estimated services are warranted for all phases of this project. KCEL will continue to work with KCIT to insure that we are not asking for or receiving services that are unnecessary to satisfy the project's success. The risk of project overruns are high. The MOU, Charter, and Steering Committee will be used to mitigate this risk.

3.) The risk of migrating the database from Oracle to another platform is risky due to the possibility of data loss, data/metadata/QC data relationships, and data access. An external QA consultant will be used to mitigate this risk.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC PIMS REPLACEMENT

1134301

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	12/31/2020
Location	King Street Center, Brightwater Treatment Plant, South Treatment Plant, West Point Treatment Plant.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$66,006	\$0	\$0	\$66,006
2 Preliminary Design	\$0	\$177,890	\$0	\$0	\$177,890
3 Final Design	\$0	\$373,605	\$0	\$0	\$373,605
4 Implementation	\$0	\$1,193,399	\$0	\$0	\$1,193,399
5 Closeout	\$0	\$33,993	\$0	\$0	\$33,993
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,844,893	\$0	\$0	\$1,844,893

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$1,844,892	\$0	\$0	\$1,844,892
Total Revenue	\$1,844,892	\$0	\$0	\$1,844,892

EXPENSE WTC PIMS REPLACEMENT 1134301

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$66,006	\$0	\$0	\$66,006
2 Prelim Design	\$0	\$0	\$177,890	\$0	\$0	\$177,890
3 Final Design	\$0	\$0	\$373,605	\$0	\$0	\$373,605
4 Implementation	\$0	\$0	\$1,193,399	\$0	\$0	\$1,193,399
5 Closeout	\$0	\$0	\$33,993	\$0	\$0	\$33,993
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$1,844,893	\$0	\$0	\$1,844,893

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$66,006	\$0	\$0	\$0
2 Preliminary Design	\$0	\$177,890	\$0	\$0	\$0
3 Final Design	\$0	\$373,605	\$0	\$0	\$0
4 Implementation	\$0	\$1,193,398	\$0	\$0	\$0
5 Closeout	\$0	\$33,993	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,844,892	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$66,006	\$66,006	\$0
2 Preliminary Design	\$0	\$177,890	\$177,890	\$0
3 Final Design	\$0	\$373,605	\$373,605	\$0
4 Implementation	\$0	\$1,193,399	\$1,193,399	\$0
5 Closeout	\$0	\$33,993	\$33,993	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,844,893	\$1,844,893	\$0

NARRATIVES

WTC PIMS REPLACEMENT

1134301

1. CURRENT PROJECT SCOPE

Pretreatment Information Management System Replacement - The project will develop a new database system that supports the day-to-day operations of WTD's Industrial Waste unit, with enhanced features, and retire the legacy system (PIMS). The scope also includes extraction of "Transform Load" historical data between the legacy system and the new system.

2. PROGRAMMATIC PROJECT DISCUSSION

n/a

3. PROJECT JUSTIFICATION

PIMS is limited by a legacy database and an archaic desktop-based user interface that is not web-based. Data that is self-reported by industrial users (Industrial Waste (IW) unit's customers) is manually processed. PIMS does not integrate with GIS and does not integrate with the finance system to automate billing or invoicing. In addition, the current PIMS system does not have the functionality that is required to LEAN IW's efforts nor does it meet e-reporting efforts. The PIMS system currently faces two significant risks, lack of support infrastructure and inflexibility to adapt to emerging business requirements, which are a product of PIMS age and original code/language. The WTD IW unit is, operationally, heavily reliant on PIMS (everyday use by a staff of 15) and this places the group at a significant operational risk, due to lack of support infrastructure for PIMS. PIMS has been a stable system, and King County gained ownership of the source code when the original vendor went out of business, but maintenance and development for PIMS is reliant upon a sole source waiver with a developer from the original PIMS development. As time goes on there is an increasing chance that support and development for PIMS will cease.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC PIMS REPLACEMENT

1134301

4. PROJECT BENEFITS/OUTCOMES

This project aims to maintain current operational abilities within the Industrial Waste (IW) unit and greatly enhance functionality. Benefits of this project include adhering to KCIT standards for mobility and web-enabled. A user-friendly and scalable web application will greatly benefit PIMS internal and external users by providing a more efficient system and reduce administrative costs. It is envisioned that this project will result in a "self-service portal" for IW customers, general public, and external partners (local sewer agencies) that would allow several tasks to be performed on-line such as: completing industrial user surveys, completing applications for permits, entering self-monitoring data by existing customers, accessing data including GIS, accessing billing information, and paying bills via ePayments. This project will increase customer relationship management by better tracking interactions with customers and enhancing automated workflows. System administrative options will result in increased system flexibility, increased role-based security, and will comply with all federal, state, and local environmental regulations for mailing and receiving information and documents. All of these improvements will reduce system administrative overheads, increase staff productivity (with the ability to focus time on more technical matters), and improve the quality and timeliness of communication with stake holders. We believe, adding functionality which enhances our ability to interpret data will improve our capabilities to make data driven decisions and spotlight trends which may have otherwise gone unobserved. Overall, the project will increase operational efficiencies and improve service demands.

5. BUDGET REQUEST BASIS

Seeking appropriation for the completion of this software procurement and implementation project. Supported by wastewater sewer fee revenues and debt proceeds.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Annual operations and maintenance costs after completion of the project are tentatively forecasted at \$200K.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

Preliminary alternative analysis completed by KCIT as a study. Reviewed by consultants who recommended an alternative COTs system. A more robust alternatives analysis will be completed at gate 2.

10. OTHER AGENCY INVOLVEMENT

This project will impact DNR's WLRD Environmental Laboratory (link with LIMS), the BRC with interfaces to EBS and PeopleSoft, and GIS. The project sponsor has met with the Manager of the Environmental Laboratory (EL) on a couple of occasions and is fully aware of the requests related to PIMS changes. There is good communication and a productive working relationship between IW and EL. The BRC has not been notified, but the intent is to subscribe to existing interfaces, with no modification, to improve work-flows within WTD. At this current stage IW is planning to use EBS interfaces related to submitting new customers and transactions to the accounts receivable (AR) module in addition to pulling transaction status information from the AR module (AR_INTF_001, 03 and 06). IW is exploring using interfaces to submit labor to PeopleSoft, to streamline their work order process (TLN2000-TL-Feeder-System-Interface-Standard). WTD GIS staff is aware and supportive of the project. No problems are anticipated.

11. ART ELIGIBILITY

Software. Configurable Off-the-shelf Software (COTS) database system. Likely hosted in the cloud by vendor as a Software - as-a -service (SAS) solution.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to this project.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Not applicable. Software solution.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC PIMS REPLACEMENT

1134301

14. OTHER CONSIDERATIONS (OPTIONAL)

CIO and PSB Critical Success Factors and Conditions:

- 1) Integration btw PIMS and LIMS, and BRC and PS in the future will be needed; engage all stakeholders in the implementation
- 2) Evaluate vendor SaaS solutions!
- 3) Continued alignment between LIMS and PIMS that the agency leadership committed to get the both projects approved with PIMS going first; same PM to manage both projects so the risk will be lower

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

This project will replace KC Industrial Waste (KCIW) Program's Pretreatment Information Management System (PIMS) with a SaaS COTS solution. It will align with KCIT's strategic plan by supporting employee mobility, providing Industrial Users (customers of IWP) with new and convenient ways of interacting with WTD, and increase efficiencies through data driven decisions. Our new solution will have a mobile component so our inspectors and samplers can interact with our database from the field, where it is needed. Industrial users will be able to submit and sign sampling reports electronically, for the first time.

16. PROJECT COMPLEXITY

Our project scored in the lower left portion of the Complexity Matrix, low technical complexity and low business complexity. From a business perspective, one group within WTD will be affected the most by the new system, the Industrial Waste group. Training will revolve around system workflows and system configuration; these are existing bodies of work, but they will be presented differently in a new system. The project will be rolled out all at once and some outreach, with Industrial users, will be required regarding the new ways in which they can submit their data to us via a web portal.

From a technology stand point we are looking for a vendor hosted solution. Most system maintenance will be handled through the vendor. This project is looking to integrate with GIS, LIMS and EBS. EBS integration will be through established interfaces. LIMS will need a new interface, but the workflows are already established under the current PIMS system. GIS will be a new interface, but the data elements are known and this would greatly improve the process we use today, which is somewhat manual.

17. CAPACITY TO IMPLEMENT THE PROJECT

WTD has a high capacity to implement this project and are eager to replace a risky system. We are looking to implement a vendor hosted configurable off the shelf (COTS) system. Our agency's responsibilities will be configuration, testing and product acceptance. KCIT will be responsible for connectivity. Similar projects we have worked on are:

- ABT (Oracle EBS): Testing and some configuration
- Mainsaver: WTD CMMS

Key Resources: A steering committee, including the WTD Director, will be formed to guide this project to successful completion. The IW's senior most investigator has been assigned to lead the testing of the system from the business need perspective. The business owner will be the IW Manager and the KCIT Program Manager will have important roles in overseeing the project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC PIMS REPLACEMENT

1134301

18. PROJECT RISKS

There are only a few major risks with this project. We are looking to go with a COTS system designed specifically for our niche market, industrial pretreatment (IPT). IPT is highly regulated at the federal/state/local levels which means any company that is regulated will have to be compliant to those standards. Data migration risks are low; while the data is very important it is not complex and relatively homogeneous across IPT programs. For example waste strengths and discharge locations. Connectivity has low risk and workflows will have to be designed and tested, many of these workflows already exist in the current operating environment. Our chosen solution will use standard technologies like web services, SFTP and FTPS. Configuration risks are low because we have subject matter experts in IPT, who know what the software needs to do, and we have staff members with system configuration experience. Risk of data/system loss will be minimized through project requirements around data handling and emergency management.

The main risk is that the estimated costs of KCIT services are very high and not all of the services are warranted. KCIW will work with KCIT in attempt to mitigate this risk by not accepting services that are unnecessary to satisfy the PIMS project. Hopefully, the Charter and Steering Committee will be used to further mitigate risk.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC FALL CITY WASTE MANAGE SYS

1134349

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	
Location	Fall City business district
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$87,479	\$0	\$0	\$87,479
2 Preliminary Design	\$0	\$677,504	\$0	\$0	\$677,504
3 Final Design	\$0	\$1,897,866	\$0	\$0	\$1,897,866
4 Implementation	\$0	\$664,456	\$0	\$0	\$664,456
5 Closeout	\$0	\$45,052	\$0	\$0	\$45,052
6 Acquisition	\$0	\$625,931	\$0	\$0	\$625,931
Total Budget	\$0	\$3,998,288	\$0	\$0	\$3,998,288

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$3,998,288	\$0	\$0	\$3,998,288
Total Revenue	\$3,998,288	\$0	\$0	\$3,998,288

EXPENSE WTC FALL CITY WASTE MANAGE SYS 1134349

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$87,479	\$0	\$0	\$87,479
2 Prelim Design	\$0	\$0	\$677,504	\$0	\$0	\$677,504
3 Final Design	\$0	\$0	\$1,897,867	\$0	\$0	\$1,897,867
4 Implementation	\$0	\$0	\$664,455	\$0	\$0	\$664,455
5 Closeout	\$0	\$0	\$45,052	\$0	\$0	\$45,052
6 Acquisition	\$0	\$0	\$625,931	\$0	\$0	\$625,931
Total Expense	\$0	\$0	\$3,998,288	\$0	\$0	\$3,998,288

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$87,479	\$0	\$0	\$0
2 Preliminary Design	\$0	\$677,504	\$0	\$0	\$0
3 Final Design	\$0	\$1,897,867	\$0	\$0	\$0
4 Implementation	\$0	\$664,455	\$0	\$0	\$0
5 Closeout	\$0	\$45,052	\$0	\$0	\$0
6 Acquisition	\$0	\$625,931	\$0	\$0	\$0
Total	\$0	\$3,998,288	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$87,479	\$87,479	\$0
2 Preliminary Design	\$0	\$677,504	\$677,504	\$0
3 Final Design	\$0	\$1,897,866	\$1,897,867	(\$1)
4 Implementation	\$0	\$664,456	\$664,455	\$1
5 Closeout	\$0	\$45,052	\$45,052	\$0
6 Acquisition	\$0	\$625,931	\$625,931	\$0
Total	\$0	\$3,998,288	\$3,998,288	\$0

NARRATIVES

WTC FALL CITY WASTE MANAGE SYS

1134349

1. CURRENT PROJECT SCOPE

Fall City Waste Management System: This project will evaluate the feasibility of implementation, and then design a sewage management system for the Fall City business district.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

There is currently no centralized collection or treatment system for the Fall City business district, the parcels use on-site septic systems. These septic systems are aging and pose a risk to the environment, human health, and the viability of the community. In addition to the septic systems aging, the septic drain field sizes are inadequate due to small lot sizes, limiting business expansion. The businesses currently cannot expand and/or redevelop.

4. PROJECT BENEFITS/OUTCOMES

A new sewage management system for the Fall City business district would improve the viability of the community and allow businesses to expand and/or redevelop.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

To be determined.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC FALL CITY WASTE MANAGE SYS

1134349

8. PROJECT STATUS

Not started.

9. ALTERNATIVES ANALYSIS

To be completed in the course of the project.

10. OTHER AGENCY INVOLVEMENT

An agency that still needs to be determined will own and operate the conveyance system upon construction completion. Coordination with this other agency will be needed during design. Depending on the sewage management system chosen, local, state and federal agency coordination may be necessary for permitting. Any additional agency involvement will be determined during the typical course of project planning.

11. ART ELIGIBILITY

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.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

SCAP goals and targets are typically considered in the planning of new projects. 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WTC SPU JOINT 3RD AVE TUNNEL

1134816

Department	NATURAL RESOURCES AND PARKS
Council District(s)	4
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	STANDALONE
Substantial Completion	12/18/2020
Location	Fremont Utility Tunnel on 3rd Ave
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/18/18 - 12/18/18	\$0	\$4,321	\$0	\$0	\$4,321
2 Preliminary Design 12/18/18 - 01/18/20	\$0	\$34,180	\$0	\$0	\$34,180
3 Final Design 01/18/20 - 07/18/20	\$0	\$117,490	\$0	\$0	\$117,490
4 Implementation 07/18/20 - 12/18/20	\$0	\$4,829,281	\$0	\$0	\$4,829,281
5 Closeout 12/18/20 - 07/18/21	\$0	\$1,478	\$0	\$0	\$1,478
6 Acquisition 07/18/19 - 12/18/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$4,986,750	\$0	\$0	\$4,986,750

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$4,986,750	\$0	\$0	\$4,986,750
Total Revenue	\$4,986,750	\$0	\$0	\$4,986,750

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		WTC SPU JOINT 3RD AVE TUNNEL					1134816
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$4,321	\$0	\$0	\$4,321	
2 Prelim Design	\$0	\$0	\$34,180	\$0	\$0	\$34,180	
3 Final Design	\$0	\$0	\$117,490	\$0	\$0	\$117,490	
4 Implementation	\$0	\$0	\$4,829,282	\$0	\$0	\$4,829,282	
5 Closeout	\$0	\$0	\$1,478	\$0	\$0	\$1,478	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$4,986,751	\$0	\$0	\$4,986,751	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$4,321	\$0	\$0	\$0
2 Preliminary Design	\$0	\$34,180	\$0	\$0	\$0
3 Final Design	\$0	\$117,490	\$0	\$0	\$0
4 Implementation	\$0	\$4,829,281	\$0	\$0	\$0
5 Closeout	\$0	\$1,478	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$4,986,750	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$4,321	\$4,321	\$0
2 Preliminary Design	\$0	\$34,180	\$34,180	\$0
3 Final Design	\$0	\$117,490	\$117,490	\$0
4 Implementation	\$0	\$4,829,281	\$4,829,282	(\$1)
5 Closeout	\$0	\$1,478	\$1,478	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$4,986,750	\$4,986,751	(\$1)

NARRATIVES WTC SPU JOINT 3RD AVE TUNNEL 1134816

1. CURRENT PROJECT SCOPE

SPU Joint 3rd Ave Tunnel: This joint agency project will cover the costs for upgrading the Fremont Utility Tunnel and replacement of the SPU water pipeline, including related structural supports. The WTD Siphons have been abandoned in the Fremont Utility Tunnel since completion of the WTD Fremont Siphon Replacement project in 2017. SPU is replacing the water pipeline due to a significant leak discovered in 2010. The line is currently out of commission. SPU will perform the work, including both design and construction, with King County paying a share of costs based on ownership of infrastructure to be removed, replaced, or refurbished.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The water pipeline in the Fremont Utility Tunnel has experienced a significant leak since at least 2010, threatening the integrity and longevity of other utility infrastructure in the tunnel. Replacing it and repairing associated infrastructure will protect the life of all other assets in place.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC SPU JOINT 3RD AVE TUNNEL

1134816

4. PROJECT BENEFITS/OUTCOMES

As stated above, this project is beneficial to all utilities with assets in the Fremont Utility Tunnel including SPU, WTD, Seattle City Light, and Comcast as it will prevent the damage and ensure the full useful life of all assets in place.

5. BUDGET REQUEST BASIS

This appropriation will allow for legal contract execution in 2019 and closeout of the project in 2020.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

None.

8. PROJECT STATUS

MOA between agencies will be signed in 2018. Design and construction to begin in 2019.

9. ALTERNATIVES ANALYSIS

The alternatives analysis will occur during design, with SPU as the lead agency and WTD offering support with inputs such as ongoing operational costs.

10. OTHER AGENCY INVOLVEMENT

Joint project with Seattle Public Utilities, who will be the lead agency on this effort. King County will pay share of costs associated with ownership of the infrastructure to be replaced.

11. ART ELIGIBILITY

Below ground sewer tunnel. Not art eligible.

12. EQUITY AND SOCIAL JUSTICE IMPACT

As Seattle Public Utilities is the lead agency on this project, it will be vetted through their equivalency of an ESJ plan, namely the City of Seattle Race and Social Justice Initiative Racial Equity Tool (RET). This is a comprehensive tool that studies the determinants of equity in a project area, adds structure and guidelines for genuine community engagement, and sets parameters for alternatives analysis in order to prevent disproportionate negative effects on historically disadvantaged and primarily people-of-color communities.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

WTD will work with SPU to assure beneficial use and/or recycle of construction materials as well as meeting the other goal areas of the City of Seattle 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC SPU JOINT 3RD AVE TUNNEL	1134816
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WTC WATER QUALITY IMPRV ALTERN

1135013

Department	NATURAL RESOURCES AND PARKS
Council District(s)	8
Fund	3611 WATER QUALITY CONST-UNRES
Class Code	WATER QUALITY IMPRV ALTERN
Substantial Completion	
Location	King Street
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/30	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$3,004,202	\$80,080,578	\$83,345,192	\$166,429,972
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$3,004,202	\$80,080,578	\$83,345,192	\$166,429,972

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$3,004,202	\$80,080,578	\$83,345,192	\$166,429,972
Total Revenue	\$3,004,202	\$80,080,578	\$83,345,192	\$166,429,972

EXPENSE WTC WATER QUALITY IMPRV ALTERN 1135013

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$3,004,202	\$80,080,578	\$83,345,192	\$166,429,972
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$3,004,202	\$80,080,578	\$83,345,192	\$166,429,972

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$615,646,038	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$615,646,038	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$3,004,202	\$3,004,202	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$3,004,202	\$3,004,202	\$0

NARRATIVES

WTC WATER QUALITY IMPRV ALTERN

1135013

1. CURRENT 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 Systemwide Comprehensive Plan (SCP) for King County's regional wastewater system. This project will refine planning level Water Quality Improvement Alternatives identified in the SCP 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, SCP 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 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. 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC WATER QUALITY IMPRV ALTERN

1135013

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending and contingency.

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

Not started.

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.

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 2019-2020 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WTC WP BIOGAS OPT

1134077

Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	4
Fund	3612 WTD INTERNALLY FINANCED PROJECTSS
Class Code	STANDALONE
Substantial Completion	08/30/2024
Location	West Point Treatment Plant.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 05/21/18 - 06/01/19	\$0	\$34,944	\$77,318	\$0	\$112,262
2 Preliminary Design 06/01/19 - 11/30/20	\$0	\$346,965	\$100,391	\$210,582	\$657,938
3 Final Design 11/30/20 - 04/30/22	\$0	\$28,745	\$1,229,946	\$650,857	\$1,909,548
4 Implementation 04/30/22 - 11/30/24	\$0	\$249,425	\$5,099,833	\$269,363	\$5,618,621
5 Closeout 11/30/24 - 06/30/25	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$660,079	\$6,507,488	\$1,130,802	\$8,298,369

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
44317 - BIOMETHANE RIN REVENUE	\$660,079	\$6,507,488	\$1,130,803	\$8,298,370
Total Revenue	\$660,079	\$6,507,488	\$1,130,803	\$8,298,370

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		WTC WP BIOGAS OPT				1134077
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$34,944	\$77,318	\$0	\$112,262
2 Prelim Design	\$0	\$0	\$346,965	\$100,391	\$210,582	\$657,938
3 Final Design	\$0	\$0	\$28,745	\$1,229,946	\$650,857	\$1,909,548
4 Implementation	\$0	\$0	\$4,107	\$584,083	\$4,698,176	\$5,286,366
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$414,761	\$1,991,738	\$5,559,615	\$7,966,114

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$112,262	\$0	\$0	\$0
2 Preliminary Design	\$0	\$657,938	\$0	\$0	\$0
3 Final Design	\$0	\$1,929,324	\$0	\$0	\$0
4 Implementation	\$0	\$5,556,165	\$0	\$0	\$0
5 Closeout	\$0	\$42,681	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$8,298,370	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$34,944	\$34,944	\$0
2 Preliminary Design	\$0	\$346,965	\$346,965	\$0
3 Final Design	\$0	\$28,745	\$28,745	\$0
4 Implementation	\$0	\$249,425	\$4,107	\$245,318
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$660,079	\$414,761	\$245,318

NARRATIVES

WTC WP BIOGAS OPT

1134077

1. CURRENT PROJECT SCOPE

West Point Treatment Plant Biogas Optimization: This project will assess the feasibility of adding a third, smaller engine to the existing Cogen facility at West Point to produce additional electricity and heat. This engine will significantly increase the amount of biogas that can be beneficially used at West Point (from about 75% to 88%). Based on the outcome of the assessment the project will either move forward or not.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Installing an additional engine would allow for the biogas that currently goes to these engines to be beneficially used instead of flared.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WTC WP BIOGAS OPT

1134077

4. PROJECT BENEFITS/OUTCOMES

The outcome of this project will inform the Capital Systems Team to appropriately charter a capital project to replace the Raw Sewage Pumps at West Point Treatment Plant.

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

May increase O&M. Will be investigated during Predesign work.

8. PROJECT STATUS

Not started.

9. ALTERNATIVES ANALYSIS

To be completed in the course of project execution.

10. OTHER AGENCY INVOLVEMENT

TBD.

11. ART ELIGIBILITY

Project not visible to the public.

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

This project aims to maximize the renewable energy generated at West Point Treatment Plant with an additional Combined Heat and Power module. The generated heat and electricity from the unit will further offset the purchase of fossil based gas and higher carbon intensity electricity, thus supporting WTD's effort to achieve SCAP Section 1 (Reduce Greenhouse Gas Emissions) targets. 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC WP BIOGAS OPT	1134077
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WTC BW MBR LEAP UPGD

1134078

Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	
Fund	3612 WTD INTERNALLY FINANCED PROJECTSS
Class Code	STANDALONE
Substantial Completion	09/30/2020
Location	Brightwater Treatment Plant.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 03/30/19	\$0	\$17,827	\$0	\$0	\$17,827
2 Preliminary Design 03/30/19 - 06/30/19	\$0	\$156,472	\$0	\$0	\$156,472
3 Final Design 06/30/19 - 12/31/19	\$0	\$297,730	\$0	\$0	\$297,730
4 Implementation 12/31/19 - 11/30/20	\$0	\$1,889,548	\$0	\$0	\$1,889,548
5 Closeout 11/30/20 - 06/30/21	\$0	\$37,558	\$0	\$0	\$37,558
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$2,399,135	\$0	\$0	\$2,399,135

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
44317 - BIOMETHANE RIN REVENUE	\$2,399,135	\$0	\$0	\$2,399,135
Total Revenue	\$2,399,135	\$0	\$0	\$2,399,135

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		WTC BW MBR LEAP UPGD					1134078
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$17,826	\$0	\$0	\$17,826	
2 Prelim Design	\$0	\$0	\$156,472	\$0	\$0	\$156,472	
3 Final Design	\$0	\$0	\$291,013	\$6,717	\$0	\$297,730	
4 Implementation	\$0	\$0	\$1,609,219	\$280,328	\$0	\$1,889,547	
5 Closeout	\$0	\$0	\$25,236	\$12,321	\$0	\$37,557	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$2,099,766	\$299,366	\$0	\$2,399,132	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$17,827	\$0	\$0	\$0
2 Preliminary Design	\$0	\$156,472	\$0	\$0	\$0
3 Final Design	\$0	\$297,729	\$0	\$0	\$0
4 Implementation	\$0	\$1,889,548	\$0	\$0	\$0
5 Closeout	\$0	\$37,558	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,399,134	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$17,827	\$17,826	\$1
2 Preliminary Design	\$0	\$156,472	\$156,472	\$0
3 Final Design	\$0	\$297,730	\$291,013	\$6,717
4 Implementation	\$0	\$1,889,548	\$1,609,219	\$280,329
5 Closeout	\$0	\$37,558	\$25,236	\$12,322
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$2,399,135	\$2,099,766	\$299,369

NARRATIVES

WTC BW MBR LEAP UPGD

1134078

1. CURRENT PROJECT SCOPE

Brightwater Membrane Bioreactor LEAP Upgrade: This project will replace the existing membrane cassettes and retrofit existing valves and piping to accommodate the LEAP membrane bioreactor (MBR) system.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

This system will allow better control of the air needed for the membrane system, based on influent flow conditions, resulting in a 30% reduction of air use.

4. PROJECT BENEFITS/OUTCOMES

LEAP Aeration will reduce air use by approximately 30%.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WTC BW MBR LEAP UPGD

1134078

5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency and the timing of implementation contracting.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

May increase O&M. Will be investigated during Predesign work.

8. PROJECT STATUS

PM Assigned – Formulation and project definition to begin 3rd quarter 2018.

9. ALTERNATIVES ANALYSIS

Not started.

10. OTHER AGENCY INVOLVEMENT

TBD.

11. ART ELIGIBILITY

Project is for equipment replacement.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project is expected to result in energy savings of approximately 1,551,000 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WTC BW MBR LEAP UPGD	1134078
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD ON BOARD SYSTEMS

1027519

IT Project, TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$101,400	\$0	\$0	\$0	\$101,400
2 Preliminary Design	\$981,294	\$0	\$0	\$0	\$981,294
3 Final Design	\$9,178,041	\$0	\$0	\$0	\$9,178,041
4 Implementation	\$12,534,480	(\$401,980)	\$0	\$0	\$12,132,500
5 Closeout	\$1,936	\$0	\$0	\$0	\$1,936
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$22,797,151	(\$401,980)	\$0	\$0	\$22,395,171

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$401,980)	\$0	\$0	(\$401,980)
Total Revenue	(\$401,980)	\$0	\$0	(\$401,980)

EXPENSE TD ON BOARD SYSTEMS 1027519

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$101,400	\$0	\$0	\$0	\$0	\$101,400
2 Prelim Design	\$981,294	\$0	\$0	\$0	\$0	\$981,294
3 Final Design	\$9,420,011	\$0	\$0	\$0	\$0	\$9,420,011
4 Implementation	\$11,890,530	\$0	\$0	\$0	\$0	\$11,890,530
5 Closeout	\$1,936	\$0	\$0	\$0	\$0	\$1,936
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$22,395,171	\$0	\$0	\$0	\$0	\$22,395,171

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$101,400	\$101,400	\$101,400
2 Preliminary Design	\$0	\$0	\$981,294	\$981,294	\$981,294
3 Final Design	\$0	\$0	\$9,420,011	\$9,178,041	\$9,420,011
4 Implementation	\$0	\$0	\$11,890,530	\$12,534,480	\$11,890,530
5 Closeout	\$0	\$0	\$1,936	\$1,936	\$1,936
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$22,395,171	\$22,797,151	\$22,395,171

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$241,970)	\$0	\$0	(\$241,970)
4 Implementation	\$643,950	(\$401,980)	\$0	\$241,970
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$401,980	(\$401,980)	\$0	\$0

NARRATIVES

TD ON BOARD SYSTEMS

1027519

1. CURRENT PROJECT SCOPE

On-Board System (OBS) Project - This project replaces and upgrades the legacy on-board systems on King County Metro fixed route buses allowing the transition from an outdated legacy radio/automatic vehicle location system to the new radio system provided by the Transit Radio System Project. OBS also provides integrated GPS-based automated vehicle location, integrated automated passenger counting systems, and new capabilities including automated stop announcements, interior next stop displays, automation of existing destination sign changes, and enhanced performance for data collection and reporting.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The On Board System (OBS) and the Communications Center System (CCS) has been jointly procured under one contract. Combined, OBS/CCS includes all of the technology for vehicle tracking, revenue service management and near real-time customer information except for the new radio system. OBS is being implemented with new Transit Radio System and provides the user interfaces to that system on the coaches. An integrated OBS will increase reliability, integrate data, simplify operator tasks, and improve business system effectiveness.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This budget request is to disappropriate the remaining, unused budget authority from a completed project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD ON BOARD SYSTEMS	1027519
8. PROJECT STATUS		
Completed.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TD TRANSIT ORIENTED DEVELOP (TDC TRANSIT ORIENTED DEVELOP)

1028620

Master Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC TRANSIT ORIENTED DEVELOP
Substantial Completion	
Location	Northgate Transit Center / Park & Ride
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$2,361,238	(\$478,335)	\$0	\$0	\$1,882,903
2 Preliminary Design 01/01/18 - 12/31/27	\$3,405,342	\$1,286,737	\$1,497,087	\$1,478,799	\$7,667,965
3 Final Design 12/31/27 - 12/31/27	\$4,635,290	\$0	\$0	\$0	\$4,635,290
4 Implementation 12/31/27 - 12/31/27	\$21,780,562	(\$255,000)	\$0	\$0	\$21,525,562
5 Closeout 12/31/27 - 12/31/27	\$16,815	\$0	\$0	\$0	\$16,815
6 Acquisition 01/01/18 - 12/31/27	\$674,421	\$0	\$0	\$0	\$674,421
Total Budget	\$32,873,669	\$553,402	\$1,497,087	\$1,478,799	\$36,402,957

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$553,402	\$1,497,087	\$1,478,799	\$3,529,288
Total Revenue	\$553,402	\$1,497,087	\$1,478,799	\$3,529,288

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC TRANSIT ORIENTED DEVELOP				1028620
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$1,882,903	\$0	\$0	\$0	\$0	\$1,882,903
2 Prelim Design	\$3,402,667	\$333,853	\$955,559	\$1,512,209	\$1,493,736	\$7,698,024
3 Final Design	\$4,635,290	\$0	\$0	\$0	\$0	\$4,635,290
4 Implementation	\$21,525,562	\$0	\$0	\$0	\$0	\$21,525,562
5 Closeout	\$16,815	\$0	\$0	\$0	\$0	\$16,815
6 Acquisition	\$674,421	\$0	\$0	\$0	\$0	\$674,421
Total Expense	\$32,137,659	\$333,853	\$955,559	\$1,512,209	\$1,493,736	\$36,433,016

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0		\$1,882,903	\$2,361,238	\$1,882,903
2 Preliminary Design	\$0		\$3,402,667	\$3,405,342	\$3,736,520
3 Final Design	\$0		\$4,635,290	\$4,635,290	\$4,635,290
4 Implementation	\$0		\$21,653,062	\$21,780,562	\$21,525,562
5 Closeout	\$0		\$16,815	\$16,815	\$16,815
6 Acquisition	\$0		\$674,421	\$674,421	\$674,421
Total	\$0		\$32,265,158	\$32,873,668	\$32,471,511

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$478,335	(\$478,335)	\$0	\$0
2 Preliminary Design	(\$331,178)	\$1,286,737	\$955,559	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$255,000	(\$255,000)	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$402,157	\$553,402	\$955,559	\$0

NARRATIVES

TDC TRANSIT ORIENTED DEVELOP	1028620
1. CURRENT PROJECT SCOPE	
Transit Oriented Development - The Transit Oriented Development (TOD) project is a programmatic initiative to identify and assess opportunities for Metro Transit's involvement in transit oriented development. The scope of work of this TOD Program project is an ongoing effort that will identify locations and scope for Metro's capital involvement, evaluating the benefit potential of development at these locations, and building partnerships with host communities or developers to achieve the program goals. This project also includes funding for a \$225,000 annual lease for a Park and Ride TOD site.	
2. PROGRAMMATIC PROJECT DISCUSSION	
This programmatic effort is to identify future opportunities for TOD investment in site-specific TOD standalone projects.	

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC TRANSIT ORIENTED DEVELOP

1028620

3. PROJECT JUSTIFICATION

King County (County) is one of the fastest growing regions in the country. In response to the needs of its diverse population and the transportation and environmental challenges presented by growth, the County is developing various initiatives, policies and strategic plans in support of affordable housing, environmental sustainability and transit. METRO CONNECTS identifies significant public investments in transportation facilities around the county. New hubs, parking locations, and other high frequency transportation stops provide an excellent opportunity to expand Metro's TOD program. As the County continues to invest in transit systems through Metro Connects, focus development into cities and urban areas through the Comprehensive Plan and reduce countywide carbon emissions through the Strategic Climate Action Plan, this Transit Oriented Development program is a place-based strategy where the County can address its objectives around community development, equity, climate change and transit. The program seeks to improve quality of life by providing well-designed, mixed-income, sustainable neighborhoods with good transit access. The TOD program embraces equity and can benefit low and mixed-income communities by encouraging investment in economically-challenged areas, while helping to reduce displacement and encouraging business opportunities and employment for current community members.

4. PROJECT BENEFITS/OUTCOMES

Metro's TOD program has potential to increase transit ridership through increasing density of housing, improving housing/job balance and increasing other destinations within proximity to frequent transit service. The program expands access to transit, creates mixed-use communities, and reduces climate emissions.

5. BUDGET REQUEST BASIS

This is based on evaluation of the historic staffing and other resources needed to evaluate and respond to opportunities to expand Metro's TOD development program and future capital projects.

6. FUNDING AND REVENUE DISCUSSION

The program would be funded from Metro Transit funds. Note that property sales from past TOD projects have generated revenue to continue Metro Transit's TOD program.

7. OPERATING BUDGET AND OTHER IMPACTS

NA

8. PROJECT STATUS

Currently the TOD program is identifying opportunities around the County which are suitable for a coordinated County investment. Dedicated staffing with expertise in transit oriented development will provide a consistent program to evaluate opportunities and negotiate Metro Transit's level of participation.

9. ALTERNATIVES ANALYSIS

Each TOD project is evaluated for the real estate feasibility, the needed subsidy, if any, the availability of financing sources, and the support of the local jurisdiction, community, and partners. Filters of demographic and other data are used to identify locations where TOD could promote Equity and Social Justice benefits.

10. OTHER AGENCY INVOLVEMENT

TOD projects often involve numerous other King County agencies, specifically Department of Community and Human Services, and from the local jurisdiction.

11. ART ELIGIBILITY

Not Art eligible, planning project

12. EQUITY AND SOCIAL JUSTICE IMPACT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC TRANSIT ORIENTED DEVELOP

1028620

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The projects that are created through Metro's TOD program reduce climate emissions by locating residents closer to high frequency public transportation. TOD projects also require compliance with the County's Green Building program requirements. These requirements often exceed what would be pursued by a private developer and as such result in lower energy consumption and reduced climate emissions. Advancing these goals are considered in the feasibility analysis conducted when evaluating Metro's participation in future TOD projects.

14. OTHER CONSIDERATIONS (OPTIONAL)

NA

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TD TOD CONVENTION PLACE CENTER (TDC TOD CONVENTION PLACE)

1028624

Master Project, TA

Department	TRANSPORTATION
Council District(s)	4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC TOD CONVENTION PLACE
Substantial Completion	
Location	Convention Place, Seattle
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$414,984	(\$121,188)	\$0	\$0	\$293,796
2 Preliminary Design	\$3,412,239	(\$2,399,487)	\$0	\$0	\$1,012,752
3 Final Design	\$1,740,659	(\$1,639,634)	\$0	\$0	\$101,025
4 Implementation	\$20,925,220	(\$20,870,837)	\$0	\$0	\$54,383
5 Closeout	\$529,098	(\$529,098)	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$27,022,200	(\$25,560,244)	\$0	\$0	\$1,461,956

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$25,560,244)	\$0	\$0	(\$25,560,244)
Total Revenue	(\$25,560,244)	\$0	\$0	(\$25,560,244)

EXPENSE TDC TOD CONVENTION PLACE 1028624

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$293,796	\$0	\$0	\$0	\$0	\$293,796
2 Prelim Design	\$1,012,752	\$0	\$0	\$0	\$0	\$1,012,752
3 Final Design	\$101,025	\$0	\$0	\$0	\$0	\$101,025
4 Implementation	\$54,383	\$0	\$0	\$0	\$0	\$54,383
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$1,461,956	\$0	\$0	\$0	\$0	\$1,461,956

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$293,796	\$414,984	\$293,796
2 Preliminary Design	\$0	\$0	\$1,012,752	\$3,412,239	\$1,012,752
3 Final Design	\$0	\$0	\$101,025	\$1,740,659	\$101,025
4 Implementation	\$0	\$0	\$54,383	\$20,925,220	\$54,383
5 Closeout	\$0	\$0	\$0	\$529,098	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$1,461,956	\$27,022,200	\$1,461,956

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$121,188	(\$121,188)	\$0	\$0
2 Preliminary Design	\$2,399,487	(\$2,399,487)	\$0	\$0
3 Final Design	\$1,639,634	(\$1,639,634)	\$0	\$0
4 Implementation	\$20,870,837	(\$20,870,837)	\$0	\$0
5 Closeout	\$529,098	(\$529,098)	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$25,560,244	(\$25,560,244)	\$0	\$0

NARRATIVES

TDC TOD CONVENTION PLACE

1028624

1. CURRENT PROJECT SCOPE

Convention Place Transit Oriented Development (TOD) - This project would redevelop the existing Transit facility to include: (1) an expansion of the existing Washington State Convention Center; (2) retention of Transit assets of bus layover, passenger load/unload and tunnel access as long as possible; (3) addition of a hotel and/or residential and/or commercial buildings; and (4) public space.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

In June, 2011 the state legislature voted not to fund this project. In 2013, the Washington State Convention Center (WSCC) re-established discussion with Metro Transit to start planning for the project based upon an alternative funding strategy. A Memorandum of Understanding was updated in May 2013, which outlined near term work and funding for both parties. King County has collaborated with WSCC and their consultants on alternative analyses, preliminary planning level design and phasing.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$25M is being disappropriated from this project and reappropriated to the following: \$6.9 M to "1123790 TDC WSCC AT CONVENTION PL TOD", \$8.2 M to "1128656 TDC CPS LOW VOLT COMM RELOC" and \$4M to "1131130 TDC DSTT 9TH AVE RAMP FROM CPS". The rest, \$6M, is being disappropriated as costs for work performed by the buyer were offset by funds provided at closing.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC TOD CONVENTION PLACE

1028624

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This project will no longer be used after the budget adjustment. Other remaining components will continue as standalone projects.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD TUNNEL MODS ENHANCEMENTS

1028625

Master Project, TA, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TD TUNNEL MODS ENHANCEMENTS
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$33,548	\$0	\$0	\$0	\$33,548
2 Preliminary Design	\$22,024	\$0	\$0	\$0	\$22,024
3 Final Design	\$666,331	\$0	\$0	\$0	\$666,331
4 Implementation 01/01/19 - 12/31/20	\$13,885,803	(\$2,110,912)	\$0	\$0	\$11,774,891
5 Closeout	\$12,015	\$0	\$0	\$0	\$12,015
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$14,619,721	(\$2,110,912)	\$0	\$0	\$12,508,809

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$2,110,912)	\$0	\$0	(\$2,110,912)
Total Revenue	(\$2,110,912)	\$0	\$0	(\$2,110,912)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TD TUNNEL MODS ENHANCEMENTS					1028625
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$58,485	\$0	\$0	\$0	\$0	\$58,485	
2 Prelim Design	\$158,318	\$0	\$0	\$0	\$0	\$158,318	
3 Final Design	\$672,475	\$0	\$0	\$0	\$0	\$672,475	
4 Implementation	\$11,607,163	\$0	\$0	\$0	\$0	\$11,607,163	
5 Closeout	\$12,367	\$0	\$0	\$0	\$0	\$12,367	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$12,508,809	\$0	\$0	\$0	\$0	\$12,508,809	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$58,485	\$33,548	\$58,485
2 Preliminary Design	\$0	\$0	\$158,318	\$22,024	\$158,318
3 Final Design	\$0	\$0	\$672,475	\$666,331	\$672,475
4 Implementation	\$0	\$0	\$11,607,163	\$13,885,803	\$11,607,163
5 Closeout	\$0	\$0	\$12,367	\$12,015	\$12,367
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$12,508,808	\$14,619,721	\$12,508,808

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$24,937)	\$0	\$0	(\$24,937)
2 Preliminary Design	(\$136,294)	\$0	\$0	(\$136,294)
3 Final Design	(\$6,144)	\$0	\$0	(\$6,144)
4 Implementation	\$2,278,640	(\$2,110,912)	\$0	\$167,728
5 Closeout	(\$352)	\$0	\$0	(\$352)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$2,110,913	(\$2,110,912)	\$0	\$1

NARRATIVES TD TUNNEL MODS ENHANCEMENTS 1028625

1. CURRENT PROJECT SCOPE

Tunnel Modifications and Enhancement - This project established King County Metro's anticipated contribution towards remodeling the Downtown Seattle Transit Tunnel for joint bus/rail operations. The funding categories and levels are defined in the tunnel master agreement and maintenance agreements with Sound Transit. The remaining funding is for King County Metro Transit's obligation to the City of Seattle for reconstruction of the Pioneer Square Station escalator entrance at the site of the former Public Safety Building. The project also included funds for the repair/upgrade of systems in the tunnel that were not required for joint operation but were most efficiently/effectively completed during the period of tunnel closure.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TD TUNNEL MODS ENHANCEMENTS

1028625

3. PROJECT JUSTIFICATION

The project enabled the Tunnel to reopen and be ready for joint Bus/Light Rail operation by upgrading the Downtown Seattle Transit Tunnel (DSTT) facility to current standards and installing the necessary track and systems for joint operation. The project supports Transit strategies 3.2.2, coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system. The project supports the goal of financial stewardship.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This master project had two subs, both completed. Disappropriating remaining budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Completed.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD TUNNEL MODS ENHANCEMENTS	1028625
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD REAL TIME SYS INVESTMENTS

1028629

IT Project, Master Project, TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TD REAL TIME SYS INVESTMENTS
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$54,952	\$0	\$0	\$0	\$54,952
2 Preliminary Design	\$45,112	\$0	\$0	\$0	\$45,112
3 Final Design	\$330	\$0	\$0	\$0	\$330
4 Implementation 01/01/19 - 12/31/20	\$3,853,260	(\$195,297)	\$0	\$0	\$3,657,963
5 Closeout	\$84	\$0	\$0	\$0	\$84
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$3,953,739	(\$195,297)	\$0	\$0	\$3,758,442

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$195,297)	\$0	\$0	(\$195,297)
Total Revenue	(\$195,297)	\$0	\$0	(\$195,297)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TD REAL TIME SYS INVESTMENTS					1028629
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$54,952	\$0	\$0	\$0	\$0	\$54,952	
2 Prelim Design	\$45,112	\$0	\$0	\$0	\$0	\$45,112	
3 Final Design	\$852	\$0	\$0	\$0	\$0	\$852	
4 Implementation	\$3,657,442	\$0	\$0	\$0	\$0	\$3,657,442	
5 Closeout	\$84	\$0	\$0	\$0	\$0	\$84	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$3,758,442	\$0	\$0	\$0	\$0	\$3,758,442	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$54,952	\$54,952	\$54,952
2 Preliminary Design	\$0	\$0	\$45,112	\$45,112	\$45,112
3 Final Design	\$0	\$0	\$852	\$330	\$852
4 Implementation	\$0	\$0	\$3,657,442	\$3,853,260	\$3,657,442
5 Closeout	\$0	\$0	\$84	\$84	\$84
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$3,758,442	\$3,953,738	\$3,758,442

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$1	\$0	\$0	\$1
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$522)	\$0	\$0	(\$522)
4 Implementation	\$195,818	(\$195,297)	\$0	\$521
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$195,297	(\$195,297)	\$0	\$0

NARRATIVES TD REAL TIME SYS INVESTMENTS 1028629

1. CURRENT PROJECT SCOPE

Real Time Information Signs - This project procures and installs signs that display next bus departure information at select stops along RapidRide corridors A through E. The installation plan is for signs at 115 stations along five corridors. Back office software is also procured and installed with this project.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TD REAL TIME SYS INVESTMENTS

1028629

3. PROJECT JUSTIFICATION

Real Time Information Signs (RTIS) are part of the funding made available for the 2006 Transit Now Initiative. Transit Now is a key agency business strategy that provides frequent, fast, reliable, efficient and environmentally friendly bus service in five arterial corridors. The RTIS project goal to provide enhanced customer information correlates with the County's Strategic Technology Goal to improve the quality and/or usability of internal and/or external County services. The project supports Transit Strategy 5.2.1: use available tools, new technologies and new methods to improve communication with customers.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Project has been completed. This budget request is to disappropriate the remaining budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Completed.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD REAL TIME SYS INVESTMENTS	1028629
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD MDT REPLACEMENT (TDC MDT REPLACEMENT)

1028644

TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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 - 12/31/20	\$1,442,550	(\$38,170)	\$0	\$0	\$1,404,380
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,442,550	(\$38,170)	\$0	\$0	\$1,404,380

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$38,170)	\$0	\$0	(\$38,170)
Total Revenue	(\$38,170)	\$0	\$0	(\$38,170)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC MDT REPLACEMENT					1028644
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,404,041	\$0	\$0	\$0	\$0	\$1,404,041	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$339	\$0	\$0	\$0	\$0	\$339	
Total Expense	\$1,404,380	\$0	\$0	\$0	\$0	\$1,404,380	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$1,404,041	\$1,442,550	\$1,404,041
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$339	\$0	\$339
Total	\$0	\$0	\$1,404,380	\$1,442,550	\$1,404,380

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$38,509	(\$38,170)	\$0	\$339
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	(\$339)	\$0	\$0	(\$339)
Total	\$38,170	(\$38,170)	\$0	\$0

NARRATIVES

TDC MDT REPLACEMENT

1028644

1. CURRENT PROJECT SCOPE

Mobile Data Terminals Replacement - This project's scope is to purchase replacement mobile data terminals, aka mobile data computers and dispatching system for Access paratransit fleet and paratransit control center. King County Metro provides paratransit service in accordance with the Federal ADA requirements and King County Ordinances.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The core technologies and system architecture of Metro's current Mobile Data Computer (MDC) system dates back to 2002 - the last time Metro conducted a competitive procurement for paratransit MDCs. Relying upon an outdated technology and system architecture may adversely affect Access Transportation's ability to provide reliable service and/or enhance existing services into the future.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC MDT REPLACEMENT

1028644

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This project has been completed. Disappropriating the remaining budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Completed.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TD BUS ZONE IMP SHELTERS (TDC BUS ZONE IMP SHELTERS)

1028681

Master Project, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC BUS ZONE IMP SHELTERS
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/30/18 - 06/30/18	\$0	\$660,117	\$0	\$0	\$660,117
2 Preliminary Design 06/30/18 - 06/30/18	\$0	\$1,987,620	\$0	\$0	\$1,987,620
3 Final Design 06/30/18 - 06/30/18	\$0	\$2,729,971	\$0	\$0	\$2,729,971
4 Implementation 07/01/18 - 06/30/28	\$0	\$13,659,285	\$6,804,244	\$6,721,128	\$27,184,657
5 Closeout 06/30/28 - 06/30/28	\$0	\$23,577	\$0	\$0	\$23,577
6 Acquisition 07/01/18 - 07/01/18	\$0	\$8,384	\$0	\$0	\$8,384
Total Budget	\$0	\$19,068,954	\$6,804,244	\$6,721,128	\$32,594,326

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$188,802	\$68,042	\$67,211	\$324,055

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$18,843,954	\$6,804,244	\$6,721,128	\$32,369,326
33340 - FEDERAL HIGHWAY ADMIN	\$225,000	\$0	\$0	\$225,000
Total Revenue	\$19,068,954	\$6,804,244	\$6,721,128	\$32,594,326

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC BUS ZONE IMP SHELTERS					1028681
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$660,117	\$0	\$0	\$0	\$0	\$660,117	
2 Prelim Design	\$1,987,620	\$0	\$0	\$0	\$0	\$1,987,620	
3 Final Design	\$2,729,971	\$0	\$0	\$0	\$0	\$2,729,971	
4 Implementation	\$7,735,313	\$1,437,744	\$4,299,577	\$6,804,244	\$6,721,128	\$26,998,006	
5 Closeout	\$23,577	\$0	\$0	\$0	\$0	\$23,577	
6 Acquisition	\$8,384	\$0	\$0	\$0	\$0	\$8,384	
Total Expense	\$13,144,981	\$1,437,744	\$4,299,577	\$6,804,244	\$6,721,128	\$32,407,674	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0		\$692,906	\$0	\$660,117
2 Preliminary Design	\$0		\$2,047,818	\$0	\$1,987,620
3 Final Design	\$0		\$2,958,802	\$0	\$2,729,971
4 Implementation	\$0		\$8,465,834	\$0	\$9,173,057
5 Closeout	\$0		\$52,850	\$0	\$23,577
6 Acquisition	\$0		\$8,384	\$0	\$8,384
Total	\$0		\$14,226,594	\$0	\$14,582,726

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$660,117)	\$660,117	\$0	\$0
2 Preliminary Design	(\$1,987,620)	\$1,987,620	\$0	\$0
3 Final Design	(\$2,729,971)	\$2,729,971	\$0	\$0
4 Implementation	(\$9,173,057)	\$13,659,285	\$4,299,577	\$186,651
5 Closeout	(\$23,577)	\$23,577	\$0	\$0
6 Acquisition	(\$8,384)	\$8,384	\$0	\$0
Total	(\$14,582,726)	\$19,068,954	\$4,299,577	\$186,651

NARRATIVES

TDC BUS ZONE IMP SHELTERS

1028681

1. CURRENT PROJECT SCOPE

Bus Zone Shelter Improvement - This programmatic project addresses critical safety, comfort, and accessibility needs at bus stops. The program adds new and improves existing passenger facilities including installing shelters, ADA-accessible landing pads and pathways, awnings, benches, trash cans, leaning rails, and lighting. Individual projects may be driven by ridership demands, specific nearby land uses, service change initiatives, or the provision of partnership funding for city- and developer-led projects that impact bus zones and layover areas.

2. PROGRAMMATIC PROJECT DISCUSSION

This program targets the completion of approximately 225 improvements in the 2019-2020 biennium, including adding about 100 shelters, 50 landing pads, 40 benches, and 35 solar-lighting retrofits on existing shelters.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC BUS ZONE IMP SHELTERS

1028681

3. PROJECT JUSTIFICATION

The program is a critical element of meeting the vision for regional service and passenger growth, increased safety, and increased efficiency presented in Metro Connects. Per the Metro Connects Capital Report, new passenger facilities are expected to be needed at more than 1,400 stops by 2025 and more than 2,100 additional locations by 2040, according to existing thresholds (shelters are generally installed at stops with 50 or more daily boarding's within the city of Seattle, and stops with 25 or more daily boarding's outside the city of Seattle). This program also supports the Service Excellence Goal, supporting overall customer satisfaction and Transit Strategy 3.2.2 '...Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system. This project allows Transit to implement an efficient passenger waiting environment including providing weather protection; adjusting and changing existing shelter locations in coordination with the tri-yearly service restructures; addressing security and lighting issues by installing shelters with lighting; and efficiently partnering with jurisdictions and developers when new opportunities arise or when existing shelter locations are impacted by adjacent construction and require relocation.

4. PROJECT BENEFITS/OUTCOMES

This program will help meet the increased demand for transit service driven by population growth, higher density development, and enhanced connections between multi-modal networks. The program address safety concerns by adding hard-wired or solar-powered lighting to new and existing shelter projects. These lighting projects increase visibility at night, mitigate loitering and vandalism, and assist in addressing security concerns. This program places an emphasis on accessibility and comfort for seniors and passengers with limited mobility through the installation of benches, railings, and curb-cuts at crosswalks. These projects are prioritized at locations adjacent to certain land uses such as medical centers, subsidized housing, senior centers, community shelters, schools, libraries, and community centers. Finally, the program cultivates community pride and ownership in the transit system by improving bus shelters with the installation of artwork created by commissioned artists, or murals painted by volunteers. In addition to providing valuable artwork to the community, the mural program has provided savings in maintenance costs to Metro through a decrease in vandalism at shelters with murals or art work.

5. BUDGET REQUEST BASIS

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. Approximately \$15 M is being reappropriated from the programmatic master project 1116073 TD SHELTERS & LIGHTING to fund or partially fund this project. The amount requested is based on estimates of individual project costs and the amount of projects that are needed to maintain, or minimally increase, the number of annual projects completed.

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

Sheltered bus stops require some operating cost to maintain the shelters.

8. PROJECT STATUS

The Shelters Stops Program is an ongoing program that advances and completes improvements to bus stops. At any given time, a portion of these projects will be in planning, design, permitting, or construction. The 2019-2020 budget for this program encompasses the previous appropriations for "Shelters and Lighting" and "Safety and Access".

9. ALTERNATIVES ANALYSIS

Individual projects within this program will be subject to review, vetting, and consideration of alternatives by Route Facilities and Design 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.

10. OTHER AGENCY INVOLVEMENT

This program will emphasize partnership projects whenever possible. The 2019-2020 budget reflects the desire to increase the number of partnership projects in order to help meet programmatic goals based on the needs identified in Metro Connects.

11. ART ELIGIBILITY

N/A, Art eligible

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BUS ZONE IMP SHELTERS	1028681
12. EQUITY AND SOCIAL JUSTICE IMPACT		
13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT		
14. OTHER CONSIDERATIONS (OPTIONAL)		
The Program is a combination of the Shelter & Lighting and Safety & Access programs. This program also includes improvements at layover areas and existing RapidRide lines. This program will place a higher emphasis on funding for partnership projects that will be led by municipalities or developers. Targets for improvements are tied to the long-range needs outlined in Metro Connects.		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TD DUCT RELOCATION

1028715

Master Project, TA, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TD DUCT RELOCATION
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$49,396	\$0	\$0	\$0	\$49,396
2 Preliminary Design	\$186,226	(\$164,913)	\$0	\$0	\$21,313
3 Final Design	\$74,483	\$0	\$0	\$0	\$74,483
4 Implementation 01/01/19 - 12/31/20	\$646,561	\$0	\$0	\$0	\$646,561
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$956,666	(\$164,913)	\$0	\$0	\$791,753

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$164,913)	\$0	\$0	(\$164,913)
Total Revenue	(\$164,913)	\$0	\$0	(\$164,913)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TD DUCT RELOCATION					1028715
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$49,396	\$0	\$0	\$0	\$0	\$49,396	
2 Prelim Design	\$12,073	\$0	\$0	\$0	\$0	\$12,073	
3 Final Design	\$81,691	\$0	\$0	\$0	\$0	\$81,691	
4 Implementation	\$647,834	\$0	\$0	\$0	\$0	\$647,834	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$759	\$0	\$0	\$0	\$0	\$759	
Total Expense	\$791,753	\$0	\$0	\$0	\$0	\$791,753	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$49,396	\$49,396	\$49,396
2 Preliminary Design	\$0	\$0	\$12,073	\$186,226	\$12,073
3 Final Design	\$0	\$0	\$81,691	\$74,483	\$81,691
4 Implementation	\$0	\$0	\$647,834	\$646,561	\$647,834
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$759	\$0	\$759
Total	\$0	\$0	\$791,753	\$956,666	\$791,753

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$174,153	(\$164,913)	\$0	\$9,240
3 Final Design	(\$7,208)	\$0	\$0	(\$7,208)
4 Implementation	(\$1,273)	\$0	\$0	(\$1,273)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	(\$759)	\$0	\$0	(\$759)
Total	\$164,913	(\$164,913)	\$0	\$0

NARRATIVES TD DUCT RELOCATION 1028715

1. CURRENT PROJECT SCOPE

Trolley Duct Relocation - This project funds relocation of underground electrical ducts that support the Trolley bus system.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The continuation of DC power to the electric bus system in downtown Seattle corridors is essential to the provision of public transportation in King County.

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD DUCT RELOCATION	1028715
5. BUDGET REQUEST BASIS		
This master project has two subs, both completed. Disappropriating remaining budget.		
6. FUNDING AND REVENUE DISCUSSION		
7. OPERATING BUDGET AND OTHER IMPACTS		
8. PROJECT STATUS		
Completed.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD RADIO AVL REPLACEMENT

1028716

Master Project, TA, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TD RADIO AVL REPLACEMENT
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1,144,736	\$0	\$0	\$0	\$1,144,736
2 Preliminary Design	\$779,077	\$0	\$0	\$0	\$779,077
3 Final Design	\$10,053,031	\$0	\$0	\$0	\$10,053,031
4 Implementation 01/01/19 - 12/31/20	\$33,270,356	(\$1,641,584)	\$0	\$0	\$31,628,772
5 Closeout	\$24,888	\$0	\$0	\$0	\$24,888
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$45,272,089	(\$1,641,584)	\$0	\$0	\$43,630,505

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$1,641,584)	\$0	\$0	(\$1,641,584)
Total Revenue	(\$1,641,584)	\$0	\$0	(\$1,641,584)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TD RADIO AVL REPLACEMENT					1028716
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$1,144,736	\$0	\$0	\$0	\$0	\$1,144,736	
2 Prelim Design	\$779,077	\$0	\$0	\$0	\$0	\$779,077	
3 Final Design	\$10,053,031	\$0	\$0	\$0	\$0	\$10,053,031	
4 Implementation	\$31,626,928	\$0	\$0	\$0	\$0	\$31,626,928	
5 Closeout	\$26,733	\$0	\$0	\$0	\$0	\$26,733	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$43,630,504	\$0	\$0	\$0	\$0	\$43,630,504	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$1,144,736	\$1,144,736	\$1,144,736
2 Preliminary Design	\$0	\$0	\$779,077	\$779,077	\$779,077
3 Final Design	\$0	\$0	\$10,053,031	\$10,053,031	\$10,053,031
4 Implementation	\$0	\$0	\$31,626,928	\$33,270,356	\$31,626,928
5 Closeout	\$0	\$0	\$26,733	\$24,888	\$26,733
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$43,630,505	\$45,272,088	\$43,630,505

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$1,643,428	(\$1,641,584)	\$0	\$1,844
5 Closeout	(\$1,844)	\$0	\$0	(\$1,844)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,641,584	(\$1,641,584)	\$0	\$0

NARRATIVES TD RADIO AVL REPLACEMENT 1028716

1. CURRENT PROJECT SCOPE

Radio and Automatic Vehicle Location (AVL) Project - This project replaces the existing transit 450 MHz system with a new 700 MHz system to provide voice and data communications for all transit stakeholders. The project will also integrate with other on-board systems and provide operational continuity throughout the replacement period.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The Transit Radio and Automatic Vehicle Location (AVL) system is a mission-critical communication system for Operations, Vehicle Maintenance, Power and Facilities, Transit Safety and Transit Security, providing essential voice and data communications for field staff, bus operators and, indirectly, for all fixed route customers served by Metro Transit. The project is required to meet Federal Communications Commission regulations that affect Transit's existing 450 MHz radio system and Transit's operational needs.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD RADIO AVL REPLACEMENT	1028716
4. PROJECT BENEFITS/OUTCOMES		
5. BUDGET REQUEST BASIS		
This master project had subs, all completed. Disappropriating remaining budget.		
6. FUNDING AND REVENUE DISCUSSION		
7. OPERATING BUDGET AND OTHER IMPACTS		
8. PROJECT STATUS		
Completed.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD NON REV VEHICLE REPLACEMENT (TDC NON REV VEHICLE REPL)

1028718

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$138	\$0	\$0	\$0	\$138
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/18 - 12/31/27	\$26,768,852	\$6,249,913	\$4,983,035	\$5,293,851	\$43,295,651
5 Closeout 12/31/27 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
Total Budget	\$26,768,990	\$6,249,913	\$4,983,035	\$5,293,851	\$43,295,789

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$6,249,913	\$4,983,035	\$5,293,851	\$16,526,799
Total Revenue	\$6,249,913	\$4,983,035	\$5,293,851	\$16,526,799

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC NON REV VEHICLE REPL				1028718
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$27,734,297	\$700,000	\$6,249,913	\$4,983,035	\$5,293,851	\$44,961,096
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$27,736,196	\$700,000	\$6,249,913	\$4,983,035	\$5,293,851	\$44,962,995

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$138	\$138	\$138
2 Preliminary Design	\$0	\$0	\$1,762	\$0	\$1,762
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$27,985,031	\$26,768,852	\$28,434,297
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$27,986,931	\$26,768,990	\$28,436,197

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$1,762)	\$0	\$0	(\$1,762)
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$1,665,445)	\$6,249,913	\$6,249,913	(\$1,665,445)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$1,667,207)	\$6,249,913	\$6,249,913	(\$1,667,207)

NARRATIVES TDC NON REV VEHICLE REPL 1028718

1. CURRENT 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 have either met or exceeded the expected life or are no longer economical/effective to maintain. Using an established life as the base 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 does change year to year, because actual vehicle mileage varies from the projected miles used for the plan. This project proposes to replace a total of 123 vehicles in five different categories - 94 vehicles in 2019 and 29 in 2020.

2. PROGRAMMATIC PROJECT DISCUSSION

This program provides for the replacement of existing transit non-revenue vehicles that support daily transit operations.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC NON REV VEHICLE REPL

1028718

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 shift 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 from 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. The beginning and ending balances shown in the table above result from the fact that additional appropriation requested in the 2019 omnibus had not been implemented in the system of record at the time that this form was created.

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

This project does not affect other agencies.

11. ART ELIGIBILITY

Not Art Eligible, technology or vehicle project that does not consist of major physical infrastructure construction.

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project has the opportunity to advance Metro's sustainable infrastructure and fleet goals.

14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC NON REV VEHICLE REPL	1028718
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD NORTHGATE TC TOD (TDC NORTHGATE TC TOD)

1028730

Baseline Required, Art Eligible

Department	TRANSPORTATION
Council District(s)	1
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	11/30/2021
Location	10200 1ST AVE NE, SEATTLE 98115: Northgate Transit Center / Park & Ride
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$246,980	\$0	\$0	\$246,980
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$1,125,199	\$0	\$0	\$1,125,199
3 Final Design 01/01/18 - 09/30/18	\$0	\$292,336	\$0	\$0	\$292,336
4 Implementation 10/01/18 - 11/30/21	\$0	\$2,781,532	\$0	\$0	\$2,781,532
5 Closeout 12/01/21 - 02/28/22	\$0	\$345,341	\$0	\$0	\$345,341
6 Acquisition 01/01/18 - 09/30/18	\$0	\$2,783	\$0	\$0	\$2,783
Total Budget	\$0	\$4,794,171	\$0	\$0	\$4,794,171

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$47,467	\$0	\$0	\$47,467

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$3,796,727	\$0	\$0	\$3,796,727
33340 - FEDERAL HIGHWAY ADMIN	\$108,996	\$0	\$0	\$108,996
33436 - WA ST DEPT TRANSPORTATION	\$888,448	\$0	\$0	\$888,448
Total Revenue	\$4,794,171	\$0	\$0	\$4,794,171

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC NORTHGATE TC TOD					1028730
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$246,980	\$0	\$0	\$0	\$0	\$246,980	
2 Prelim Design	\$1,125,199	\$0	\$0	\$0	\$0	\$1,125,199	
3 Final Design	\$71,500	\$150,836	\$70,000	\$0	\$0	\$292,336	
4 Implementation	\$2,083	\$0	\$1,689,814	\$1,089,635	\$0	\$2,781,532	
5 Closeout	\$837	\$0	\$0	\$344,504	\$0	\$345,341	
6 Acquisition	\$2,784	\$0	\$0	\$0	\$0	\$2,784	
Total Expense	\$1,449,382	\$150,836	\$1,759,814	\$1,434,139	\$0	\$4,794,171	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$246,980	\$246,980	\$0	\$246,980
2 Preliminary Design	\$0	\$1,125,199	\$1,160,488	\$0	\$1,125,199
3 Final Design	\$0	\$292,336	\$123,973	\$0	\$222,336
4 Implementation	\$0	\$2,734,065	\$2,083	\$0	\$2,083
5 Closeout	\$0	\$345,340	\$837	\$0	\$837
6 Acquisition	\$0	\$2,784	\$2,784	\$0	\$2,784
Total	\$0	\$4,746,704	\$1,537,145	\$0	\$1,600,219

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$246,980)	\$246,980	\$0	\$0
2 Preliminary Design	(\$1,125,199)	\$1,125,199	\$0	\$0
3 Final Design	(\$222,336)	\$292,336	\$70,000	\$0
4 Implementation	(\$2,083)	\$2,781,532	\$1,689,814	\$1,089,635
5 Closeout	(\$837)	\$345,341	\$0	\$344,504
6 Acquisition	(\$2,783)	\$2,783	\$0	\$0
Total	(\$1,600,218)	\$4,794,171	\$1,759,814	\$1,434,139

NARRATIVES TDC NORTHGATE TC TOD 1028730

1. CURRENT PROJECT SCOPE

Northgate Transit Center (TC) Transit Oriented Development (TOD) Project - This project consists of integration of the transit center function with the new Northgate Link light rail station, and includes three primary components: the Transit Center for bus passenger loading, a new bus transit roadway, and a new bus layover facility which includes a comfort station building. This project is one of four projects associated with the Northgate TOD Program, previously part of a common appropriation.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC NORTHGATE TC TOD

1028730

3. PROJECT JUSTIFICATION

As part of their Link light rail extension project to Northgate, Sound Transit is initiating the review and redevelopment of Metro's existing Northgate Transit Center and Park and Ride properties. The project supports the Transit goal of Economic Growth and Built Environment and Transit Strategy 3.3.1: Encourage land use, policies and development that lead to communities that transit can serve efficiently and effectively. Planning and feasibility studies conducted for the Northgate TOD site are directed toward accomplishing the goals of increased transit ridership, net positive return on transit assets, and the broader growth management goals of jobs/housing balance and greenhouse gas reduction.

4. PROJECT BENEFITS/OUTCOMES

This project will contribute to the Northgate Regional Growth Center reaching its target population/housing and employment goals by creating a seamless transfer environment between bus and rail operations, helping to reduce congestion on I-5 between Northgate and Downtown Seattle, and creating a bus operating environment that will enable Metro to provide on-time and reliable service for the multiple routes that will serve the Northgate Regional Growth Center. The new transit center will allow redevelopment of the existing transit center and surface parking lot into a high-density, mixed-use TOD community, supporting 1,000 new dwelling units, including over 300 affordable units, retail and office space, and a pedestrian plaza providing direct access to the regional transit facilities adjacent to the new Northgate Link light rail station, as envisioned in the City's Northgate Urban Design Framework.

5. BUDGET REQUEST BASIS

Budget is requested for three components that integrate the bus Transit Center function with Sound Transit's Link Light Rail function. The three components are comprised of: Transit Center elements including Real-Time Information Sign System and bus operations room; a new bus transit roadway abutting the east side of Sound Transit's new bus passenger loading island; and a new bus layover facility. The budget request includes costs for implementation of the Sound Transit property sale transaction for the elevated rail station and guideway, including design and construction of the bus layover facility adjacent to Sound Transit's new Northgate Station/Transit Center. 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. Approximately \$4 M is being reappropriated from project 1116057 TD NORTHGATE TOD BUDGET to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

A Federal grant has been secured, and WSDOT has awarded a Regional Mobility Grant for the state biennium July 1, 2017 - June 30, 2019.

7. OPERATING BUDGET AND OTHER IMPACTS

Future operating impacts are unknown at this time.

8. PROJECT STATUS

The project is in final design. The design of the new transit center elements and bus transit roadway are complete. The new bus layover facility design is 90% complete. Construction of the three components is forecast to be complete prior to opening of the new Station/Transit Center in 2021.

9. ALTERNATIVES ANALYSIS

Alternatives analysis was concluded in 2012, resulting in this project concept.

10. OTHER AGENCY INVOLVEMENT

Other agencies involved in the project planning effort included Sound Transit, City of Seattle's Department of Transportation and Department of Planning and Development, Public Health - Seattle King County, Puget Sound Regional Council and Washington State Department of Transportation. Sound Transit is partnering with Metro Transit to design and construct the project. Additionally, the City of Seattle has provided \$10 million in funding for the affordable housing project, in addition to \$10 million provided by the King County Department of Community and Human Services, as part of the redevelopment of the property east of the new Northgate Station and bus transit roadway.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC NORTHGATE TC TOD	1028730
11. ART ELIGIBILITY		
N/A, Art eligible		
12. EQUITY AND SOCIAL JUSTICE IMPACT		
13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT		
Transit Oriented Development (TOD) projects reduce climate emissions by linking housing and employment with high capacity transit, as is the case with this integrated station/transit center project adjacent to the TOD redevelopment 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD SYSTEM BRT CORRIDOR

1028770

Master Project, TA, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TD SYSTEM BRT CORRIDOR
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$67,920	\$0	\$0	\$0	\$67,920
2 Preliminary Design	\$2,413,918	\$0	\$0	\$0	\$2,413,918
3 Final Design	\$4,781,560	\$0	\$0	\$0	\$4,781,560
4 Implementation	\$15,169,064	(\$1,511,932)	\$0	\$0	\$13,657,132
5 Closeout	\$217,539	(\$100,929)	\$0	\$0	\$116,610
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$22,650,002	(\$1,612,861)	\$0	\$0	\$21,037,141

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$1,612,861)	\$0	\$0	(\$1,612,861)
Total Revenue	(\$1,612,861)	\$0	\$0	(\$1,612,861)

EXPENSE TD SYSTEM BRT CORRIDOR

1028770

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$70,522	\$0	\$0	\$0	\$0	\$70,522
2 Prelim Design	\$2,475,120	\$0	\$0	\$0	\$0	\$2,475,120
3 Final Design	\$4,775,280	\$0	\$0	\$0	\$0	\$4,775,280
4 Implementation	\$13,611,321	\$0	\$0	\$0	\$0	\$13,611,321
5 Closeout	\$104,896	\$0	\$0	\$0	\$0	\$104,896
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$21,037,140	\$0	\$0	\$0	\$0	\$21,037,140

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$70,522	\$67,920	\$70,522
2 Preliminary Design	\$0	\$0	\$2,475,120	\$2,413,918	\$2,475,120
3 Final Design	\$0	\$0	\$4,775,280	\$4,781,560	\$4,775,280
4 Implementation	\$0	\$0	\$13,611,321	\$15,169,064	\$13,611,321
5 Closeout	\$0	\$0	\$104,896	\$217,539	\$104,896
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$21,037,139	\$22,650,001	\$21,037,139

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$2,602)	\$0	\$0	(\$2,602)
2 Preliminary Design	(\$61,202)	\$0	\$0	(\$61,202)
3 Final Design	\$6,280	\$0	\$0	\$6,280
4 Implementation	\$1,557,743	(\$1,511,932)	\$0	\$45,811
5 Closeout	\$112,642	(\$100,929)	\$0	\$11,713
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,612,861	(\$1,612,861)	\$0	\$0

NARRATIVES

TD SYSTEM BRT CORRIDOR

1028770

1. CURRENT PROJECT SCOPE

System Bus Rapid Transit (BRT) Corridor - The scope of the project is to plan, design, and construct the elements of RapidRide that improve transit speed and reliability for five of the RapidRide corridors: Pacific Highway South (A Line), Bellevue-Redmond (B Line), West Seattle to Downtown Seattle (C Line), Ballard-Uptown to Downtown Seattle (D Line), and Aurora Avenue North (E Line), from Shoreline to Downtown Seattle. The project will design, install, and test the intelligent transportation system that provides transit signal priority, as well as the data communication link from the Metro communications control center to real time passenger information signs and stand-alone fare transaction processors located along the corridors.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

King County Ordinance No. 15582 (Transit Now Ordinance) included the five bus rapid transit corridors currently identified as RapidRide Lines A through E. Metro designed the capital improvements associated with the RapidRide to decrease travel times with faster and more frequent service, provide more reliable service, increase system and corridor passenger capacity, and project an image of quality, comfort, and speed. A goal of the BRT Corridors project is to construct improvements that will reduce transit travel time by 10%.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This master project had multiple subs, all completed. Disappropriating remaining budget.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD SYSTEM BRT CORRIDOR	1028770
7. OPERATING BUDGET AND OTHER IMPACTS		
8. PROJECT STATUS		
Completed.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD HWY 99N TRANSIT CORRIDOR

1028794

TA

Department	TRANSPORTATION
Council District(s)	1, 4
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$168,991	\$0	\$0	\$0	\$168,991
2 Preliminary Design	\$311,724	\$0	\$0	\$0	\$311,724
3 Final Design	\$1,157,048	\$0	\$0	\$0	\$1,157,048
4 Implementation	\$3,790,707	(\$21,727)	\$0	\$0	\$3,768,980
5 Closeout	\$11,326	\$0	\$0	\$0	\$11,326
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$5,439,796	(\$21,727)	\$0	\$0	\$5,418,069

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$21,727)	\$0	\$0	(\$21,727)
Total Revenue	(\$21,727)	\$0	\$0	(\$21,727)

EXPENSE TD HWY 99N TRANSIT CORRIDOR

1028794

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$168,991	\$0	\$0	\$0	\$0	\$168,991
2 Prelim Design	\$311,724	\$0	\$0	\$0	\$0	\$311,724
3 Final Design	\$1,059,276	\$0	\$0	\$0	\$0	\$1,059,276
4 Implementation	\$3,866,678	\$0	\$0	\$0	\$0	\$3,866,678
5 Closeout	\$11,400	\$0	\$0	\$0	\$0	\$11,400
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$5,418,069	\$0	\$0	\$0	\$0	\$5,418,069

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$168,991	\$168,991	\$168,991
2 Preliminary Design	\$0	\$0	\$311,724	\$311,724	\$311,724
3 Final Design	\$0	\$0	\$1,059,276	\$1,157,048	\$1,059,276
4 Implementation	\$0	\$0	\$3,866,678	\$3,790,707	\$3,866,678
5 Closeout	\$0	\$0	\$11,400	\$11,326	\$11,400
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$5,418,069	\$5,439,796	\$5,418,069

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$97,772	\$0	\$0	\$97,772
4 Implementation	(\$75,971)	(\$21,727)	\$0	(\$97,698)
5 Closeout	(\$74)	\$0	\$0	(\$74)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$21,727	(\$21,727)	\$0	\$0

NARRATIVES

TD HWY 99N TRANSIT CORRIDOR

1028794

1. CURRENT PROJECT SCOPE

Highway 99 Transit Corridor - This project enables King County, WSDOT, the City of Shoreline and the City of Seattle to work together to make capital investments to improve the safety and operational efficiency of the Highway 99 North/Aurora corridor. The City of Shoreline has completed the roadway widening that includes transit lanes in both directions from N 145th to N 192nd. The remaining portion of the project includes King County funding associated construction of transit lanes in both directions, traffic signal cabinet upgrades to facilitate future transit signal priority installation, and the construction of the foundation for future passenger facility amenities between N 192nd and N 205th.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The project 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. E line is running along the Aurora corridor. Although this project predates the RapidRide initiative, all of the investments are compatible with and supportive of the RapidRide program.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This project has been completed. Disappropriating the remaining budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD HWY 99N TRANSIT CORRIDOR	1028794
8. PROJECT STATUS		
Completed.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD TAMP PROGRAM ADMIN (TDC TAMP PROGRAM ADMIN)

1028795

Master Project

Department	TRANSPORTATION
Council District(s)	
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC TAMP PROGRAM ADMIN
Substantial Completion	
Location	Countywide.
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/20	\$0	\$3,839,190	\$1,360,552	\$1,343,933	\$6,543,675
2 Preliminary Design 01/01/17 - 12/31/17	\$0	\$389,118	\$0	\$0	\$389,118
3 Final Design 01/01/17 - 12/31/17	\$0	\$563,222	\$0	\$0	\$563,222
4 Implementation 01/01/17 - 12/31/17	\$0	\$133,322	\$0	\$0	\$133,322
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$4,924,852	\$1,360,552	\$1,343,933	\$7,629,337

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$4,924,852	\$1,360,552	\$1,343,933	\$7,629,337
Total Revenue	\$4,924,852	\$1,360,552	\$1,343,933	\$7,629,337

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC TAMP PROGRAM ADMIN					1028795
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$2,591,537	\$387,925	\$859,728	\$1,360,552	\$1,343,933	\$6,543,675	
2 Prelim Design	\$389,118	\$0	\$0	\$0	\$0	\$389,118	
3 Final Design	\$563,222	\$0	\$0	\$0	\$0	\$563,222	
4 Implementation	\$133,322	\$0	\$0	\$0	\$0	\$133,322	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$3,677,198	\$387,925	\$859,728	\$1,360,552	\$1,343,933	\$7,629,336	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$2,605,359	\$0	\$2,979,462
2 Preliminary Design	\$0	\$0	\$389,118	\$0	\$389,118
3 Final Design	\$0	\$0	\$563,222	\$0	\$563,222
4 Implementation	\$0	\$0	\$327,424	\$0	\$133,322
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$3,885,123	\$0	\$4,065,124

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$2,979,462)	\$3,839,190	\$859,728	\$0
2 Preliminary Design	(\$389,118)	\$389,118	\$0	\$0
3 Final Design	(\$563,222)	\$563,222	\$0	\$0
4 Implementation	(\$133,322)	\$133,322	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$4,065,124)	\$4,924,852	\$859,728	\$0

NARRATIVES

1. CURRENT PROJECT SCOPE

Transit Asset Management Program (TAMP) Administration - This program is intended to support the soft cost requirements for the TAMP. These soft costs include program management, data analysis, functional analysis, and inspection to ensure the sustainability of Metro's assets.

2. PROGRAMMATIC PROJECT DISCUSSION

This program will support oversight, data analysis, functional analysis and asset inspections related to Transit Asset Management.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC TAMP PROGRAM ADMIN

1028795

3. PROJECT JUSTIFICATION

Transit Asset Management is the practice of maximizing the value of Metro's assets. This is accomplished by a multipronged approach that includes 3rd party inspections to evaluate the functionality of the assets, lifecycle monitoring to evaluate the reliability of the asset, and corrective/preventative maintenance evaluation to determine the efficiency of continued operation of the asset. These factors are then calculated with a criticality value to establish prioritized replacements. This process required reliable and consistent data put through complex calculations, requiring program oversight and data verification.

4. PROJECT BENEFITS/OUTCOMES

Replacing assets ensures Metro's operation meets it's performance expectations. Replacing assets through a comprehensive program of inspection and analysis ensures that Transit meets performance expectations but also maintains an efficient and balance asset replacement program.

5. BUDGET REQUEST BASIS

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. Approximately \$4M is being reappropriated from project 1129630 TDC SGR PROGRAM MGMT to fund or partially fund this project. The budget is based on the following activities' expected cost: monitoring progress and performance of fixed asset appropriations and their sub-projects; conducting financial management including developing budget, evaluating cost estimates, and performing fiscal reporting; overseeing the assessment work where asset conditions are evaluated and ranked; responding to audits and other performance evaluations and participating in these evaluations to strive for continual improvements; and responding to FTA requirements and other agencies regarding asset management policies and procedures.

6. FUNDING AND REVENUE DISCUSSION

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

Ongoing.

9. ALTERNATIVES ANALYSIS

N/A for this administrative program, however, each replacement project is required to perform an alternative analysis as a milestone requirement for capital projects.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art Eligible, administrative project.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC TAMP PROGRAM ADMIN	1028795
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD HIGHLINE CC TRN FACILITY

1028815

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	5
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$26,992	\$0	\$0	\$0	\$26,992
2 Preliminary Design	\$812,729	(\$721,079)	\$0	\$0	\$91,650
3 Final Design	\$328	\$0	\$0	\$0	\$328
4 Implementation	\$1,451	\$0	\$0	\$0	\$1,451
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$841,500	(\$721,079)	\$0	\$0	\$120,421

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$721,079)	\$0	\$0	(\$721,079)
Total Revenue	(\$721,079)	\$0	\$0	(\$721,079)

EXPENSE TD HIGHLINE CC TRN FACILITY 1028815

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$33,340	\$0	\$0	\$0	\$0	\$33,340
2 Prelim Design	\$83,113	\$0	\$0	\$0	\$0	\$83,113
3 Final Design	\$1,411	\$0	\$0	\$0	\$0	\$1,411
4 Implementation	\$2,558	\$0	\$0	\$0	\$0	\$2,558
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$120,421	\$0	\$0	\$0	\$0	\$120,421

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$33,340	\$26,992	\$33,340
2 Preliminary Design	\$0	\$0	\$83,113	\$812,729	\$83,113
3 Final Design	\$0	\$0	\$1,411	\$328	\$1,411
4 Implementation	\$0	\$0	\$2,558	\$1,451	\$2,558
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$120,422	\$841,500	\$120,422

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$6,348)	\$0	\$0	(\$6,348)
2 Preliminary Design	\$729,616	(\$721,079)	\$0	\$8,537
3 Final Design	(\$1,083)	\$0	\$0	(\$1,083)
4 Implementation	(\$1,107)	\$0	\$0	(\$1,107)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$721,078	(\$721,079)	\$0	(\$1)

NARRATIVES

TD HIGHLINE CC TRN FACILITY

1028815

1. CURRENT PROJECT SCOPE

Highline Community College Transit Facilities - This project consists of design and construction of bus zone and roadway improvements on the Highline College Campus southeast roadway loop to improve passenger and operational safety. The improvements are consistent with and support bus transit service for Sound Transit's planned Kent/Des Moines Link light rail station.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Despite light rail service to the area, Highline College will remain a major destination for bus passengers, many of whom originate west of the college, and buses serving the college from the west will continue to operate on the college's southeast roadway loop, about which passenger and operational concerns have been identified. The modifications proposed under this project will improve pedestrian connections from the college to the bus zones by providing ADA accessible curb ramps and standard pavement markings and signage, eliminating tripping hazards, providing revised curb alignment for improved passenger boarding.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This project has been cancelled. Disappropriating the budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD HIGHLINE CC TRN FACILITY	1028815
8. PROJECT STATUS		
Cancelled.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD BUS 60FT MB06 2 HYBRID

1028816

Master Project, TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TD BUS 60FT MB06 2 HYBRID
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$317,623	\$0	\$0	\$0	\$317,623
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$345,552,639	(\$278,885)	\$0	\$0	\$345,273,754
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$345,870,263	(\$278,885)	\$0	\$0	\$345,591,378

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$278,885)	\$0	\$0	(\$278,885)
Total Revenue	(\$278,885)	\$0	\$0	(\$278,885)

EXPENSE TD BUS 60FT MB06 2 HYBRID 1028816

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$461,799	\$0	\$0	\$0	\$0	\$461,799
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$345,129,578	\$0	\$0	\$0	\$0	\$345,129,578
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$345,591,377	\$0	\$0	\$0	\$0	\$345,591,377

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$461,799	\$317,623	\$461,799
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$345,129,578	\$345,552,639	\$345,129,578
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$345,591,377	\$345,870,262	\$345,591,377

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$144,176)	\$0	\$0	(\$144,176)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$423,061	(\$278,885)	\$0	\$144,176
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$278,885	(\$278,885)	\$0	\$0

NARRATIVES

TD BUS 60FT MB06 2 HYBRID

1028816

1. CURRENT PROJECT SCOPE

60-Foot Bus Hybrid Fleet - This project funded replacement and expansion Transit's 60 foot hybrid bus fleet.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

This project is for the replacement of revenue service buses, which supports the Transit goal of Financial Stewardship, and maintaining assets in a state of good repair.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This is an old bus procurement project that is complete. Disappropriating remaining budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Completed.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD BUS 60FT MB06 2 HYBRID	1028816
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD CAPITAL PROJECT OVERSIGHT

1028827

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	ADMIN
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$631,977	\$257,231	\$0	\$0	\$889,208
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$631,977	\$257,231	\$0	\$0	\$889,208

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$257,232	\$0	\$0	\$257,232
Total Revenue	\$257,232	\$0	\$0	\$257,232

EXPENSE TD CAPITAL PROJECT OVERSIGHT 1028827

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$305,285	\$0	\$257,232	\$0	\$0	\$562,517
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$305,285	\$0	\$257,232	\$0	\$0	\$562,517

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$305,285	\$631,977	\$305,285
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$305,285	\$631,977	\$305,285

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$326,692	\$257,231	\$257,232	\$326,691
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$326,692	\$257,231	\$257,232	\$326,691

NARRATIVES

TD CAPITAL PROJECT OVERSIGHT

1028827

1. CURRENT PROJECT SCOPE

Council Auditor Capital Project Oversight

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Based on allocation formula.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD CAPITAL PROJECT OVERSIGHT	1028827
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TD TRANSIT PRIORITY IMPROVEMET (TDC TRANSIT PRIORITY IMPR)

1028830

Master Project, Green Building Reporting

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$1,256,505	\$0	\$0	\$0	\$1,256,505
2 Preliminary Design 01/01/18 - 12/31/27	\$2,304,707	\$0	\$2,681,165	\$2,648,414	\$7,634,286
3 Final Design 12/31/27 - 12/31/27	\$963,423	\$0	\$0	\$0	\$963,423
4 Implementation 12/31/27 - 12/31/27	\$979,165	\$0	\$0	\$0	\$979,165
5 Closeout 12/31/27 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/18 - 12/31/27	\$0	\$0	\$0	\$0	\$0
Total Budget	\$5,503,799	\$0	\$2,681,165	\$2,648,414	\$10,833,378

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$2,681,165	\$2,648,414	\$5,329,579
Total Revenue	\$0	\$2,681,165	\$2,648,414	\$5,329,579

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC TRANSIT PRIORITY IMPR				1028830
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$304,313	\$0	\$0	\$0	\$0	\$304,313
2 Prelim Design	\$959,755	\$800,000	\$2,018,048	\$2,681,165	\$2,648,414	\$9,107,382
3 Final Design	\$358,205	\$0	\$0	\$0	\$0	\$358,205
4 Implementation	\$665,798	\$0	\$0	\$0	\$0	\$665,798
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$2,288,071	\$800,000	\$2,018,048	\$2,681,165	\$2,648,414	\$10,435,698

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0		\$406,495	\$1,256,505	\$304,313
2 Preliminary Design	\$0		\$1,055,293	\$2,304,707	\$1,759,755
3 Final Design	\$0		\$411,520	\$963,423	\$358,205
4 Implementation	\$0		\$666,689	\$979,165	\$665,798
5 Closeout	\$0		\$0	\$0	\$0
6 Acquisition	\$0		\$0	\$0	\$0
Total	\$0		\$2,539,997	\$5,503,800	\$3,088,071

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$952,191	\$0	\$0	\$952,191
2 Preliminary Design	\$544,952	\$0	\$2,018,048	(\$1,473,096)
3 Final Design	\$605,218	\$0	\$0	\$605,218
4 Implementation	\$313,366	\$0	\$0	\$313,366
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$2,415,727	\$0	\$2,018,048	\$397,679

NARRATIVES TDC TRANSIT PRIORITY IMPR 1028830

1. CURRENT PROJECT SCOPE

Transit Priority Improvement program - This program covers corridor planning studies and conceptual development plans to identify projects that support the METRO CONNECTS vision 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 a particular 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC TRANSIT PRIORITY IMPR

1028830

2. PROGRAMMATIC PROJECT DISCUSSION

The Transit Priority Improvement program identifies and prioritizes projects to improve transit performance and customer experience. The program works with our partner cities to increase the operating efficiency of existing bus service by improving transit speed and travel time reliability on highly congested corridors and at individual intersections. Over the past five years, this program has made investments throughout the county on several corridors and over 80 individual hot spot locations. This program also provides local match funding when seeking state or local grant funding to cover the cost of design and implementation of identified projects.

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 of the options 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. This program also supports future service change efforts by installing improvements to accommodate new bus routing and turns. Metro's vision as a regional transit provider and maintaining transit service and reliability is a high priority for the Puget Sound region.

4. PROJECT BENEFITS/OUTCOMES

Benefits and outcomes will vary by individual project. However, keeping transit moving through congested locations will be a common thread in all. The performance measure of emphasis is on-time performance and travel time reliability.

5. BUDGET REQUEST BASIS

Current appropriation is sufficient in the biennium, so no additional requested appropriation is requested at this time.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

- Current phase: multiple phases
- Number of hot spot and safety improvement locations currently active: 19
- Number of hot spot locations completed in 2017: 18

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, WSDOT, Sound Transit, Community Transit, and other cities supporting transit speed and reliability program.

11. ART ELIGIBILITY

Not Art Eligible, planning project and roads, airport runways, sewers and solid waste landfills

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC TRANSIT PRIORITY IMPR	1028830
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12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

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 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD VANPOOL VEHICLE PURCHASE

1028854

TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1,968	\$0	\$0	\$0	\$1,968
2 Preliminary Design	\$126	\$0	\$0	\$0	\$126
3 Final Design	\$50,500	\$0	\$0	\$0	\$50,500
4 Implementation	\$91,411,975	(\$1,893)	\$0	\$0	\$91,410,082
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$91,464,569	(\$1,893)	\$0	\$0	\$91,462,676

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$1,893)	\$0	\$0	(\$1,893)
Total Revenue	(\$1,893)	\$0	\$0	(\$1,893)

EXPENSE TD VANPOOL VEHICLE PURCHASE 1028854

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$1,968	\$0	\$0	\$0	\$0	\$1,968
2 Prelim Design	\$126	\$0	\$0	\$0	\$0	\$126
3 Final Design	\$50,500	\$0	\$0	\$0	\$0	\$50,500
4 Implementation	\$91,410,015	\$0	\$0	\$0	\$0	\$91,410,015
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$67	\$0	\$0	\$0	\$0	\$67
Total Expense	\$91,462,675	\$0	\$0	\$0	\$0	\$91,462,675

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$1,968	\$1,968	\$1,968
2 Preliminary Design	\$0	\$0	\$126	\$126	\$126
3 Final Design	\$0	\$0	\$50,500	\$50,500	\$50,500
4 Implementation	\$0	\$0	\$91,410,015	\$91,411,975	\$91,410,015
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$67	\$0	\$67
Total	\$0	\$0	\$91,462,676	\$91,464,569	\$91,462,676

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$1,960	(\$1,893)	\$0	\$67
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	(\$67)	\$0	\$0	(\$67)
Total	\$1,893	(\$1,893)	\$0	\$0

NARRATIVES

TD VANPOOL VEHICLE PURCHASE

1028854

1. CURRENT PROJECT SCOPE

Vanpool Fleet - The project funds the purchase of new vans needed to support the County's Vanpool Program. New vans are purchased to replace vans at the end of their useful vanpool life and to expand service.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The Vanpool Program helps meet the growing need for transportation services throughout the county and is consistent with the Strategic Plan goal of Economic Growth and Built Environment and the initiative of Record Ridership.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This is the old vanpool fleet procurement project; van procurement is continuing in a new project (1130169). Disappropriating remaining funds.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Completed.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD VANPOOL VEHICLE PURCHASE	1028854
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD NON REV VEHICLE CAP OUTLAY (TDC CAPITAL OUTLAY PROGRAM)

1028857

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC CAPITAL OUTLAY PROGRAM
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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 - 12/31/26	\$0	\$8,464,221	\$1,000,000	\$1,000,000	\$10,464,221
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$8,464,221	\$1,000,000	\$1,000,000	\$10,464,221

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$8,464,221	\$1,000,000	\$1,000,000	\$10,464,221
Total Revenue	\$8,464,221	\$1,000,000	\$1,000,000	\$10,464,221

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC CAPITAL OUTLAY PROGRAM					1028857
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$5,820	\$0	\$0	\$0	\$0	\$5,820	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0	
4 Implementation	\$3,874,451	\$798,761	\$3,785,189	\$1,000,000	\$1,000,000	\$10,458,401	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$3,880,271	\$798,761	\$3,785,189	\$1,000,000	\$1,000,000	\$10,464,221	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$5,820	\$0	\$5,820
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0		\$3,999,337	\$0	\$4,673,212
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$4,005,157	\$0	\$4,679,032

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$5,820)	\$0	\$0	(\$5,820)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$4,673,212)	\$8,464,221	\$3,785,189	\$5,820
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$4,679,032)	\$8,464,221	\$3,785,189	\$0

NARRATIVES

TDC CAPITAL OUTLAY PROGRAM

1028857

1. CURRENT PROJECT SCOPE

Non-Revenue Vehicle Capital Outlay Program - This programmatic project provides for the purchase of new equipment and vehicles that are not associated with other capital projects. Only items that have been approved by the overseeing committee may be purchased. These assets then become part of the fixed asset base of the Public Transportation Fund and are replaced through one of the asset management projects.

2. PROGRAMMATIC PROJECT DISCUSSION

Every biennial cycle, Transit's needs for new capital items are evaluated and procured through this project.

3. PROJECT JUSTIFICATION

Items submitted for funding must meet the base criteria of providing safety improvements, cost saving efficiencies, increased productivity, service quality, security enhancement or meet new business needs.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC CAPITAL OUTLAY PROGRAM

1028857

4. PROJECT BENEFITS/OUTCOMES

The capital outlay items procured through this project are necessary to support Metro Transit's operations and are evaluated on the case by case basis.

5. BUDGET REQUEST BASIS

The budget is requested based on the needs identified by Transit for the 2019-2020 cycle. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, approximately \$5.3 M is being reappropriated from project 1116036 TDC CAPITAL OUTLAY BUDGET, which is being discontinued, to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

The operating impact of each purchase is reviewed as part of the approval process.

8. PROJECT STATUS

This is an ongoing capital outlay procurement program.

9. ALTERNATIVES ANALYSIS

The analysis of alternatives is done when a request for a new asset is submitted.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art Eligible, equipment and vehicle purchases are not eligible for art contributions.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD WAREHOUSE REPLACEMENT

1111769

TA, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$2,117	(\$2,116)	\$0	\$0	\$1
4 Implementation	\$0	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$2,117	(\$2,116)	\$0	\$0	\$1

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$2,116)	\$0	\$0	(\$2,116)
Total Revenue	(\$2,116)	\$0	\$0	(\$2,116)

EXPENSE TD WAREHOUSE REPLACEMENT 1111769

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	(\$99)	\$0	\$0	\$0	\$0	(\$99)
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$99	\$0	\$0	\$0	\$0	\$99
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	(\$99)	\$0	(\$99)
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$99	\$2,117	\$99
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	\$2,117	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$99	\$0	\$0	\$99
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$2,017	(\$2,116)	\$0	(\$99)
4 Implementation	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$2,116	(\$2,116)	\$0	\$0

NARRATIVES

TD WAREHOUSE REPLACEMENT

1111769

1. CURRENT PROJECT SCOPE

Warehouse Replacement - This project will replace the 50,000 square foot warehouse west of the Atlantic/Central Base campus. The scope of the project will address Metro Transit's system needs for short and long term storage, new bus parts storage, facilities material storage, trolley parts storage, and bulk or oversized storage. The project envisioned assumes a 50,000sf multilevel replacement structure that is located on Transit property.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The current warehouse was built in the 1940's and purchased by Metro Transit in 2002 as part of the base expansion. The building is used for the larger and lesser used bus maintenance parts displaced from the base expansion, facilities equipment, trolley materials, and seasonal equipment like bus tire chains. The warehouse is a wood structure and has deteriorated beyond any reasonable economical repair. The building cannot be occupied when the roof has a snow or ice load.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This body of work was split into individual (smaller) projects.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD WAREHOUSE REPLACEMENT	1111769
8. PROJECT STATUS		
Cancelled.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TD CIP CONTINGENCY (TDC EMERG NEED CONT FUND 3641)

1111770

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	ADMIN
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$1,126	\$0	\$0	\$0	\$1,126
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/19 - 12/31/20	\$14,833,713	\$5,165,161	\$0	\$0	\$19,998,874
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$14,834,839	\$5,165,161	\$0	\$0	\$20,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$5,165,161	\$0	\$0	\$5,165,161
Total Revenue	\$5,165,161	\$0	\$0	\$5,165,161

EXPENSE TDC EMERG NEED CONT FUND 3641

1111770

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$1,137	\$0	\$0	\$0	\$0	\$1,137
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	\$1,137	\$0	\$0	\$0	\$0	\$1,137

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$1,137	\$1,126	\$1,137
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$0	\$14,833,713	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$1,137	\$14,834,839	\$1,137

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$11)	\$0	\$0	(\$11)
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$14,833,713	\$5,165,161	\$0	\$19,998,874
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$14,833,702	\$5,165,161	\$0	\$19,998,863

NARRATIVES

TDC EMERG NEED CONT FUND 3641

1111770

1. CURRENT 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. If needed, the appropriation authority in this project would be transferred to other projects within Fund 3641.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The budget request represents the maximum amount allowed per King County Code. The maximum amount is requested based on the size of Transit's capital program.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC EMERG NEED CONT FUND 3641	1111770
9. ALTERNATIVES ANALYSIS		
10. OTHER AGENCY INVOLVEMENT		
11. ART ELIGIBILITY		
Not Art eligible, admin project		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC FACILITY CONDITION ASSESSMENTS (TDC FACILITY CONDITION ASSMT)

1111778

Master Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC FACILITY CONDITION ASSMT
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$636,295	\$0	\$0	\$636,295
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$2,712,011	\$0	\$0	\$2,712,011
3 Final Design 12/31/17 - 12/31/17	\$0	\$115,765	\$0	\$0	\$115,765
4 Implementation 01/01/18 - 12/31/20	\$0	\$2,761,872	\$0	\$0	\$2,761,872
5 Closeout 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/18 - 01/01/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$6,225,943	\$0	\$0	\$6,225,943

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$6,225,943	\$0	\$0	\$6,225,943
Total Revenue	\$6,225,943	\$0	\$0	\$6,225,943

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC FACILITY CONDITION ASSMT					1111778
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$636,295	\$0	\$0	\$0	\$0	\$636,295	
2 Prelim Design	\$2,712,011	\$0	\$0	\$0	\$0	\$2,712,011	
3 Final Design	\$115,765	\$0	\$0	\$0	\$0	\$115,765	
4 Implementation	\$14,629	\$692,883	\$2,054,360	\$0	\$0	\$2,761,872	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$3,478,700	\$692,883	\$2,054,360	\$0	\$0	\$6,225,943	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0		\$636,295	\$0	\$636,295
2 Preliminary Design	\$0		\$2,942,745	\$0	\$2,712,011
3 Final Design	\$0		\$135,821	\$0	\$115,765
4 Implementation	\$0		\$14,629	\$0	\$707,512
5 Closeout	\$0		\$0	\$0	\$0
6 Acquisition	\$0		\$0	\$0	\$0
Total	\$0		\$3,729,490	\$0	\$4,171,583

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$636,295)	\$636,295	\$0	\$0
2 Preliminary Design	(\$2,712,011)	\$2,712,011	\$0	\$0
3 Final Design	(\$115,765)	\$115,765	\$0	\$0
4 Implementation	(\$707,512)	\$2,761,872	\$2,054,360	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$4,171,583)	\$6,225,943	\$2,054,360	\$0

NARRATIVES

TDC FACILITY CONDITION ASSMT

1111778

1. CURRENT 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

This is an ongoing supporting program that is essential in programming and project development for the State of Good Repair sub portfolio projects.

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC FACILITY CONDITION ASSMT

1111778

5. BUDGET REQUEST BASIS

The budget 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. Approximately \$4.2 M is being reappropriated from project 1129630 TDC SGR PROGRAM MGMT to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

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

Ongoing; being converted from sub a programmatic project.

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

11. ART ELIGIBILITY

Not Art Eligible, capital planning/admin project

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Facility Conditions Assessment identified aging assets that are likely inefficient.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD ASSET MGMT INTEGRATION

1111780

TA, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2016
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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 01/01/16 - 12/31/16	\$0	\$969,277	\$0	\$0	\$969,277
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$969,277	\$0	\$0	\$969,277

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$969,277	\$0	\$0	\$969,277
Total Revenue	\$969,277	\$0	\$0	\$969,277

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TD ASSET MGMT INTEGRATION					1111780
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$969,277	\$0	\$0	\$0	\$0	\$969,277	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$969,277	\$0	\$0	\$0	\$0	\$969,277	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$969,277	\$0	\$969,277
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$969,277	\$0	\$969,277

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$969,277)	\$969,277	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$969,277)	\$969,277	\$0	\$0

NARRATIVES TD ASSET MGMT INTEGRATION 1111780

1. CURRENT PROJECT SCOPE

Asset Management Integration - This effort includes entering updated asset condition data into the existing database, assigning criticality scores by asset types and creating asset relational hierarchies within the database.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

This project was needed to ensure quality asset condition data.

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD ASSET MGMT INTEGRATION	1111780
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5. BUDGET REQUEST BASIS

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. Approximately \$1M is being reappropriated from project 1129630 TDC SGR PROGRAM MGMT to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This project is complete and will be closed.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD ORCA VENDING MACHINES

1111789

TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$8,772	\$0	\$0	\$0	\$8,772
2 Preliminary Design	\$36,348	\$0	\$0	\$0	\$36,348
3 Final Design	\$147,215	\$0	\$0	\$0	\$147,215
4 Implementation	\$713,191	(\$539,475)	\$0	\$0	\$173,716
5 Closeout	\$125	\$0	\$0	\$0	\$125
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$905,651	(\$539,475)	\$0	\$0	\$366,176

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$539,475)	\$0	\$0	(\$539,475)
Total Revenue	(\$539,475)	\$0	\$0	(\$539,475)

EXPENSE TD ORCA VENDING MACHINES 1111789

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$8,772	\$0	\$0	\$0	\$0	\$8,772
2 Prelim Design	\$41,407	\$0	\$0	\$0	\$0	\$41,407
3 Final Design	\$191,029	\$0	\$0	\$0	\$0	\$191,029
4 Implementation	\$123,858	\$0	\$0	\$0	\$0	\$123,858
5 Closeout	\$1,110	\$0	\$0	\$0	\$0	\$1,110
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$366,176	\$0	\$0	\$0	\$0	\$366,176

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$8,772	\$8,772	\$8,772
2 Preliminary Design	\$0	\$0	\$41,407	\$36,348	\$41,407
3 Final Design	\$0	\$0	\$191,029	\$147,215	\$191,029
4 Implementation	\$0	\$0	\$123,858	\$713,191	\$123,858
5 Closeout	\$0	\$0	\$1,110	\$125	\$1,110
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$366,176	\$905,651	\$366,176

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$5,059)	\$0	\$0	(\$5,059)
3 Final Design	(\$43,814)	\$0	\$0	(\$43,814)
4 Implementation	\$589,333	(\$539,475)	\$0	\$49,858
5 Closeout	(\$985)	\$0	\$0	(\$985)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$539,475	(\$539,475)	\$0	\$0

NARRATIVES

TD ORCA VENDING MACHINES

1111789

1. CURRENT PROJECT SCOPE

ORCA Vending Machines - This project provides funding to purchase and install eight ticket vending machines throughout King County that will dispense ORCA cards and add value to ORCA cards to provide additional convenient options to individual customers purchasing regional fare media. Machines are currently installed in five locations and three more locations are planned and designed.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Not all individual customers have access to online purchase / revalue options for Orca cards. Some prefer not to purchase or add value by making a telephone call to the Orca call center or need to perform those functions after the call center has closed for the day. Some are not able to or prefer not to deal with the network of 3rd party retail outlets such as Safeway and QFC stores. The vending machines are able to provide this function directly in the boarding and transfer environment.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Completed, disappropriating remaining budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD ORCA VENDING MACHINES	1111789
8. PROJECT STATUS		
Completed.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TD TRANSIT CENTER SECURITY

1111978

TA, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$80,066	\$0	\$0	\$0	\$80,066
2 Preliminary Design	\$14,934	\$0	\$0	\$0	\$14,934
3 Final Design	\$306,375	\$0	\$0	\$0	\$306,375
4 Implementation	\$1,204,483	(\$913)	\$0	\$0	\$1,203,570
5 Closeout	\$1,645	\$0	\$0	\$0	\$1,645
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,607,503	(\$913)	\$0	\$0	\$1,606,590

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$913)	\$0	\$0	(\$913)
Total Revenue	(\$913)	\$0	\$0	(\$913)

EXPENSE TD TRANSIT CENTER SECURITY 1111978

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$80,317	\$0	\$0	\$0	\$0	\$80,317
2 Prelim Design	\$14,981	\$0	\$0	\$0	\$0	\$14,981
3 Final Design	\$306,466	\$0	\$0	\$0	\$0	\$306,466
4 Implementation	\$1,201,249	\$0	\$0	\$0	\$0	\$1,201,249
5 Closeout	\$3,577	\$0	\$0	\$0	\$0	\$3,577
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$1,606,590	\$0	\$0	\$0	\$0	\$1,606,590

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$80,317	\$80,066	\$80,317
2 Preliminary Design	\$0	\$0	\$14,981	\$14,934	\$14,981
3 Final Design	\$0	\$0	\$306,466	\$306,375	\$306,466
4 Implementation	\$0	\$0	\$1,201,249	\$1,204,483	\$1,201,249
5 Closeout	\$0	\$0	\$3,577	\$1,645	\$3,577
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$1,606,590	\$1,607,503	\$1,606,590

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$251)	\$0	\$0	(\$251)
2 Preliminary Design	(\$47)	\$0	\$0	(\$47)
3 Final Design	(\$91)	\$0	\$0	(\$91)
4 Implementation	\$3,234	(\$913)	\$0	\$2,321
5 Closeout	(\$1,932)	\$0	\$0	(\$1,932)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$913	(\$913)	\$0	\$0

NARRATIVES

TD TRANSIT CENTER SECURITY

1111978

1. CURRENT PROJECT SCOPE

Transit Center Security - This project replaced lighting at three locations and installed security communication and surveillance equipment at two transit centers. Lighting improvements at the Kenmore and South Bellevue P&R were completed in 2009. Lighting improvements at the Northgate Transit Center were completed in 2008. Emergency call stations, surveillance cameras, recording equipment and break-in alarms were installed at the Northgate Transit Center in 2009 and at the Aurora Village Transit Center in 2013.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

This project supports Transit safety goal - Promote safety and security in public transportation operations and facilities. Lighting fixtures at park and rides have reached their 20 year life. Older fixtures results in shadows and dark spots. Security systems were installed at two of Metro's transit centers with the highest security incident rates in the system.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This project has been completed. Disappropriating the remaining budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD TRANSIT CENTER SECURITY	1111978
8. PROJECT STATUS		
Completed.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TD NORTHGATE TOD SITE DEV (TDC NORTHGATE TOD SITE DEV)

1111997

Baseline Required, Art Eligible

Department	TRANSPORTATION
Council District(s)	1
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	08/31/2025
Location	10200 1ST AVE NE, SEATTLE 98115: Northgate Transit Center / Park & Ride
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$383,169	\$0	\$0	\$383,169
2 Preliminary Design 01/01/18 - 08/31/20	\$0	\$2,446,526	\$104,820	\$0	\$2,551,346
3 Final Design 09/01/20 - 08/31/22	\$0	\$18,085	\$24,667	\$0	\$42,752
4 Implementation 09/01/22 - 08/31/25	\$0	\$32,519	\$2,831,181	\$0	\$2,863,700
5 Closeout 09/01/25 - 01/31/27	\$0	\$0	\$615,929	\$0	\$615,929
6 Acquisition 01/01/18 - 08/31/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$2,880,299	\$3,576,597	\$0	\$6,456,896

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$28,518	\$35,766	\$0	\$64,284

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$2,880,299	\$3,576,597	\$0	\$6,456,896
Total Revenue	\$2,880,299	\$3,576,597	\$0	\$6,456,896

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC NORTHGATE TOD SITE DEV					1111997
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$383,169	\$0	\$0	\$0	\$0	\$383,169	
2 Prelim Design	\$749,783	\$203,362	\$1,493,380	\$104,820	\$0	\$2,551,345	
3 Final Design	\$14,554	\$0	\$3,531	\$25,870	\$0	\$43,955	
4 Implementation	\$4,001	\$24,636	\$5,085	\$334,325	\$1,877,785	\$2,245,832	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$1,151,508	\$227,998	\$1,501,996	\$465,015	\$1,877,785	\$5,224,302	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$383,169	\$383,169	\$0	\$383,169
2 Preliminary Design	\$0	\$2,551,346	\$855,895	\$0	\$953,145
3 Final Design	\$0	\$43,956	\$17,521	\$0	\$14,554
4 Implementation	\$0	\$2,833,979	\$4,001	\$0	\$28,637
5 Closeout	\$0	\$615,929	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$6,428,379	\$1,260,586	\$0	\$1,379,505

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$383,169)	\$383,169	\$0	\$0
2 Preliminary Design	(\$953,145)	\$2,446,526	\$1,493,380	\$1
3 Final Design	(\$14,554)	\$18,085	\$3,531	\$0
4 Implementation	(\$28,637)	\$32,519	\$5,085	(\$1,203)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$1,379,505)	\$2,880,299	\$1,501,996	(\$1,202)

NARRATIVES

TDC NORTHGATE TOD SITE DEV

1111997

1. CURRENT PROJECT SCOPE

Northgate Transit Oriented Development (TOD) Site Development - This project consists of the sale of Metro Transit's property located east of the future Northgate Link light rail station and bus transit roadway, and redevelopment of the property into a high-density, mixed-use community including over 300 units of affordable housing, market rate housing, and potentially office and retail space. This project is one of four projects associated with the Northgate TOD Program, previously part of a common appropriation.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC NORTHGATE TOD SITE DEV

1111997

3. PROJECT JUSTIFICATION

As part of their Link light rail extension project to Northgate, Sound Transit is acquiring property and is prompting Metro's review and redevelopment of its existing Northgate Transit Center and Park and Ride properties. The project supports the Transit goal of Economic Growth and Built Environment and Transit Strategy 3.3.1: Encourage land use, policies and development that lead to communities that transit can serve efficiently and effectively. Planning and feasibility studies conducted for the Northgate TOD site are directed toward accomplishing the goals of increased transit ridership, net positive return on transit assets, and the broader growth management goals of jobs/housing balance and greenhouse gas reduction. The project is supported by King County, the City of Seattle, and Sound Transit.

4. PROJECT BENEFITS/OUTCOMES

This project will allow redevelopment of the existing transit center and surface parking lot into a high-density, mixed-use TOD community, supporting 1,000 new dwelling units, including over 300 affordable units, retail and office space, and a pedestrian plaza providing direct access to the regional transit facilities adjacent to the new Northgate Link light rail station, as envisioned in the City's Northgate Urban Design Framework, and the Northgate Regional Growth Center and its target population/housing and employment goals.

5. BUDGET REQUEST BASIS

Budget is requested to continue forward with the property sale for redevelopment into the high-density, mixed-use transit oriented community, as envisioned for this designated Regional Growth Center. This budget request includes estimated costs for the necessary property transactions and ensuring compliance with the terms of property sale agreements. This property transaction is expected to result in revenues to Metro Transit. 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. Approximately \$4 M is being reappropriated from project 1116057 TD NORTHGATE TOD BUDGET to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

A Request For Proposals for redevelopment of the Metro Transit property east of the new Northgate Station was issued November 2, 2017 and proposals were received January 18, 2018. This did not yield an acceptable proposal. Plans for the process to select a developer are currently being refined as is the construction schedule forecast.

9. ALTERNATIVES ANALYSIS

Alternatives analysis was concluded in 2012, resulting in this project's scope.

10. OTHER AGENCY INVOLVEMENT

Other agencies involved in the project planning effort included Sound Transit, City of Seattle's Department of Transportation and Department of Planning & Development, Public Health - Seattle King County, Puget Sound Regional Council and Washington State Department of Transportation. The City of Seattle has provided \$10 million in funding for the affordable housing project, in addition to \$10 million provided by King County Department of Community and Human Services.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Transit Oriented Development (TOD) projects reduce climate emissions by linking housing and employment with high capacity transit, as the linkage provided by this TOD project. Additionally, this TOD project will include energy efficiency and green building elements in the buildings as required by the Green Building Ordinance.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC NORTHGATE TOD SITE DEV	1111997
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TD SHELTER REFURBISHMENT (TDC SHELTER REFURBISHMENT)

1115487

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC SHELTER REFURBISHMENT
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 06/30/18	\$0	\$74,969	\$0	\$0	\$74,969
2 Preliminary Design 06/30/18 - 06/30/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 06/30/18 - 06/30/18	\$0	\$0	\$0	\$0	\$0
4 Implementation 07/01/18 - 12/31/20	\$0	\$11,046,200	\$0	\$0	\$11,046,200
5 Closeout 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
6 Acquisition 07/01/18 - 07/01/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$11,121,169	\$0	\$0	\$11,121,169

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$11,121,169	\$0	\$0	\$11,121,169
Total Revenue	\$11,121,169	\$0	\$0	\$11,121,169

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC SHELTER REFURBISHMENT				1115487
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$1,248	\$73,722	\$0	\$0	\$0	\$74,970
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$6,675,826	\$1,145,917	\$2,900,808	\$323,648	\$0	\$11,046,199
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$6,677,073	\$1,219,639	\$2,900,808	\$323,648	\$0	\$11,121,168

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$1,248	\$0	\$74,970
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$7,479,024	\$0	\$7,821,743
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$7,480,272	\$0	\$7,896,713

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$74,970)	\$74,969	\$0	(\$1)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$7,821,743)	\$11,046,200	\$2,900,808	\$323,649
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$7,896,713)	\$11,121,169	\$2,900,808	\$323,648

NARRATIVES

1. CURRENT PROJECT SCOPE

Shelter Refurbishment - This program consists of maintaining Metro Transit's existing bus stop shelters in a state of good repair by refurbishing 140 to 160 shelters annually. Refurbishment work may 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.

2. PROGRAMMATIC PROJECT DISCUSSION

This program addresses "State of Good Repair" principles through timely reinvestment of approximately 140 - 160 shelters per year, to keep the necessary functions in good, safe conditions for employees and the public.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SHELTER REFURBISHMENT

1115487

3. PROJECT JUSTIFICATION

Metro has over 1,800 shelters at bus stops. Bus shelters have a lifecycle of approximately 10 years, depending on the use (ridership) in the area where shelters are located. The Shelter Refurbishment program is necessary to maximize value and extend a shelter's useful life. If Metro does not routinely refurbish shelters, it would increase the risk of unsafe passenger facilities. Aged and/or deteriorating shelter conditions are removed, refurbished and reinstalled annually to maintain pleasant, safe and "good image" environments for transit riders. It also addresses three Metro Transit strategic goals: safety, service performance and financial stewardship.

4. PROJECT BENEFITS/OUTCOMES

By routinely refurbishing shelters, reduced corrective maintenance costs are anticipated. This work is in support of keeping Metro's facilities safe, increasing customer and employee satisfaction. It also is in support of State of Good Repair principles and quality asset management practices, maximizing value of Metro's shelters.

5. BUDGET REQUEST BASIS

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. Approximately \$9 M is being reappropriated from project 1116015 TD TOH, SHELTER, EQUIP BUDGET to fund or partially fund this project. The 2019-2020 budget is based on past years' expense trends. Anticipated program cost increase fund planning labor increases to inform future capital improvement programs and costs associated with materials with imposed tariffs, new materials contracts, and general wage increases.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This project is an ongoing project. In 2017, 123 shelters were refurbished. For 2018, the goal is to refurbish 140 - 160 shelters.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program advances Metro's progress towards the Strategic Climate Action Plan, by reusing shelter frames and components and minimizing waste during fabrication.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC SHELTER REFURBISHMENT	1115487
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TD TROLLEY POLES (TDC TROLLEY POLES)

1115489

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	2, 4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC TROLLEY POLES
Substantial Completion	
Location	Seattle Trolley Network
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$35,768	\$0	\$0	\$35,768
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/18 - 12/31/27	\$0	\$5,672,296	\$1,710,934	\$1,690,035	\$9,073,265
5 Closeout 12/31/27 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/18 - 01/01/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$5,708,064	\$1,710,934	\$1,690,035	\$9,109,033

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$5,503,848	\$209,822	\$95,292	\$5,808,962
33340 - FEDERAL HIGHWAY ADMIN	\$204,216	\$1,501,112	\$1,594,743	\$3,300,071
Total Revenue	\$5,708,064	\$1,710,934	\$1,690,035	\$9,109,033

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC TROLLEY POLES					1115489
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$35,768	\$0	\$0	\$0	\$0	\$35,768	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0	
4 Implementation	\$3,874,116	\$717,150	\$1,081,030	\$1,710,934	\$1,690,035	\$9,073,265	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$3,909,884	\$717,150	\$1,081,030	\$1,710,934	\$1,690,035	\$9,109,033	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$35,768	\$0	\$35,768
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$4,172,189	\$0	\$4,591,266
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$4,207,957	\$0	\$4,627,034

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$35,768)	\$35,768	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$4,591,266)	\$5,672,296	\$1,081,030	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$4,627,034)	\$5,708,064	\$1,081,030	\$0

NARRATIVES

TDC TROLLEY POLES

1115489

1. CURRENT PROJECT SCOPE

Trolley Poles Infrastructure - This program supports the maintenance and repair of trolley bus program by replacing trolley poles as needed. Previous efforts have resulted in 80 - 100 wood poles being replaced annually.

2. PROGRAMMATIC PROJECT DISCUSSION

In the 2019 - 2020 biennium the goal is to replace a total of approximately 200 poles.

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. The system presently has 4,731 wood poles in service. The lifecycle of wood poles are 15 years. Based on age and/or condition poles are replaced to avoid disruptions in service and prevent safety hazards in the public right-of-way. During this biennium Metro Transit expects to replace approximately 200 poles.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC TROLLEY POLES

1115489

4. PROJECT BENEFITS/OUTCOMES

As part of the State of Good Repair, maintaining these poles are a requirement. Also, by maintaining the trolley infrastructure, it keeps the system functional, allowing for the timely moving of citizens and improves customer satisfaction. It also reduces long term maintenance/operating costs of the system.

5. BUDGET REQUEST BASIS

The 2019-2020 budget is based on past years expense trend for replacement of trolley poles. These costs are including labor, supplies, and equipment to support the timely repair and maintenance of the trolley poles. 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. Approximately \$5 M is being reappropriated from project 1116015 TD TOH, SHELTER, EQUIP BUDGET to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

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

10. OTHER AGENCY INVOLVEMENT

SDOT, SCL, 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

The trolley overhead system supports the climate action plan because it provides power to the zero emission fleet operated within the City of Seattle. The timely replacement of poles allows the system to operate in a state of good repair.

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC TROLLEY POLES	1115489
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TD TROLLEY OVERHEAD SWITCHES (TDC TROLLEY OVERHEAD SWITCHES)

1115490

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	2, 4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC TROLLEY OVERHEAD SWITCHES
Substantial Completion	
Location	Seattle Trolley Network
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/18 - 12/31/27	\$0	\$2,954,709	\$934,183	\$922,771	\$4,811,663
5 Closeout 12/31/27 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/18 - 01/01/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$2,954,709	\$934,183	\$922,771	\$4,811,663

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$2,954,709	\$65,590	\$0	\$3,020,299
33340 - FEDERAL HIGHWAY ADMIN	\$0	\$868,593	\$922,771	\$1,791,364
Total Revenue	\$2,954,709	\$934,183	\$922,771	\$4,811,663

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC TROLLEY OVERHEAD SWITCHES				1115490
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,972,833	\$391,569	\$590,307	\$934,183	\$922,771	\$4,811,663
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$1,972,833	\$391,569	\$590,307	\$934,183	\$922,771	\$4,811,663

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0		\$0	\$0	\$0
2 Preliminary Design	\$0		\$0	\$0	\$0
3 Final Design	\$0		\$0	\$0	\$0
4 Implementation	\$0		\$2,149,344	\$0	\$2,364,402
5 Closeout	\$0		\$0	\$0	\$0
6 Acquisition	\$0		\$0	\$0	\$0
Total	\$0		\$2,149,344	\$0	\$2,364,402

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$2,364,402)	\$2,954,709	\$590,307	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$2,364,402)	\$2,954,709	\$590,307	\$0

NARRATIVES

TDC TROLLEY OVERHEAD SWITCHES

1115490

1. CURRENT PROJECT SCOPE

Trolley Overhead Switches - This program is in support of the maintenance and repair 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

In the 2019 - 2020 biennium the goal is to replace a total of approximately 20 to 30 switches.

3. PROJECT JUSTIFICATION

The State of Good Repair principle requires capital assets are maintained or replaced in a manner that supports efficient, effective and safe service delivery. 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC TROLLEY OVERHEAD SWITCHES

1115490

4. PROJECT BENEFITS/OUTCOMES

As part of the State of Good Repair, maintaining these switches is a requirement. Also, by maintaining the trolley infrastructure, it keeps the system functional, allowing for the timely moving of citizens and improves customer satisfaction. It also reduces long term maintenance/operating costs of the system.

5. BUDGET REQUEST BASIS

The biennium budget addresses the requirements for the Trolley Overhead switch replacement. The 2019 - 2020 budget is based on past years expense trend for replacement of trolley switches. These costs are including labor, supplies, and equipment to support the timely repair and maintenance of the trolley switches. 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. Approximately \$3 M is being reappropriated from project 1116015 TD TOH, SHELTER, EQUIP BUDGET to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

The program is currently in the implementation phase.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

SDOT, SCL, WSDOT, Sound Transit, and others

11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The trolley overhead system supports the climate action plan because it provides power to the zero emission fleet operated within the City of Seattle. The timely replacement of switches allows the system to operate in a state of good repair.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC TROLLEY OVERHEAD SWITCHES	1115490
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TD TOH, SHELTER, EQUIP BUDGET

1116015

Master Project, TA, Green Building Reporting

Department	TRANSPORTATION
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	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$38,887	\$0	\$0	\$0	\$38,887
2 Preliminary Design	\$2,684	\$0	\$0	\$0	\$2,684
3 Final Design	\$66,629	\$0	\$0	\$0	\$66,629
4 Implementation	\$22,672,967	(\$17,965,146)	\$0	\$0	\$4,707,821
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$22,781,169	(\$17,965,146)	\$0	\$0	\$4,816,023

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$17,965,146)	\$0	\$0	(\$17,965,146)
Total Revenue	(\$17,965,146)	\$0	\$0	(\$17,965,146)

EXPENSE TD TOH, SHELTER, EQUIP BUDGET

1116015

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$1,871	\$0	\$0	\$0	\$0	\$1,871
2 Prelim Design	\$1,525	\$0	\$0	\$0	\$0	\$1,525
3 Final Design	\$66,629	\$0	\$0	\$0	\$0	\$66,629
4 Implementation	\$3,534,425	\$0	\$0	\$0	\$0	\$3,534,425
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$3,604,451	\$0	\$0	\$0	\$0	\$3,604,451

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$1,871	\$38,887	\$1,871
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	\$3,594,091	\$22,672,967	\$3,534,425
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$3,664,116	\$22,781,167	\$3,604,450

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$37,016	\$0	\$0	\$37,016
2 Preliminary Design	\$1,159	\$0	\$0	\$1,159
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$19,138,542	(\$17,965,146)	\$0	\$1,173,396
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$19,176,717	(\$17,965,146)	\$0	\$1,211,571

NARRATIVES

TD TOH, SHELTER, EQUIP BUDGET

1116015

1. CURRENT 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 five to 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

The State of Good Repair principle requires capital assets to be maintained or replaced in a manner that supports efficient, effective and safe service delivery.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$18 M is being disappropriated from this project and reappropriated to the following: \$9 M to 1115487 TDC SHELTER REFURBISHMENT; \$5M to 1115489 TDC TROLLEY POLES; \$3M to 1115490 TDC TROLLEY OVERHEAD SWITCHES; and \$1M to 1127254 TDC UNIV BRIDGE POLE REPL.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD TOH, SHELTER, EQUIP BUDGET	1116015
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7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Ongoing, program. With the creation of the new projects and transfer of funds, this project will be closed.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD CAPITAL OUTLAY BUDGET

1116036

Master Project, TA, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TD CAPITAL OUTLAY BUDGET
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$88,483	\$0	\$0	\$0	\$88,483
2 Preliminary Design	\$3,607	\$0	\$0	\$0	\$3,607
3 Final Design	\$98,443	\$0	\$0	\$0	\$98,443
4 Implementation	\$12,760,028	(\$5,268,713)	\$0	\$0	\$7,491,315
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$12,950,561	(\$5,268,713)	\$0	\$0	\$7,681,848

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$5,268,713)	\$0	\$0	(\$5,268,713)
Total Revenue	(\$5,268,713)	\$0	\$0	(\$5,268,713)

EXPENSE TD CAPITAL OUTLAY BUDGET 1116036

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$82,663	\$0	\$0	\$0	\$0	\$82,663
2 Prelim Design	\$3,607	\$0	\$0	\$0	\$0	\$3,607
3 Final Design	\$98,443	\$0	\$0	\$0	\$0	\$98,443
4 Implementation	\$7,497,136	\$0	\$0	\$0	\$0	\$7,497,136
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$7,681,849	\$0	\$0	\$0	\$0	\$7,681,849

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$82,663	\$88,483	\$82,663
2 Preliminary Design	\$0	\$0	\$3,607	\$3,607	\$3,607
3 Final Design	\$0	\$0	\$98,443	\$98,443	\$98,443
4 Implementation	\$0	\$0	\$7,497,136	\$12,760,028	\$7,497,136
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$7,681,849	\$12,950,561	\$7,681,849

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$5,820	\$0	\$0	\$5,820
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$5,262,892	(\$5,268,713)	\$0	(\$5,821)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$5,268,712	(\$5,268,713)	\$0	(\$1)

NARRATIVES

TD CAPITAL OUTLAY BUDGET

1116036

1. CURRENT PROJECT SCOPE

Capital Outlay Budget - This program provides for the purchase of new equipment that is not associated with other capital projects. Requests are submitted from sections within the Transit Division and DOT Administration for new equipment and tools that meet King County's current capital asset definition.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Items submitted must meet the base criteria of providing safety improvements, cost saving efficiencies, increased productivity, service quality, security enhancement or meet new business needs.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$5.3 M is being disappropriated from this project and reappropriated to 1028857 TDC CAPITAL OUTLAY PROGRAM.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD CAPITAL OUTLAY BUDGET	1116036
8. PROJECT STATUS		
Ongoing program. With the creation of the new programmatic/standalone projects and transfer of funds, this project will be closed.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TD NORTHGATE TOD BUDGET

1116057

Master Project, TA, Art Eligible

Department	TRANSPORTATION
Council District(s)	1
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TD NORTHGATE TOD BUDGET
Substantial Completion	
Location	Northgate area in Seattle.
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/16 - 12/31/16	\$692,860	(\$692,470)	\$0	\$0	\$390
2 Preliminary Design 01/01/16 - 12/31/16	\$1,902,096	(\$1,902,464)	\$0	\$0	(\$368)
3 Final Design 01/01/16 - 12/31/16	\$755,338	(\$755,353)	\$0	\$0	(\$15)
4 Implementation 01/01/16 - 12/31/16	\$7,217,620	(\$7,137,491)	\$0	\$0	\$80,129
5 Closeout 01/01/16 - 12/31/16	\$7,038	(\$7,038)	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$10,574,952	(\$10,494,816)	\$0	\$0	\$80,136

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$10,494,816)	\$0	\$0	(\$10,494,816)
Total Revenue	(\$10,494,816)	\$0	\$0	(\$10,494,816)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TD NORTHGATE TOD BUDGET					1116057
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$390	\$0	\$0	\$0	\$0	\$390	
2 Prelim Design	(\$369)	\$0	\$0	\$0	\$0	(\$369)	
3 Final Design	(\$15)	\$0	\$0	\$0	\$0	(\$15)	
4 Implementation	\$80,130	\$0	\$0	\$0	\$0	\$80,130	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$80,137	\$0	\$0	\$0	\$0	\$80,137	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$390	\$692,860	\$390
2 Preliminary Design	\$0	\$0	(\$369)	\$1,902,096	(\$369)
3 Final Design	\$0	\$0	(\$15)	\$755,338	(\$15)
4 Implementation	\$0	\$0	\$80,130	\$7,217,620	\$80,130
5 Closeout	\$0	\$0	\$0	\$7,038	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$80,136	\$10,574,952	\$80,136

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$692,470	(\$692,470)	\$0	\$0
2 Preliminary Design	\$1,902,465	(\$1,902,464)	\$0	\$1
3 Final Design	\$755,353	(\$755,353)	\$0	\$0
4 Implementation	\$7,137,490	(\$7,137,491)	\$0	(\$1)
5 Closeout	\$7,038	(\$7,038)	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$10,494,816	(\$10,494,816)	\$0	\$0

NARRATIVES TD NORTHGATE TOD BUDGET 1116057

1. CURRENT PROJECT SCOPE

Northgate Transit Oriented Development - This program funded the four major elements of the Northgate project. These include 1) the design and construction of a new transit facility integrated with Sound Transit's Northgate Link light rail station, 2) the demolition of the existing facility, 3) coordination and implementation of Transit Oriented Development (TOD), and 4) the integration of the first three elements with non-motorized improvements planned for the station area. This program is being terminated as Transit moves away from large programmatic projects.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TD NORTHGATE TOD BUDGET

1116057

3. PROJECT JUSTIFICATION

Sound Transit's Link extension to Northgate initiated the review and redevelopment of Metro's existing Northgate Transit Center and Park and Ride properties. The project supports the Transit goal of Economic Growth and Built Environment and Transit Strategy 3.3.1: Encourage land use, policies and development that lead to communities that transit can serve efficiently and effectively. Planning and feasibility studies conducted for the Northgate TOD site are directed toward accomplishing the goals of increased transit ridership, net positive return on transit assets, and the broader growth management goals of jobs/housing balance and greenhouse gas reduction.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$10.5M is being disappropriated from this project and reappropriated to the following: \$4 M to 1028730 TDC NORTHGATE TC TOD, \$4 M to 1111997 TDC NORTHGATE TOD SITE DEV, \$100K to 1123981 TDC NORTHGATE NON-MOTORIZED, \$2.2 M to 1133920 TDC NORTHGATE TC DEMO. The remainder is being disappropriated.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This project will no longer be used after the budget adjustment. Other remaining components will continue as standalone projects.

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD NORTHGATE TOD BUDGET	1116057
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD SR 520 UPA BUDGET

1116070

Master Project, TA, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	2, 6
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TD SR 520 UPA BUDGET
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$3,843	\$0	\$0	\$0	\$3,843
2 Preliminary Design	\$206,768	\$0	\$0	\$0	\$206,768
3 Final Design	\$111,880	\$0	\$0	\$0	\$111,880
4 Implementation 01/01/19 - 12/31/20	\$29,379,053	(\$78,804)	\$0	\$0	\$29,300,249
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$29,701,544	(\$78,804)	\$0	\$0	\$29,622,740

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$78,804)	\$0	\$0	(\$78,804)
Total Revenue	(\$78,804)	\$0	\$0	(\$78,804)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TD SR 520 UPA BUDGET					1116070
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$3,843	\$0	\$0	\$0	\$0	\$3,843	
2 Prelim Design	\$28,954	\$0	\$0	\$0	\$0	\$28,954	
3 Final Design	\$155,259	\$0	\$0	\$0	\$0	\$155,259	
4 Implementation	\$29,425,457	\$0	\$0	\$0	\$0	\$29,425,457	
5 Closeout	\$9,228	\$0	\$0	\$0	\$0	\$9,228	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$29,622,740	\$0	\$0	\$0	\$0	\$29,622,740	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$3,843	\$3,843	\$3,843
2 Preliminary Design	\$0	\$0	\$28,954	\$206,768	\$28,954
3 Final Design	\$0	\$0	\$155,259	\$111,880	\$155,259
4 Implementation	\$0	\$0	\$29,419,662	\$29,379,053	\$29,425,457
5 Closeout	\$0	\$0	\$9,228	\$0	\$9,228
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$29,616,946	\$29,701,544	\$29,622,741

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$177,814	\$0	\$0	\$177,814
3 Final Design	(\$43,379)	\$0	\$0	(\$43,379)
4 Implementation	(\$46,404)	(\$78,804)	\$0	(\$125,208)
5 Closeout	(\$9,228)	\$0	\$0	(\$9,228)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$78,803	(\$78,804)	\$0	(\$1)

NARRATIVES

TD SR 520 UPA BUDGET

1116070

1. CURRENT PROJECT SCOPE

State Route 520 Corridor Improvements - The scope of this project is to increase transit capacity in the SR520 corridor to accommodate increased transit demand that results from tolling the corridor. This project includes the purchase of 28 coaches by King County Metro, fourteen 40 ft buses and fourteen 60 ft buses. Passenger shelters will be added at 4 locations, with real time information signs added at an additional 2 locations.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The project is funded by the SR520 Urban Partnership. This grant is an agreement between King County Metro Transit, the Washington State Department of Transportation and the Puget Sound Regional Council to work together to provide congestion reduction benefits in the SR 520 corridor.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TD SR 520 UPA BUDGET

1116070

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This master project has subs, all completed. Disappropriating remaining budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Completed.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD OP FACILITY IMP BUDGET

1116071

Master Project, TA, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TD OP FACILITY IMP BUDGET
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$2,567,724	\$0	\$0	\$0	\$2,567,724
2 Preliminary Design	\$1,251,671	\$0	\$0	\$0	\$1,251,671
3 Final Design	\$2,660,770	\$0	\$0	\$0	\$2,660,770
4 Implementation	\$10,173,220	(\$3,000,000)	\$0	\$0	\$7,173,220
5 Closeout	\$210,740	\$0	\$0	\$0	\$210,740
6 Acquisition	\$2,319	\$0	\$0	\$0	\$2,319
Total Budget	\$16,866,444	(\$3,000,000)	\$0	\$0	\$13,866,444

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$3,000,000)	\$0	\$0	(\$3,000,000)
Total Revenue	(\$3,000,000)	\$0	\$0	(\$3,000,000)

EXPENSE TD OP FACILITY IMP BUDGET 1116071

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$2,511,484	\$0	\$0	\$0	\$0	\$2,511,484
2 Prelim Design	\$1,153,014	\$0	\$0	\$0	\$0	\$1,153,014
3 Final Design	\$2,230,821	\$0	\$0	\$0	\$0	\$2,230,821
4 Implementation	\$6,555,533	\$1,300,000	\$0	\$0	\$0	\$7,855,533
5 Closeout	\$88,917	\$0	\$0	\$0	\$0	\$88,917
6 Acquisition	\$2,319	\$0	\$0	\$0	\$0	\$2,319
Total Expense	\$12,542,089	\$1,300,000	\$0	\$0	\$0	\$13,842,089

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$2,511,484	\$2,567,724	\$2,511,484
2 Preliminary Design	\$0	\$0	\$1,154,140	\$1,251,671	\$1,153,014
3 Final Design	\$0	\$0	\$2,243,373	\$2,660,770	\$2,230,821
4 Implementation	\$0	\$0	\$7,297,448	\$10,173,220	\$7,855,533
5 Closeout	\$0	\$0	\$105,448	\$210,740	\$88,917
6 Acquisition	\$0	\$0	\$2,319	\$2,319	\$2,319
Total	\$0	\$0	\$13,314,212	\$16,866,444	\$13,842,088

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$56,240	\$0	\$0	\$56,240
2 Preliminary Design	\$98,657	\$0	\$0	\$98,657
3 Final Design	\$429,948	\$0	\$0	\$429,948
4 Implementation	\$2,317,686	(\$3,000,000)	\$0	(\$682,314)
5 Closeout	\$121,824	\$0	\$0	\$121,824
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$3,024,355	(\$3,000,000)	\$0	\$24,355

NARRATIVES

TD OP FACILITY IMP BUDGET

1116071

1. CURRENT PROJECT SCOPE

Operating Facilities Improvements - This program 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, and other criteria. 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

This Program is the only capital fixed asset program that responds to new asset needs 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

5. BUDGET REQUEST BASIS

As part of Metro's move to having fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$3 M is being disappropriated from this project and \$2M is being reappropriated to 1134215 TDC FACILITIES IMPROVEMENTS. The remainder is being disappropriated.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD OP FACILITY IMP BUDGET	1116071
7. OPERATING BUDGET AND OTHER IMPACTS		
8. PROJECT STATUS		
The Operating Facilities Improvements Program is continuing as several individual and a new programmatic project.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD SHELTERS & LIGHTING

1116073

Master Project, TA, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TD SHELTERS & LIGHTING
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1,378,936	\$0	\$0	\$0	\$1,378,936
2 Preliminary Design	\$2,597,317	\$0	\$0	\$0	\$2,597,317
3 Final Design	\$3,717,308	\$0	\$0	\$0	\$3,717,308
4 Implementation	\$9,624,253	(\$14,967,459)	\$0	\$0	(\$5,343,206)
5 Closeout	\$798,420	\$0	\$0	\$0	\$798,420
6 Acquisition	\$8,384	\$0	\$0	\$0	\$8,384
Total Budget	\$18,124,618	(\$14,967,459)	\$0	\$0	\$3,157,159

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$14,967,459)	\$0	\$0	(\$14,967,459)
Total Revenue	(\$14,967,459)	\$0	\$0	(\$14,967,459)

EXPENSE TD SHELTERS & LIGHTING

1116073

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$8,461	\$0	\$0	\$0	\$0	\$8,461
2 Prelim Design	\$29,878	\$0	\$0	\$0	\$0	\$29,878
3 Final Design	\$392,912	\$0	\$0	\$0	\$0	\$392,912
4 Implementation	\$1,595,508	\$0	\$0	\$0	\$0	\$1,595,508
5 Closeout	\$1,541	\$0	\$0	\$0	\$0	\$1,541
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$2,028,299	\$0	\$0	\$0	\$0	\$2,028,299

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$8,461	\$1,378,936	\$8,461
2 Preliminary Design	\$0	\$0	\$29,878	\$2,597,317	\$29,878
3 Final Design	\$0	\$0	\$401,500	\$3,717,308	\$392,912
4 Implementation	\$0	\$0	\$1,676,349	\$9,624,253	\$1,595,508
5 Closeout	\$0	\$0	\$1,541	\$798,420	\$1,541
6 Acquisition	\$0	\$0	\$0	\$8,384	\$0
Total	\$0	\$0	\$2,117,729	\$18,124,618	\$2,028,300

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$1,370,475	\$0	\$0	\$1,370,475
2 Preliminary Design	\$2,567,439	\$0	\$0	\$2,567,439
3 Final Design	\$3,324,396	\$0	\$0	\$3,324,396
4 Implementation	\$8,028,745	(\$14,967,459)	\$0	(\$6,938,714)
5 Closeout	\$796,879	\$0	\$0	\$796,879
6 Acquisition	\$8,384	\$0	\$0	\$8,384
Total	\$16,096,318	(\$14,967,459)	\$0	\$1,128,859

NARRATIVES

TD SHELTERS & LIGHTING

1116073

1. CURRENT PROJECT SCOPE

Shelters and Lighting - This program that makes improvements to bus stops and adds passenger facilities including new shelters, upgraded shelters, awnings, benches, trash cans, leaning rails and lighting. This project also works closely with jurisdictions and developers to coordinate and mitigate impacts to existing bus stops and transit facilities and often coordinates the removal and upgrade of existing facilities.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The Shelters and Lighting program is an important element of a comprehensive passenger facilities management program that coordinates the installation, maintenance and removal of passenger facilities at approximately 8,200 active bus stops.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$15 M is being disappropriated from this project and reappropriated to 1028681 TDC BUS ZONE IMP SHELTERS.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD SHELTERS & LIGHTING	1116073
8. PROJECT STATUS		
With the creation of the new projects and transfer of funds, this project will be closed.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TD TROLLEY MOD BUDGET

1116112

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	2, 4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TD TROLLEY MOD BUDGET
Substantial Completion	
Location	Seattle Trolley Network
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$940,553	\$0	\$0	\$0	\$940,553
2 Preliminary Design 12/31/17 - 12/31/17	\$244,280	\$0	\$0	\$0	\$244,280
3 Final Design 01/01/18 - 12/31/18	\$1,085,789	\$0	\$0	\$0	\$1,085,789
4 Implementation 01/01/19 - 12/31/26	\$6,597,541	(\$1,160,000)	\$1,659,000	\$1,638,735	\$8,735,276
5 Closeout 01/01/27 - 12/31/27	\$120,927	\$0	\$0	\$0	\$120,927
6 Acquisition 01/01/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$8,989,090	(\$1,160,000)	\$1,659,000	\$1,638,735	\$11,126,825

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$1,160,000)	\$106,445	\$0	(\$1,053,555)
33340 - FEDERAL HIGHWAY ADMIN	\$0	\$1,156,891	\$1,215,002	\$2,371,893
36999 - OTHER MISC REVENUE	\$0	\$395,664	\$423,733	\$819,397
Total Revenue	(\$1,160,000)	\$1,659,000	\$1,638,735	\$2,137,735

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TD TROLLEY MOD BUDGET					1116112
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$801,102	\$0	\$0	\$0	\$0	\$801,102	
2 Prelim Design	\$202,274	\$0	\$0	\$0	\$0	\$202,274	
3 Final Design	\$526,273	\$451,272	\$0	\$0	\$0	\$977,545	
4 Implementation	\$3,498,691	\$0	\$1,048,316	\$1,659,000	\$1,638,735	\$7,844,742	
5 Closeout	\$87,495	\$0	\$0	\$0	\$0	\$87,495	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$5,115,835	\$451,272	\$1,048,316	\$1,659,000	\$1,638,735	\$9,913,158	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$801,203	\$940,553	\$801,102
2 Preliminary Design	\$0	\$0	\$202,274	\$244,280	\$202,274
3 Final Design	\$0	\$0	\$529,073	\$1,085,789	\$977,545
4 Implementation	\$0	\$0	\$3,607,125	\$6,597,541	\$3,498,691
5 Closeout	\$0	\$0	\$87,495	\$120,927	\$87,495
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$5,227,170	\$8,989,090	\$5,567,107

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$139,451	\$0	\$0	\$139,451
2 Preliminary Design	\$42,005	\$0	\$0	\$42,005
3 Final Design	\$108,244	\$0	\$0	\$108,244
4 Implementation	\$3,098,851	(\$1,160,000)	\$1,048,316	\$890,535
5 Closeout	\$33,432	\$0	\$0	\$33,432
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$3,421,983	(\$1,160,000)	\$1,048,316	\$1,213,667

NARRATIVES	TD TROLLEY MOD BUDGET	1116112
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1. CURRENT PROJECT SCOPE

Trolley Modifications Budget - This program is in support of the implementation of trolley projects initiated by partners, including Seattle Department of Transportation (SDOT), Washington State Department of Transportation (WSDOT), Sound Transit, etc. Modifications are required due to changes in road alignments, safety concerns and other matters such as service changes and improvements that mandate a change to the trolley overhead configuration. As a majority of these changes are from external partners, Metro Transit Trolley Program is working to improve the relationship/partnerships with these organizations. It is anticipated that we will be reimbursed for at least 25% of the work from our partners.

2. PROGRAMMATIC PROJECT DISCUSSION

For the 2017-2018 biennium, there were over 14 unplanned project funded by this program.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TD TROLLEY MOD BUDGET

1116112

3. PROJECT JUSTIFICATION

The Trolley Modifications (Trolley Mods) Project 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 bus service is a high priority for Metro. The electric trolley bus system provides about 20% of Metro's annual passenger trips. This project supports Transit Goals of Safety and Service Excellence.

4. PROJECT BENEFITS/OUTCOMES

By implementing this project, Metro Transit will 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.

5. BUDGET REQUEST BASIS

As part of Metro's move to having fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$1.2 M is being disappropriated from this project and reappropriated to the following: 1124294 TDC FAIRVIEW BRIDGE TOH SUPP - \$500K; 1132794 TDC SR520 TROLLEY INFR REPL - \$400K; and 1133586 TDC TROLLEY OH-BALLARD \$300K.

6. FUNDING AND REVENUE DISCUSSION

It is anticipated that we will be reimbursed at least 25%.

7. OPERATING BUDGET AND OTHER IMPACTS

Project represents modifications to existing assets requiring ongoing maintenance.

8. PROJECT STATUS

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

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD TROLLEY MOD BUDGET	1116112
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD F LINE RAPID RIDE BUDGET

1116246

Master Project, TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TD F LINE RAPID RIDE BUDGET
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$239,788	\$0	\$0	\$0	\$239,788
2 Preliminary Design	\$1,121,803	\$0	\$0	\$0	\$1,121,803
3 Final Design	\$2,186,245	\$0	\$0	\$0	\$2,186,245
4 Implementation	\$8,112,753	(\$1,090,289)	\$0	\$0	\$7,022,464
5 Closeout	\$841,257	(\$600,000)	\$0	\$0	\$241,257
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$12,501,846	(\$1,690,289)	\$0	\$0	\$10,811,557

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$1,690,289)	\$0	\$0	(\$1,690,289)
Total Revenue	(\$1,690,289)	\$0	\$0	(\$1,690,289)

EXPENSE TD F LINE RAPID RIDE BUDGET 1116246

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$242,571	\$0	\$0	\$0	\$0	\$242,571
2 Prelim Design	\$1,123,881	\$0	\$0	\$0	\$0	\$1,123,881
3 Final Design	\$2,284,715	\$0	\$0	\$0	\$0	\$2,284,715
4 Implementation	\$6,992,754	\$0	\$0	\$0	\$0	\$6,992,754
5 Closeout	\$167,636	\$0	\$0	\$0	\$0	\$167,636
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$10,811,558	\$0	\$0	\$0	\$0	\$10,811,558

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$242,571	\$239,788	\$242,571
2 Preliminary Design	\$0	\$0	\$1,123,881	\$1,121,803	\$1,123,881
3 Final Design	\$0	\$0	\$2,284,715	\$2,186,245	\$2,284,715
4 Implementation	\$0	\$0	\$6,992,754	\$8,112,753	\$6,992,754
5 Closeout	\$0	\$0	\$167,636	\$841,257	\$167,636
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$10,811,557	\$12,501,846	\$10,811,557

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$2,783)	\$0	\$0	(\$2,783)
2 Preliminary Design	(\$2,078)	\$0	\$0	(\$2,078)
3 Final Design	(\$98,470)	\$0	\$0	(\$98,470)
4 Implementation	\$1,119,999	(\$1,090,289)	\$0	\$29,710
5 Closeout	\$673,621	(\$600,000)	\$0	\$73,621
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,690,289	(\$1,690,289)	\$0	\$0

NARRATIVES

TD F LINE RAPID RIDE BUDGET

1116246

1. CURRENT PROJECT SCOPE

F Line RapidRide - The scope of the project is to implement the key capital elements of the F Line RapidRide. The capital elements include the design and construction of roadway and Intelligent Transportation System (ITS) improvements including transit signal priority, real time information signs, and fiber optic communications; and the design and construction of passenger facility improvements including stations, enhanced and standard stops.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Metro designed the project to decrease travel times with faster and more frequent service, provide more reliable service, increase system and corridor passenger capacity, and project an image of quality, comfort, and speed. The F Line replaced the Route 140 and provided significant transit service and passenger facility improvements. The F Line provides frequent, direct east/west routing between Burien and Renton via the Tukwila International Boulevard Link Station, Southcenter Mall, the Tukwila Sounder Station, South Renton Park and Ride, the Renton Transit Center, and The Landing in Renton.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

All elements of this master project are completed. Disappropriating remaining budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD F LINE RAPID RIDE BUDGET	1116246
8. PROJECT STATUS		
Completed.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TD RT 101 TRANSIT CORRIDOR IMP

1116743

Baseline Required, TA, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	2, 5
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$64,454	\$0	\$0	\$0	\$64,454
3 Final Design	\$196,435	\$0	\$0	\$0	\$196,435
4 Implementation	\$1,292,175	(\$637,561)	\$0	\$0	\$654,614
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,553,064	(\$637,561)	\$0	\$0	\$915,503

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$637,561)	\$0	\$0	(\$637,561)
Total Revenue	(\$637,561)	\$0	\$0	(\$637,561)

EXPENSE TD RT 101 TRANSIT CORRIDOR IMP 1116743

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$4,811	\$0	\$0	\$0	\$0	\$4,811
2 Prelim Design	\$101,126	\$0	\$0	\$0	\$0	\$101,126
3 Final Design	\$197,193	\$0	\$0	\$0	\$0	\$197,193
4 Implementation	\$611,334	\$0	\$0	\$0	\$0	\$611,334
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$914,464	\$0	\$0	\$0	\$0	\$914,464

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$4,811	\$0	\$4,811
2 Preliminary Design	\$64,454	\$0	\$101,126	\$64,454	\$101,126
3 Final Design	\$196,435	\$0	\$197,193	\$196,435	\$197,193
4 Implementation	\$1,292,175	\$0	\$612,373	\$1,292,175	\$611,334
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$1,553,064	\$0	\$915,503	\$1,553,064	\$914,464

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$4,811)	\$0	\$0	(\$4,811)
2 Preliminary Design	(\$36,672)	\$0	\$0	(\$36,672)
3 Final Design	(\$758)	\$0	\$0	(\$758)
4 Implementation	\$680,841	(\$637,561)	\$0	\$43,280
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$638,600	(\$637,561)	\$0	\$1,039

NARRATIVES

TD RT 101 TRANSIT CORRIDOR IMP

1116743

1. CURRENT PROJECT SCOPE

Route 101 Transit Corridor Improvements - Route 101 provides a connection to downtown Seattle from the Renton Transit Center. It carries over 3,700 weekday riders or 947,000 annual riders. It is an all-day transit route with 30 minute headway, with more frequent service every 12 minutes during the peak periods. This project will improve transit speed and reliability along the last 4.5 mile distance from Martin Luther King/S 129th St to Renton Transit Center. The project scope of work includes upgrading traffic signal cabinets and controllers, installing signal cabinet foundations, installing fiber communication infrastructure for transit signal priority (TSP) and future ITS applications, modifying roadway channelization, and retiming traffic signals along the corridor.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The goal of this project is to improve travel times on the southern portion of the trip by at least ten percent to achieve travel time savings all day. The combined improvement from updated signal timings, transit signal priority, improved transit circulation at South Renton park and ride, and signal modification is projected to be a minimum of 10% travel time reduction. This project goal is consistent for the service excellence and the performance measure of emphasis for on-time performance.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Completed, disappropriating remaining budget.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD RT 101 TRANSIT CORRIDOR IMP	1116743
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7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Completed.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD RAPIDRIDE E LINE PASS THRU

1116744

TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	ADMIN
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$525,000	\$0	\$0	\$0	\$525,000
4 Implementation	\$10,470,000	(\$1,885,308)	\$0	\$0	\$8,584,692
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$10,995,000	(\$1,885,308)	\$0	\$0	\$9,109,692

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$1,885,308)	\$0	\$0	(\$1,885,308)
Total Revenue	(\$1,885,308)	\$0	\$0	(\$1,885,308)

EXPENSE TD RAPIDRIDE E LINE PASS THRU

1116744

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$767,298	\$0	\$0	\$0	\$0	\$767,298
4 Implementation	\$8,330,523	\$0	\$0	\$0	\$0	\$8,330,523
5 Closeout	\$11,871	\$0	\$0	\$0	\$0	\$11,871
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$9,109,692	\$0	\$0	\$0	\$0	\$9,109,692

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$767,298	\$525,000	\$767,298
4 Implementation	\$0	\$0	\$8,330,523	\$10,470,000	\$8,330,523
5 Closeout	\$0	\$0	\$11,871	\$0	\$11,871
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$9,109,692	\$10,995,000	\$9,109,692

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$242,298)	\$0	\$0	(\$242,298)
4 Implementation	\$2,139,477	(\$1,885,308)	\$0	\$254,169
5 Closeout	(\$11,871)	\$0	\$0	(\$11,871)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,885,308	(\$1,885,308)	\$0	\$0

NARRATIVES

TD RAPIDRIDE E LINE PASS THRU

1116744

1. CURRENT PROJECT SCOPE

RspidRide E line Pass Through - This project includes grant funded elements of the RapidRide E line that will be performed by the cities of Seattle and Shoreline. The City of Seattle portion includes the design and construction of pedestrian improvements along the Aurora Avenue North RapidRide corridor. The City of Shoreline portion includes the construction of business access and transit (BAT) lanes and sidewalk improvements between N 192nd St and N 195th St. Metro Transit has passed the Federal Transit Administration funds to these jurisdictions. King County is the grant recipient and as such is responsible for seeing that the projects for all of the parties meet FTA rules and regulations.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

This project supports the three party letter of understanding for financing the E Line Very Small Start grant project and represents an awarded grant. E Line RapidRide is an existing element in the transit capital program and went into service in February 2014.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Completed, disappropriating remaining budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD RAPIDRIDE E LINE PASS THRU	1116744
8. PROJECT STATUS		
Completed.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD 3RD AVE IMPROVEMENTS

1116745

Master Project, TA, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	4
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TD 3RD AVE IMPROVEMENTS
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/17 - 12/31/17	\$918,836	\$0	\$0	\$0	\$918,836
3 Final Design 01/01/18 - 06/30/19	\$3,401,929	\$0	\$0	\$0	\$3,401,929
4 Implementation 01/01/19 - 12/31/20	\$8,402,820	(\$6,000,000)	\$0	\$0	\$2,402,820
5 Closeout 05/01/20 - 08/31/20	\$285,159	\$0	\$0	\$0	\$285,159
6 Acquisition 01/01/18 - 06/30/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$13,008,744	(\$6,000,000)	\$0	\$0	\$7,008,744

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$6,000,000)	\$0	\$0	(\$6,000,000)
Total Revenue	(\$6,000,000)	\$0	\$0	(\$6,000,000)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TD 3RD AVE IMPROVEMENTS					1116745
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$5,532	\$0	\$0	\$0	\$0	\$5,532	
2 Prelim Design	\$2,506,747	\$0	\$0	\$0	\$0	\$2,506,747	
3 Final Design	\$5,131	\$201,821	\$758,096	\$28,677	\$0	\$993,725	
4 Implementation	\$1,322,439	\$0	\$1,962,892	\$218,099	\$0	\$3,503,430	
5 Closeout	\$0	\$0	\$112,906	\$12,545	\$0	\$125,451	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$3,839,849	\$201,821	\$2,833,894	\$259,321	\$0	\$7,134,885	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$7,357	\$0	\$5,532
2 Preliminary Design	\$0	\$2,410,830	\$2,534,360	\$918,836	\$2,506,747
3 Final Design	\$0	\$992,422	\$5,987	\$3,401,929	\$206,952
4 Implementation	\$0	\$2,216,557	\$1,323,296	\$8,402,820	\$1,322,439
5 Closeout	\$0	\$125,451	\$0	\$285,159	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$5,745,260	\$3,871,000	\$13,008,744	\$4,041,670

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$5,532)	\$0	\$0	(\$5,532)
2 Preliminary Design	(\$1,587,911)	\$0	\$0	(\$1,587,911)
3 Final Design	\$3,194,977	\$0	\$758,096	\$2,436,881
4 Implementation	\$7,080,381	(\$6,000,000)	\$1,962,892	(\$882,511)
5 Closeout	\$285,159	\$0	\$112,906	\$172,253
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$8,967,074	(\$6,000,000)	\$2,833,894	\$133,180

NARRATIVES	TD 3RD AVE IMPROVEMENTS	1116745
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1. CURRENT 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

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 may allow Metro to save operating dollars that could be used for more service. The project will improve Third Avenue, benefitting millions of bus riders annually and improving operations for nearly forty bus routes with over 2,700 bus trips on an average weekday, including local, regional, and RapidRide bus service.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TD 3RD AVE IMPROVEMENTS

1116745

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to having fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$6 M is being disappropriated from this project and reappropriated to the following: approximately \$5 M to 1134232 TDC 3D AVE YESL TO MAIN. The remainder is disappropriated.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Two subprojects completed (1116745 TD 3RD AVE IMPROVEMENTS, 1122275 TDC SEATTLE SECURE BIKE PARKNG); others are ongoing and will be completed in 2018.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

Final design and construction will be led by the City of Seattle, minimizing permitting requirements. FTA procurement and reporting requirements will be followed. Project planning and development will be 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 neighborhood groups, and adjacent private property owners will be considered in the final design and construction phases.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD 3RD AVE IMPROVEMENTS	1116745
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD HASTUS EPM (TDC HASTUS EPM)

1116893

IT Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$228,880	(\$228,880)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$228,880	(\$228,880)	\$0	\$0	\$0

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$228,880)	\$0	\$0	(\$228,880)
Total Revenue	(\$228,880)	\$0	\$0	(\$228,880)

EXPENSE TDC HASTUS EPM

1116893

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$228,880	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$228,880	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$228,880	(\$228,880)	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$228,880	(\$228,880)	\$0	\$0

NARRATIVES

TDC HASTUS EPM

1116893

1. CURRENT PROJECT SCOPE

HASTUS Employee Performance Module (EPM) - This project is to install and configure the HASTUS EPM module as a fully integrated part of the HASTUS operations planning/dispatch system. This module pulls relevant operator data from the Transit Safety and Customer Comments systems and stores that data in the HASTUS database. KCIT-DOT staff create data interfaces using web services to acquire this data as it is created. The module also provides the ability for Transit Operations to capture and store all time & attendance data as well as any disciplinary actions taken.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Transit Operations is currently required to manually pull data from multiple systems and paper documents to track operator work performance, unavailability, accidents and completed training. This data is used to determine potential disciplinary actions, plan training activities and schedule replacement operators on daily driving assignments as needed.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This project has been cancelled. Disappropriating the budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC HASTUS EPM	1116893
8. PROJECT STATUS		
Cancelled.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TD 35 FT HYBRID BUS

1117069

Master Project, TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TD 35 FT HYBRID BUS
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$3,486	\$0	\$0	\$0	\$3,486
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$40,243,162	(\$60)	\$0	\$0	\$40,243,102
5 Closeout	\$19,308	\$0	\$0	\$0	\$19,308
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$40,265,956	(\$60)	\$0	\$0	\$40,265,896

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$60)	\$0	\$0	(\$60)
Total Revenue	(\$60)	\$0	\$0	(\$60)

EXPENSE TD 35 FT HYBRID BUS 1117069

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$3,486	\$0	\$0	\$0	\$0	\$3,486
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$40,262,410	\$0	\$0	\$0	\$0	\$40,262,410
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$40,265,895	\$0	\$0	\$0	\$0	\$40,265,895

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$3,486	\$3,486	\$3,486
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$40,262,410	\$40,243,162	\$40,262,410
5 Closeout	\$0	\$0	\$0	\$19,308	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$40,265,896	\$40,265,956	\$40,265,896

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$19,248)	(\$60)	\$0	(\$19,308)
5 Closeout	\$19,308	\$0	\$0	\$19,308
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$60	(\$60)	\$0	\$0

NARRATIVES

TD 35 FT HYBRID BUS

1117069

1. CURRENT PROJECT SCOPE

35-Foot Hybrid Bus - This project funds the replacement of 30-ft and 35-ft buses with 35-ft low-floor hybrid buses.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

This project is for the replacement of revenue service buses, which supports the Transit goal of Financial Stewardship, and maintaining assets in a state of good repair.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This is an old bus procurement project in Transit's capital fund 3641. Currently, all revenue fleet procurement is executed in the Revenue Fleet Fund. Disappropriating remaining budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Completed.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TD 35 FT HYBRID BUS	1117069
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC REPL P&R LIGHTING (TDC P&R LIGHTING REPLACE)

1121955

Baseline Required, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2020
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/19 - 06/30/20	\$0	\$2,796,715	\$0	\$0	\$2,796,715
5 Closeout 06/30/20 - 06/30/20	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/19 - 01/01/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$2,796,715	\$0	\$0	\$2,796,715

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$2,796,715	\$0	\$0	\$2,796,715
Total Revenue	\$2,796,715	\$0	\$0	\$2,796,715

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC P&R LIGHTING REPLACE					1121955
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$2,198,826	\$0	\$542,325	\$55,564	\$0	\$2,796,715	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$2,198,826	\$0	\$542,325	\$55,564	\$0	\$2,796,715	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$2,796,715	\$2,205,964	\$0	\$2,198,826
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,796,715	\$2,205,964	\$0	\$2,198,826

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$2,198,826)	\$2,796,715	\$542,325	\$55,564
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$2,198,826)	\$2,796,715	\$542,325	\$55,564

NARRATIVES

TDC P&R LIGHTING REPLACE

1121955

1. CURRENT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC P&R LIGHTING REPLACE

1121955

3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by third 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, high efficiency 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

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. Approximately \$2.2 M is being reappropriated from project 1129627 TDC SITE ASSET MGMT to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

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.

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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC P&R LIGHTING REPLACE	1121955
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC RT 50 SPOT IMPROVEMENTS

1122351

TA

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2016
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$666	\$0	\$0	\$666
3 Final Design	\$0	\$50,508	\$0	\$0	\$50,508
4 Implementation	\$0	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$51,174	\$0	\$0	\$51,174

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$51,174	\$0	\$0	\$51,174
Total Revenue	\$51,174	\$0	\$0	\$51,174

EXPENSE TDC RT 50 SPOT IMPROVEMENTS 1122351

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$666	\$0	\$0	\$0	\$0	\$666
3 Final Design	\$50,508	\$0	\$0	\$0	\$0	\$50,508
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	\$51,174	\$0	\$0	\$0	\$0	\$51,174

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$666	\$0	\$666
3 Final Design	\$0	\$0	\$50,508	\$0	\$50,508
4 Implementation	\$0	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$51,174	\$0	\$51,174

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$666)	\$666	\$0	\$0
3 Final Design	(\$50,508)	\$50,508	\$0	\$0
4 Implementation	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$51,174)	\$51,174	\$0	\$0

NARRATIVES

TDC RT 50 SPOT IMPROVEMENTS

1122351

1. CURRENT PROJECT SCOPE

Route 50 Spot Improvements - This project funds transit priority improvements along Route 50. It has been a subproject of the Transit Priority Improvement program, which covers corridor planning studies and conceptual development activities for high-ridership corridor improvements and also includes design and implementation phases for localized improvements.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

As the Puget Sound region continues to grow in population and employment, the traffic congestion is expected to get worse. Maintaining transit mobility in the region is one of the options to attract new transit riders as well as increase transit ridership as the region is becoming 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.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This is an old, completed subproject of the 1028830 TDC TRANSIT PRIORITY IMPR master and is being closed as a standalone. This budget request transfers the budget from the master.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC RT 50 SPOT IMPROVEMENTS	1122351
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC RENOVATE DSTT ELEVATORS (TDC DSTT ELEVATORS RENOV)

1122396

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2019
Location	Downtown Seattle Transit Tunnel
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/17 - 12/31/17	\$1	(\$1)	\$0	\$0	\$0
3 Final Design 12/31/17 - 12/31/17	\$1	(\$1)	\$0	\$0	\$0
4 Implementation 01/01/18 - 12/31/19	\$1	\$4,233,223	\$0	\$0	\$4,233,224
5 Closeout 01/01/20 - 06/30/20	\$0	\$75,736	\$0	\$0	\$75,736
6 Acquisition 01/01/18 - 01/01/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$3	\$4,308,957	\$0	\$0	\$4,308,960

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$3,566,811	\$0	\$0	\$3,566,811
33340 - FEDERAL HIGHWAY ADMIN	\$742,146	\$0	\$0	\$742,146
Total Revenue	\$4,308,957	\$0	\$0	\$4,308,957

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC DSTT ELEVATORS RENOV					1122396
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,591,557	\$1,620,296	\$1,021,370	\$0	\$0	\$4,233,223	
5 Closeout	\$0	\$0	\$75,736	\$0	\$0	\$75,736	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$1,591,557	\$1,620,296	\$1,097,106	\$0	\$0	\$4,308,959	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$1	\$0
3 Final Design	\$0	\$0	\$0	\$1	\$0
4 Implementation	\$0	\$4,233,223	\$2,109,627	\$1	\$3,211,853
5 Closeout	\$0	\$75,736	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$4,308,959	\$2,109,627	\$3	\$3,211,853

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$1	(\$1)	\$0	\$0
3 Final Design	\$1	(\$1)	\$0	\$0
4 Implementation	(\$3,211,852)	\$4,233,223	\$1,021,370	\$1
5 Closeout	\$0	\$75,736	\$75,736	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$3,211,850)	\$4,308,957	\$1,097,106	\$1

NARRATIVES

TDC DSTT ELEVATORS RENOV		1122396
1. CURRENT PROJECT SCOPE		
Downtown Seattle Transit Tunnel (DSTT) Elevator Renovation - This project is a continuation of existing project/contract already underway to refurbish the elevators in the Downtown Seattle Transit Tunnel including cab interior refurbishment/refreshment, mitigation of water intrusion issues with shaft components, and compliance with current conveyance standards.		
2. PROGRAMMATIC PROJECT DISCUSSION		
N/A		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC DSTT ELEVATORS RENOV

1122396

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.

Sound Transit reimburses Metro for approximately 70% of the work performed in the tunnel. After the buses leave the tunnel, Sound Transit will assume 100% responsibility for capital costs of the tunnel.

4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle.

5. BUDGET REQUEST BASIS

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. Approximately \$3.2 M is being reappropriated from project 1129626 TDC INFRASTR ASSET MGMT to fund or partially fund this project. The budget request is the contracted amount for the refurbishments with the conveyance vendor.

6. FUNDING AND REVENUE DISCUSSION

Sound Transit reimburses Metro for approximately 70% of the work performed in the tunnel. After the buses leave the tunnel, Sound Transit will assume 100% responsibility for capital costs of the tunnel.

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 that is being converted to a standalone. 10 units are expected to be complete in 2018, with 7 units remaining for the 2019-2020 biennium.

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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC DSTT ELEVATORS RENOV	1122396
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC WSCC AT CONVENTION PL TOD

1123790

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	4
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	09/30/2019
Location	906 PINE ST, SEATTLE 98101: Convention Place Station
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$664,460	\$0	\$0	\$664,460
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$2,999,572	\$0	\$0	\$2,999,572
3 Final Design 12/31/17 - 12/31/17	\$0	\$589,807	\$0	\$0	\$589,807
4 Implementation 01/01/18 - 09/30/19	\$1,053,872	\$2,479,864	\$0	\$0	\$3,533,736
5 Closeout 10/01/19 - 12/31/19	\$0	\$143,859	\$0	\$0	\$143,859
6 Acquisition 01/01/18 - 01/01/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,053,872	\$6,877,562	\$0	\$0	\$7,931,434

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$6,877,562	\$0	\$0	\$6,877,562
Total Revenue	\$6,877,562	\$0	\$0	\$6,877,562

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC WSCC AT CONVENTION PL TOD					1123790
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$664,460	\$0	\$0	\$0	\$0	\$664,460	
2 Prelim Design	\$2,999,572	\$0	\$0	\$0	\$0	\$2,999,572	
3 Final Design	\$589,807	\$0	\$0	\$0	\$0	\$589,807	
4 Implementation	\$858,032	\$1,762,564	\$913,141	\$0	\$0	\$3,533,737	
5 Closeout	\$0	\$0	\$143,858	\$0	\$0	\$143,858	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$5,111,871	\$1,762,564	\$1,056,999	\$0	\$0	\$7,931,434	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$664,460	\$717,902	\$0	\$664,460
2 Preliminary Design	\$0	\$2,999,572	\$3,019,342	\$0	\$2,999,572
3 Final Design	\$0	\$589,807	\$627,344	\$0	\$589,807
4 Implementation	\$0	\$3,320,755	\$1,497,437	\$1,053,872	\$2,620,596
5 Closeout	\$0	\$168,647	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$7,743,241	\$5,862,025	\$1,053,872	\$6,874,435

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$664,460)	\$664,460	\$0	\$0
2 Preliminary Design	(\$2,999,572)	\$2,999,572	\$0	\$0
3 Final Design	(\$589,807)	\$589,807	\$0	\$0
4 Implementation	(\$1,566,724)	\$2,479,864	\$913,141	(\$1)
5 Closeout	\$0	\$143,859	\$143,858	\$1
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$5,820,563)	\$6,877,562	\$1,056,999	\$0

NARRATIVES TDC WSCC AT CONVENTION PL TOD 1123790

1. CURRENT PROJECT SCOPE

Washington State Convention Center at Convention Place Transit Oriented Development (TOD) - This project is the effort underway on a larger project previously known as TOD Convention Place. The larger project includes construction of replacement traction power substation, relocation of communications and fire/life/safety systems, and interim access ramp to allow for continuous bi-directional bus service from the Downtown Seattle Transit Tunnel (DSTT) to 9th Avenue until the end of bus/train joint operations in the DSTT. This project's scope consists of assisting with oversight, permitting and management of Washington State Convention Center construction activities and completion of the real property transaction.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC WSCC AT CONVENTION PL TOD

1123790

3. PROJECT JUSTIFICATION

Prepare the Convention Place Station property for sale by removing all necessary Metro/Sound Transit systems and infrastructure. Prepare for the eventual removal of bus service and closure of this station as a precursor to ultimate removal of bus service from the downtown tunnel. These changes enable regional economic benefits of reuse of the property as part of expansion of the Washington State Convention Center and redevelopment of transit property for other uses.

4. PROJECT BENEFITS/OUTCOMES

Income from property sale and expansion of WSCC.

5. BUDGET REQUEST BASIS

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. Approximately \$6.9 M is being reappropriated from project 1028624 TDC TOD CONVENTION PLACE to fund or partially fund this project. The budget request for this project include estimates of remaining Metro Transit staff time to finish and implement agreements with all external stakeholders.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Closure of the Convention Place Station is expected to result in lower facility operation and maintenance costs offset by some higher costs associated with service relocations. Experience after the closure will allow the operating costs differences to be evaluated.

8. PROJECT STATUS

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. Approximately \$6.7 M is being reappropriated from project 1028624 TDC TOD CONVENTION PLACE to fund or partially fund this project. Project oversight is ongoing. The real estate transaction has been executed.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

Sound Transit, Washington Department of Transportation, Seattle Department of Transportation, Seattle Department of Construction and Inspections, and Washington State Convention Center.

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

14. OTHER CONSIDERATIONS (OPTIONAL)

This project is part of a larger multi-project effort at the Convention Place Station that involves four separate projects: 1) construction of replacement traction power substation (complete), 2) relocation of communications and fire/life/safety systems (1128656); 3) an interim access ramp to allow for continuous bi-directional bus service from the Downtown Seattle Transit Tunnel (DSTT) to 9th Avenue until the end of bus/train joint operations in the DSTT (1131130), and 4) oversight, planning, permitting and management of Washington State Convention Center (WSCC) construction activities, execution of the real property transaction, and implementation of closure of the Convention Place Station.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC WSCC AT CONVENTION PL TOD	1123790
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC NORTHGATE NON-MOTORIZED

1123981

Baseline Required

Department	TRANSPORTATION
Council District(s)	1
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2020
Location	10200 1ST AVE NE, SEATTLE 98115: Northgate Transit Center / Park & Ride
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$936	\$0	\$0	\$936
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$1,235	\$0	\$0	\$1,235
3 Final Design 01/01/19 - 12/31/19	\$0	\$32,250	\$0	\$0	\$32,250
4 Implementation 01/01/20 - 12/31/20	\$0	\$41,952	\$0	\$0	\$41,952
5 Closeout 01/01/21 - 06/30/21	\$0	\$17,833	\$0	\$0	\$17,833
6 Acquisition 01/01/19 - 12/31/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$94,206	\$0	\$0	\$94,206

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$94,206	\$0	\$0	\$94,206
Total Revenue	\$94,206	\$0	\$0	\$94,206

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC NORTHGATE NON-MOTORIZED					1123981
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$936	\$0	\$0	\$0	\$0	\$936	
2 Prelim Design	\$1,235	\$0	\$0	\$0	\$0	\$1,235	
3 Final Design	\$0	\$0	\$32,250	\$0	\$0	\$32,250	
4 Implementation	\$0	\$0	\$36,909	\$4,101	\$0	\$41,010	
5 Closeout	\$0	\$0	\$0	\$18,775	\$0	\$18,775	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$2,171	\$0	\$69,159	\$22,876	\$0	\$94,206	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$936	\$936	\$0	\$936
2 Preliminary Design	\$0	\$1,235	\$1,235	\$0	\$1,235
3 Final Design	\$0	\$32,250	\$0	\$0	\$0
4 Implementation	\$0	\$41,010	\$0	\$0	\$0
5 Closeout	\$0	\$18,775	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$94,206	\$2,171	\$0	\$2,171

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$936)	\$936	\$0	\$0
2 Preliminary Design	(\$1,235)	\$1,235	\$0	\$0
3 Final Design	\$0	\$32,250	\$32,250	\$0
4 Implementation	\$0	\$41,952	\$36,909	\$5,043
5 Closeout	\$0	\$17,833	\$0	\$17,833
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$2,171)	\$94,206	\$69,159	\$22,876

NARRATIVES

TDC NORTHGATE NON-MOTORIZED

1123981

1. CURRENT PROJECT SCOPE

Northgate Non-Motorized Projects - This project consists of Metro Transit's review and oversight of City of Seattle pedestrian and bicycle (non-motorized) projects to ensure that efficient and safe bus operations are maintained, and that the projects are compatible with the new Northgate Link light rail station/transit center and the Northgate Transit Oriented Development. The City of Seattle projects include non-motorized projects to the local network to improve pedestrian and bicycle connectivity between the neighborhoods in the Northgate area and the new integrated Northgate Station/Transit Center.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC NORTHGATE NON-MOTORIZED

1123981

3. PROJECT JUSTIFICATION

The Northgate Transit Center is a major hub for King County Metro Transit and the new integrated Northgate Link light rail station and bus transit center, opening in 2021, will be the largest integrated facility for Metro Transit and Sound Transit to date. A key component to achieving the ridership targets at the new station/transit center is a successful non-motorized (pedestrian and bicycle) network to provide connectivity to the facility. The project supports the Transit goal of Economic Growth and Built Environment and Transit Strategy 3.3.1: Encourage land use, policies and development that lead to communities that transit can serve efficiently and effectively. Planning and feasibility studies conducted for the Northgate Transit Oriented Development (TOD) site are directed toward accomplishing the goals of increased transit ridership, net positive return on transit assets, and the broader growth management goals of jobs/housing balance and greenhouse gas reduction.

4. PROJECT BENEFITS/OUTCOMES

This project will help ensure efficient and safe bus operations are maintained, and that the City of Seattle pedestrian and bicycle improvements are compatible with the new Northgate Link light rail station/transit center and the Northgate Transit Oriented Development.

5. BUDGET REQUEST BASIS

The budget is based on the cost of review and oversight of proposed pedestrian and bicycle improvements by the City of Seattle to ensure the efficient and effective transit service to, from, and in the vicinity of the new Northgate Station/Transit Center. 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. Approximately \$100 K is being reappropriated from project 1116057 TD NORTHGATE TOD BUDGET to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This project is ongoing and will actively review plans, specifications, construction impacts and eventual opening of the new infrastructure planned for 2021.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

Other agencies involved in the project planning effort included Sound Transit, City of Seattle's Department of Transportation and Department of Planning & Development, Public Health - Seattle King County, Puget Sound Regional Council and Washington State Department of Transportation.

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 helps reduce overall climate emissions by providing non-motorized connectivity between the new Station/Transit Center, TOD and other destinations in the Northgate area, thereby allowing for safe and convenient non-polluting transportation modes and encouraging the elimination of harmful emissions from use of passenger vehicles.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC NORTHGATE NON-MOTORIZED	1123981
14. OTHER CONSIDERATIONS (OPTIONAL)		
Plan review has just recently begun and will intensify as final design work begins. Continued coordination and oversight during construction will be critical to minimizing impacts to service and ensuring that field changes do not detract from functionality of non-motorized access to Metro service.		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC RADIO LIFE CYCLE REPLACE

1124234

TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,387,923	(\$147,419)	\$0	\$0	\$1,240,504
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,387,923	(\$147,419)	\$0	\$0	\$1,240,504

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$147,419)	\$0	\$0	(\$147,419)
Total Revenue	(\$147,419)	\$0	\$0	(\$147,419)

EXPENSE TDC RADIO LIFE CYCLE REPLACE 1124234

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,240,504	\$0	\$0	\$0	\$0	\$1,240,504
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$1,240,504	\$0	\$0	\$0	\$0	\$1,240,504

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$1,240,504	\$1,387,923	\$1,240,504
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$1,240,504	\$1,387,923	\$1,240,504

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$147,419	(\$147,419)	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$147,419	(\$147,419)	\$0	\$0

NARRATIVES

TDC RADIO LIFE CYCLE REPLACE

1124234

1. CURRENT PROJECT SCOPE

Transit Radio System Replacement - This request will provide funding for a program of life cycle hardware and software updates to maintain the Transit radio system in a state of good repair; avoid early obsolescence of IT components within the system; and allow Transit to ensure vendor support for the system past the current support contract term of 2022.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

King County Metro's Transit Radio System (TRS) was installed starting in 2009 and accepted in 2012. This request will fund an incremental approach to a periodic technology refresh program that amortizes these costs over the system life reducing or eliminating the need to implement a large CIP replacement project prior to 2030.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This standalone project is completed. Disappropriating remaining budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Completed.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC RADIO LIFE CYCLE REPLACE	1124234
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC REGL TRANSIT CONNECTIVITY

1124256

Master Project, Green Building Reporting

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 12/31/18	\$1,328	\$0	\$0	\$0	\$1,328
2 Preliminary Design 01/01/19 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/21 - 12/31/28	\$900,000	\$0	\$1,132,052	\$1,202,664	\$3,234,716
4 Implementation 12/31/28 - 12/31/28	\$3,749,999	\$0	\$11,435	\$12,148	\$3,773,582
5 Closeout 12/31/28 - 12/31/28	\$629,480	\$0	\$0	\$0	\$629,480
6 Acquisition 01/01/19 - 12/31/28	\$0	\$0	\$0	\$0	\$0
Total Budget	\$5,280,807	\$0	\$1,143,487	\$1,214,812	\$7,639,106

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$11,435	\$12,148	\$23,583

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$1,143,487	\$1,214,812	\$2,358,299
Total Revenue	\$0	\$1,143,487	\$1,214,812	\$2,358,299

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC REGL TRANSIT CONNECTIVITY				1124256
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$681,985	\$157,923	\$0	\$0	\$0	\$839,908
2 Prelim Design	\$472,889	\$0	\$1,529,335	\$169,926	\$0	\$2,172,150
3 Final Design	\$0	\$0	\$0	\$1,143,487	\$1,214,812	\$2,358,299
4 Implementation	\$293,624	\$0	\$0	\$0	\$0	\$293,624
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$1,448,497	\$157,923	\$1,529,335	\$1,313,413	\$1,214,812	\$5,663,980

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$743,165	\$1,328	\$839,908
2 Preliminary Design	\$0	\$0	\$467,171	\$0	\$472,889
3 Final Design	\$0	\$0	\$0	\$900,000	\$0
4 Implementation	\$0	\$0	\$430,324	\$3,749,999	\$293,624
5 Closeout	\$0	\$0	\$0	\$629,480	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$1,640,660	\$5,280,807	\$1,606,421

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$838,580)	\$0	\$0	(\$838,580)
2 Preliminary Design	(\$472,889)	\$0	\$1,529,335	(\$2,002,224)
3 Final Design	\$900,000	\$0	\$0	\$900,000
4 Implementation	\$3,456,375	\$0	\$0	\$3,456,375
5 Closeout	\$629,480	\$0	\$0	\$629,480
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$3,674,386	\$0	\$1,529,335	\$2,145,051

NARRATIVES	TDC REGL TRANSIT CONNECTIVITY	1124256
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1. CURRENT PROJECT SCOPE

Rational Transit Connectivity - This Program supports capital partnership projects that, with Metro's many external partners, help leverage improvements in transit speed, reliability, safety, capacity and customer experience. Presently, the program is providing necessary funding to capital projects that improve bus/rail transit hubs for integrated services at the University of Washington (in support of but separate from One Center City work), critical acquisition of land for layover capacity (north of downtown Seattle), Route 62 terminal improvements, design phase of a new Bellevue College Connector project, capital staff support for activities related to Washington State Department of Transportation improvements on SR 520, Trolley Oversight Program, Seattle Department of Transportation Major Project Coordination on the Seattle Streetcar.

2. PROGRAMMATIC PROJECT DISCUSSION

This is a programmatic project with funding put into specific identified projects to leverage other funding. The funding can be used to enhance scope on existing Metro Transit capital projects or those of another agency or to initiate action to address an emerging need.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC REGL TRANSIT CONNECTIVITY

1124256

3. PROJECT JUSTIFICATION

This Program, particularly its gradual expansion beyond City of Seattle, will provide capital resources for partnership projects that optimize the transit system with the County's 39 cities, WSDOT, Sound Transit and other governmental partners at precisely the same time Metro is expanding its service network between now and 2025 according to METRO CONNECTS. This funding provides timely support to opportunities with Metro's partners to together advance RapidRide, establish and invest in clear Equity and Social Justice objectives, provide ongoing staff support for these activities and similar partnership projects that improve customer experience.

4. PROJECT BENEFITS/OUTCOMES

Metro is launching the largest capital program in its history. It is envisioned that this program of partnership improvements will improve system performance (speed and reliability), public safety, system integration (particularly with Sound Transit at shared multimodal transit stations and hubs), and partner responsiveness with the City of Seattle for continual changes to Metro Transit's trolley network.

5. BUDGET REQUEST BASIS

There is growing demand for capital partnership projects as evidenced by high yield of project proposals from cities throughout King County solicited through Metro Transit's Technical Advisory Committee. Over 1,000 project proposals were received by Metro and have been assigned to improvement packages for consideration of investments over time to support METRO CONNECTS envisioned future networks: 2025 and 2040. There is no additional funding request in 2019-2020, as this program is expected to have significant carryover appropriation from 2-17-2018. The outyear budget requests are based on Metro Transit's funding available to devote to this endeavor when considering other capital program needs.

6. FUNDING AND REVENUE DISCUSSION

This Program has evolved from a Seattle-based transit improvement focus to one serving mutual transit partnerships with other governmental agencies. It is critical at this juncture to apply metrics to how Metro allocates its partnership dollars, administers projects and measures the results towards meeting the system requirements of METRO CONNECTS 2025 and 2040 service networks and the capital support required to ensure overall system expansion, improvement and high performance over time.

7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be assessed as specific projects are evaluated for use of this funding and alternatives analysis. Depending on the type of project, one would expect operational savings through improved speed and reliability of routes or enhanced customer experience with some increase in operating or maintenance cost.

8. PROJECT STATUS

Ongoing evaluation of partnership opportunities and advancing capital projects will continue throughout the biennium.

9. ALTERNATIVES ANALYSIS

This program creates new investments via partnerships that must be captured and managed for assignment of future operation and maintenance (O&M) of all said new facilities. This will continue to require staff resources to memorialize appropriate agreements for each partnership project.

10. OTHER AGENCY INVOLVEMENT

These funds are solely for partnership projects with cities, Washington State Department of Transportation, Sound Transit and other like governmental transportation agencies.

11. ART ELIGIBILITY

Not Art Eligible, planning activities and projects involving roadway or technology

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Many of the partnership projects to date, primarily the transit speed and reliability and Trolley System improvements provide zero-emission results in keeping with King County's strong commitment to clean and green energy solutions.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC REGL TRANSIT CONNECTIVITY

1124256

14. OTHER CONSIDERATIONS (OPTIONAL)

The Regional Transit Connectivity Fund (RTCF) began in 2014 in relationship to the then Downtown Seattle Transit Coordination - also known as the "Five-Agency" Planning Initiative to build in 2015 and 2016 a number of transit speed and reliability improvements prioritized by the five partner agencies: Metro, Sound Transit, Seattle Department of Transportation, Community Transit and Washington State Department of Transportation. Over the last 18 months, the Seattle-based One Center City work program expanded upon and separately funded transit and many other mobility improvements that will be installed by the end of 2019. As a result, this program expanded its reach beyond Seattle and is supporting, increasingly, more partner projects outside of Seattle as they emerge. This is very timely given Metro's charge to expand its capital resources commensurate with METRO CONNECTS capital investments countywide.

This is a programmatic project with funding put into specific identified projects to leverage other funding. The funding can be used to enhance scope on existing Metro Transit capital projects or those of another agency or to initiate a newly identified emerging need that improves regional transit connectivity.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC FAIRVIEW BRIDGE TOH SUPP

1124294

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	2
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	08/31/2019
Location	Fairview Bridge
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$326	\$0	\$0	\$326
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$10,477	\$0	\$0	\$10,477
3 Final Design 01/01/18 - 06/30/18	\$0	\$150,228	\$0	\$0	\$150,228
4 Implementation 07/01/18 - 08/31/19	\$0	\$610,758	\$0	\$0	\$610,758
5 Closeout 09/01/19 - 12/31/19	\$0	\$71,934	\$0	\$0	\$71,934
6 Acquisition 01/01/18 - 06/30/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$843,723	\$0	\$0	\$843,723

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$843,723	\$0	\$0	\$843,723
Total Revenue	\$843,723	\$0	\$0	\$843,723

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC FAIRVIEW BRIDGE TOH SUPP					1124294
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$326	\$0	\$0	\$0	\$0	\$326	
2 Prelim Design	\$10,477	\$0	\$0	\$0	\$0	\$10,477	
3 Final Design	\$76,455	\$73,773	\$0	\$0	\$0	\$150,228	
4 Implementation	\$21,838	\$282,021	\$306,900	\$0	\$0	\$610,759	
5 Closeout	\$850	\$0	\$71,084	\$0	\$0	\$71,934	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$109,946	\$355,794	\$377,984	\$0	\$0	\$843,724	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$326	\$326	\$0	\$326
2 Preliminary Design	\$0	\$10,477	\$10,477	\$0	\$10,477
3 Final Design	\$0	\$150,228	\$92,773	\$0	\$150,228
4 Implementation	\$0	\$610,759	\$21,838	\$0	\$303,859
5 Closeout	\$0	\$71,933	\$850	\$0	\$850
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$843,723	\$126,264	\$0	\$465,740

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$326)	\$326	\$0	\$0
2 Preliminary Design	(\$10,477)	\$10,477	\$0	\$0
3 Final Design	(\$150,228)	\$150,228	\$0	\$0
4 Implementation	(\$303,859)	\$610,758	\$306,900	(\$1)
5 Closeout	(\$850)	\$71,934	\$71,084	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$465,740)	\$843,723	\$377,984	(\$1)

NARRATIVES

TDC FAIRVIEW BRIDGE TOH SUPP

1124294

1. CURRENT PROJECT SCOPE

Fairview Bridge Trolley Overhead Replacement - This project is in support of the replacement of the trolley infrastructure in support of the replacement of the Fairview Bridge. The scope of work includes removal and replacement of existing trolley wire on City of Seattle Fairview Bridge during bridge demolition and reconstruction. It includes trolley infrastructure changes to support a detour of trolley service on the Route 70 during the 18 month bridge construction project.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC FAIRVIEW BRIDGE TOH SUPP

1124294

4. PROJECT BENEFITS/OUTCOMES

Ongoing operation of the Route 70 as a trolley route during bridge renovation project.

5. BUDGET REQUEST BASIS

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. Approximately \$500K is being reappropriated from project 1116112 to fund or partially fund this project. The the 2019-2020 request is based on previous expenses for similar projects.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

The project is currently in the planning and pre-design phase.

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.

11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor renovation

12. EQUITY AND SOCIAL JUSTICE IMPACT

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

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC REAL TIME IMPROVEMENTS

1124413

IT Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2019
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 05/31/18	\$296,739	(\$87,718)	\$0	\$0	\$209,021
2 Preliminary Design 05/31/18 - 05/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 05/31/18 - 05/31/18	\$153,041	(\$153,041)	\$0	\$0	\$0
4 Implementation 06/01/18 - 06/30/19	\$851,126	\$1,137,066	\$0	\$0	\$1,988,192
5 Closeout 07/01/19 - 09/30/19	\$8,816	\$13,803	\$0	\$0	\$22,619
6 Acquisition 05/31/18 - 05/31/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,309,722	\$910,110	\$0	\$0	\$2,219,832

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$910,110	\$0	\$0	\$910,110
Total Revenue	\$910,110	\$0	\$0	\$910,110

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC REAL TIME IMPROVEMENTS					1124413
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$75,211	\$133,809	\$0	\$0	\$0	\$209,020	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0	
4 Implementation	\$0	\$1,101,366	\$886,826	\$0	\$0	\$1,988,192	
5 Closeout	\$0	\$0	\$22,619	\$0	\$0	\$22,619	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$75,211	\$1,235,175	\$909,445	\$0	\$0	\$2,219,831	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$209,021	\$152,140	\$296,739	\$209,020
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$153,041	\$0
4 Implementation	\$0	\$1,988,192	\$0	\$851,126	\$1,101,366
5 Closeout	\$0	\$22,619	\$0	\$8,816	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,219,832	\$152,140	\$1,309,722	\$1,310,386

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$87,719	(\$87,718)	\$0	\$1
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$153,041	(\$153,041)	\$0	\$0
4 Implementation	(\$250,240)	\$1,137,066	\$886,826	\$0
5 Closeout	\$8,816	\$13,803	\$22,619	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$664)	\$910,110	\$909,445	\$1

NARRATIVES

1. CURRENT PROJECT SCOPE

Real Time Improvements - This project makes a series of improvements to the information systems that produce public facing schedules and real time information for Metro Transit services. The primary asset delivered by the project is a centralized message management system, allowing Metro Transit staff to create, dispatch, and amend messages for bus, light rail, and water taxi service. The tool receives inputs from each service mode's control software and provides standardized outputs to feed all existing communications channels and supplement real time data feeds, delivering messaging to all consumer transit smartphone and web apps. Additional functionality is added to the bus control system, to allow data capture for service cancellations, stop closures, and reroutes. The project adds a module to the bus control system to give transit field supervisors visibility into the real time state of buses, improving Metro's ability to manage and message around unplanned traffic diversions (accidents, civic disruptions), and updates all of the internal data systems to use the general transit feed specification and real time data standards, which have been adopted across the US and Canada, from a variety of European standard and/or proprietary data formats.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC REAL TIME IMPROVEMENTS

1124413

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

Customer satisfaction with available transit real time information has dropped as technology advances at a rapid pace. There are a number of gaps in the quality of Metro Transit's real-time information production. Examples include cancelled trips that are not communicated to customers, alerts and advisories that require redundant data entry in multiple systems, and a limit to the type and number of advisories that can be created. The goals of the project are to 1) provide more consistent and reliable notification of service interruptions, trip cancellations, and other planned service changes, 2) improve and streamline internal data management processes related to customer notification, and 3) provide more descriptive and accurate data output to regional data services and third party application developers. The improvements developed by this project will be scalable solutions that reduce overall complexity so that they provide benefits on a daily basis as well as help the organization communicate and respond more efficiently during major events. The new application will also reduce the workload for customer communication staff, allowing staff to manage more issues simultaneously.

This project supports the following Metro Transit Goals: Goal 5: Service Excellence. Establish a culture of customer service and deliver services that are responsive to community needs - Improve satisfaction with Metro's products and services and the way they are delivered, provide service that is easy to understand and use; and Goal 7: Public Engagement and Transparency - Promote robust public engagement that informs, involves, and empowers people and communities, increase customer and public access to understandable, accurate and transparent information, use of Metro's web tools and alerts.

4. PROJECT BENEFITS/OUTCOMES

This project expects to realize the following benefits:

1. Customer information quality will be improved by providing more timely, consistent and accurate notification of service interruptions, trip cancellations, reroutes, and other planned changes in service;
2. Internal data management processes related to customer notifications will be improved and streamlined, eliminating redundant data entry in multiple systems and providing real time visibility around transit service to staff;
3. Metro Transit will provide a more descriptive and accurate output of data to regional data services and third party application developers.

As discussed in the Benefit Achievements Plan, the target is that 80% of updates about reroutes, service cancellations, delays, and stop closures will be automatically distributed and displayed in Metro Transit's Automated Trip Planner, and Tracker, and in the One Bus Away application as both data points and textual alerts.

5. BUDGET REQUEST BASIS

During project planning seven tasks were identified, consisting of the addition of one new SaaS tool and six modifications or additions to existing technology platforms used in Metro Transit. The revised budget estimates include vendor quotations for services where available and estimates identified by comparing the work to other recent projects with similar components. The project will work with KCIT through the Architecture Review Team to ensure that County standards for solutions and security are adhered to. KCIT support will be required primarily to configure firewall points for publication of public facing data. The project will require: 1) a part time project manager; 2) software solutions and consulting services to implement the solutions. This request covers all project phases from planning through closeout. It will cover the following project activities: project management, requirements and solution analysis, solution implementation and project closeout. This project has completed the planning phase. The budget request funds completion of the scope of work.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Additional operating expense is anticipated to be between \$200,000-250,000/year for SaaS solution costs and additional software licensing. There will be some offset to this from a reduction in KCIT support for existing, home-built tools that translate existing non-standard data feeds.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC REAL TIME IMPROVEMENTS

1124413

8. PROJECT STATUS

This project has completed planning and design as of July 2018, including a thorough gap analysis and review of available technologies, which led to a more refined and slightly increased scope that will more fully deliver on the goals of this project. The project work is broken down into seven areas of effort. Four of these including the primary messaging tool will proceed to implementation through the end of 2018. The remainder of work will be scheduled in 2019. All segments of work are either software as a service or modifications to existing vendor supported transit applications. KCIT will be consulted on design and security issues, but will primarily be involved in managing connections and firewall settings necessary to integrate the various systems and publish real time information. The project will use vendor solutions out of the box, requiring minimal design and configuration effort.

9. ALTERNATIVES ANALYSIS

Alternatives, including partial implementation, were considered during planning but did not substantively address the gaps that were the genesis for this project.

10. OTHER AGENCY INVOLVEMENT

This project affects customer facing systems for Seattle Street Car and Sound Transit service operated by Metro. We are partnering with Sound Transit and expect that the selected solution will at some point become a regional tool providing interagency access to real time alerts and disruption status. Community Transit is implementing the same tool currently.

11. ART ELIGIBILITY

Not Art eligible, technology project that does not consist of major physical infrastructure construction.

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will complete an Equity Impact Review (required for this project) by December 2018.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

The Real Time Improvements project will implement a series of technology and business process improvements to increase the accuracy, completeness, and timeliness of public facing information. Internal communications will improve through the adoption of the technology components of the project. This will fill major portions of the public facing information gap at Metro Transit. There are additional data points and processes that the project will address tangentially, that will not be fully realized during the project duration. The Metro Transit Next Generation Wireless (NG Wireless) project will provide a major increase in communication bandwidth between the individual coaches in the fleet and the communication center. This additional bandwidth is necessary to increase the number of data points available to public facing information portals. The project will fully configure the new data feeds to leverage these data points as they are brought online during or after implementation of the NG Wireless project. The NG Wireless project, combined with the improved data from this project will also allow Metro Transit to explore improved on bus visualization of real-time information, including delays, re-routes and impacts to service interconnections. The Next Generation ORCA (NG ORCA) project will also provision the coach fleet with modern driver display technology. The reroute data capture tools implemented in this project will allow drivers to see re-routes in real time with turn by turn directions following completion of the NG ORCA project.

CIO and PSB Critical Success Factors and Conditions:

- 1) EIR is required
- 2) All CIO/PRB conditions

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC REAL TIME IMPROVEMENTS

1124413

15. STRATEGIC IT PLAN ALIGNMENT

The Real Time Improvements Project will support both the "Digital Civic Engagement" and the "Workforce Empowerment" objectives. The primary focus of this project is an increase in timely, accurate and complete real time information about Metro Transit's service offerings which directly supports "Digital Civic Engagement". By increasing information available to the public about their transit options, we will increase satisfaction with service information, and potentially allow an increase in participation of ridership.

The project also supports "Workforce Empowerment". The project will make several improvements to internal processes and tools that will directly result in streamlined event management and communication. Staff in several areas, including Bus Operations, Service Quality, Customer Communications and Service Development will have access to more and better information about service disruptions to assist them with decision making in their roles.

16. PROJECT COMPLEXITY

Medium business complexity due to: (1) multiple business processes and tools will be updated, and (2) multiple internal and external stakeholders. Mitigation: The project team includes representatives from each affected business group, as well as Sound Transit. Additionally the project team has and will continue to provide communication to other external partners. The project is being phased to minimize staff disruptions, and allow testing and fault analysis in one area at a time. The consolidated messaging tool will be implemented at the beginning of the implementation cycle, freeing up customer communications subject matter experts to support later phases of the project.

Medium technical complexity due to: (1) high number of systems using non-standard integrations and data streams, and (2) multiple vendor supported systems requiring a coordinated rollout plan. Mitigation: Each tool in the system will be converted to either create, read or both a widely adopted data standard for transit information. This work will be sequenced in order to ensure that each vendor is able to complete and test modifications to their system off-line while continuing to interact with all other systems.

17. CAPACITY TO IMPLEMENT THE PROJECT

Metro has worked with each of the identified vendors on a variety of similar projects, and combines a strong internal technical team (Systems Development) with support from these vendors and KCIT to ensure capacity to implement the project. The project team also coordinates with other ongoing and planned operational and capital projects that utilize the same vendors to understand and obviate any timing or resource constraints.

18. PROJECT RISKS

(High) – The project is addressing a variety of gaps across a diverse and complex technology and organizational environment. Mitigation: The project is implementing standard, commercial off the shelf (COTS) vendor modules wherever possible, and using software as a service (SaaS) for newly introduced tools. These products are well supported by their vendors, and include training and reference material for staff. The project will provide an integrated data environment, reducing the need for person to person communication, allowing staff to focus efforts and communications on significant events.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC HASTUS PLANNING MODULE

1124415

IT Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	03/31/2020
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/01/18 - 08/31/18	\$12,000	(\$2,952)	\$0	\$0	\$9,048
2 Preliminary Design 09/01/18 - 11/30/18	\$49,000	\$30,007	\$0	\$0	\$79,007
3 Final Design 12/01/18 - 05/31/19	\$60,900	\$687,290	\$0	\$0	\$748,190
4 Implementation 06/01/19 - 03/31/20	\$321,402	\$84,416	\$0	\$0	\$405,818
5 Closeout 04/01/20 - 05/31/20	\$0	\$3,016	\$0	\$0	\$3,016
6 Acquisition 06/01/18 - 08/31/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$443,302	\$801,777	\$0	\$0	\$1,245,079

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$801,777	\$0	\$0	\$801,777
Total Revenue	\$801,777	\$0	\$0	\$801,777

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC HASTUS PLANNING MODULE					1124415
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$9,048	\$0	\$0	\$0	\$9,048	
2 Prelim Design	\$0	\$79,007	\$0	\$0	\$0	\$79,007	
3 Final Design	\$0	\$127,439	\$620,751	\$0	\$0	\$748,190	
4 Implementation	\$0	\$0	\$405,818	\$0	\$0	\$405,818	
5 Closeout	\$0	\$0	\$3,016	\$0	\$0	\$3,016	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$215,494	\$1,029,585	\$0	\$0	\$1,245,079	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$9,048	\$3,155	\$12,000	\$9,048
2 Preliminary Design	\$0	\$79,007	\$0	\$49,000	\$79,007
3 Final Design	\$0	\$748,190	\$0	\$60,900	\$127,439
4 Implementation	\$0	\$405,818	\$0	\$321,402	\$0
5 Closeout	\$0	\$3,016	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,245,078	\$3,155	\$443,302	\$215,494

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$2,952	(\$2,952)	\$0	\$0
2 Preliminary Design	(\$30,007)	\$30,007	\$0	\$0
3 Final Design	(\$66,539)	\$687,290	\$620,751	\$0
4 Implementation	\$321,402	\$84,416	\$405,818	\$0
5 Closeout	\$0	\$3,016	\$3,016	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$227,808	\$801,777	\$1,029,585	\$0

NARRATIVES

TDC HASTUS PLANNING MODULE

1124415

1. CURRENT PROJECT SCOPE

HASTUS Planning Module - This project will allow Metro Transit to acquire a new module for HASTUS, the software suite currently used by the scheduling group to produce vehicle and operator/crew schedules. This new module would be used primarily by service planning staff to develop and evaluate route and transit network concepts, including the associated costs. Service development and systems development & operations staff will work with the software vendor - GIRO - to evaluate out-of-the-box functionality, identify any shortcomings, and customize the software module if necessary to meet the agency's specific needs. Minimal customization is expected and out-of-the-box functionality will be preferred, to be confirmed during the project's planning and design phases with a detailed business and systems analysis.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC HASTUS PLANNING MODULE

1124415

3. PROJECT JUSTIFICATION

Transit Service Planning currently uses a labor-intensive, Excel-based process to produce draft timetables, which are used to estimate costs and evaluate transit service design concepts, a core Transit business function. Service Planning transmits this information and paper based maps and routing instructions to other Transit workgroups, which then need to manually recreate this information in their system. The process improvements that will be enabled by the addition of a new software module to Transit's HASTUS application are expected to result in more efficient service planning and scheduling. This project supports Metro Transit Goal 5: Service Excellence - Establish a culture of customer service and deliver services that are responsive to community needs - Improve satisfaction with Metro's products and services and the way they are delivered. Provide service that is easy to understand and use.

4. PROJECT BENEFITS/OUTCOMES

This project expects to realize the following benefits:

1. Streamlined processes. The Transit Service Planning workgroup currently uses a labor-intensive, Excel-based process to produce draft timetables, which are used to estimate costs and otherwise evaluate transit service design concepts. Service Planning also uses a variety of GIS-based tools to generate spatial views of network design concepts and produce street-by-street instructions for publication in paper-based service change packages. With this project, Metro Transit will acquire a new module for HASTUS, the software suite currently used by the Scheduling group to produce vehicle and operator/crew schedules. The new module would be used primarily by the Service Planning group to develop and evaluate route and transit network concepts, including the associated costs. The HASTUS Planning Module is fully integrated with other HASTUS modules currently used by Metro Transit for scheduling and operations. Incorporating this module would enable planners to easily access current ridership, run-time and trip arrival/departure data and more efficiently incorporate these data in the development of route and network design concepts. This will streamline the service planning task of developing service alternatives and identifying more realistic/accurate cost estimates. It will also reduce steps (and effort) in the handoff of planner guidance to schedulers who could then take that imported planner estimate and develop full vehicle and crew schedules from the same data source inside the same software/platform. This effort may also streamline and simplify the process of creating maps that could then be used for public presentation, both in the planning process or later on for public consumption of live or future transit information.
2. Elimination of duplicate data entry. Service Planning uses different tools than other workgroups similarly involved in the production of service change data. As a result, Service Planning's Excel-based timetables and paper-based maps and routing instructions must be manually re-created in HASTUS by other workgroups in Transit. If this project to implement the HASTUS Planning Module is approved, the need for other Transit workgroups to re-create this information in order to proceed with the production of transit service change data can be eliminated.
3. Improved service efficiencies. Process improvements that will be enabled by the addition of the module to Transit's HASTUS application are expected to result in more efficient service. This will increase the amount of staff time available for serving our customers, which will in turn impact ridership, productivity and the overall value Metro provides to King County.

When combined, both #1 and #2 are expected to result in savings in labor hours that will be reinvested in higher value activities. The project will determine the exact nature of these savings as well as any new costs associated with this module as part of the business process review.

5. BUDGET REQUEST BASIS

The original 2017-2018 capital budget request did not include the cost of purchasing GIRO's Planning Module or GIRO's design and implementation tasks. This budget request adds funding to support all phases of the project, including the system design and implementation phases that will include significant levels of effort by the HASTUS vendor GIRO. The project budget request has been increased to cover contractor costs, including the purchase of the HASTUS planning software module and associated design and implementation tasks by GIRO.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Starting in 2021, the annual operating impact is expected to be \$10,000-35,000 for licensing and vendor support.

8. PROJECT STATUS

Project started in June 2018 and is currently in the planning phase.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC HASTUS PLANNING MODULE

1124415

9. ALTERNATIVES ANALYSIS

The alternative is to continue using the current manual process or explore other technology solutions that will not enjoy the seamless inter-application suite integration (via HASTUS) that this solution provides.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not eligible, as this is an information technology project.

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project is not required to complete an Equity Impact Review.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

The HASTUS Planning Module project - as well as the HASTUS Program as a whole - will participate in an external quality assurance effort, to be funded by project contingency. This effort will analyze and assess how well the project is managed and offer best practices advice that we will use to inform our implementation.

CIO and PSB Critical Success Factors:

- PRB/CIO conditions

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

As an effort to replace various internally developed tools with a modern, vendor supported application, the HASTUS Planning project supports the "Data Driven" and the "Workforce Empowerment" objectives.

"Data Driven": Once completed, this project will provide Metro Transit Service Planning staff with improved tools for increased data utilization and analysis as well as an integrated HATUS platform with modules that share - and utilize - common data elements. The project will provide Transit Service Planning staff with improved tools for increased data utilization and analysis, resulting in more effective service planning processes.

"Workforce Empowerment": This project will allow the Service Planning group to abandon the labor-intensive, Excel-based process that produces system timetables in favor of a solution that is fully integrated with the HASTUS platform and utilizes the platform's common data layer. This will save Metro Transit staff significant time and effort, allowing them to consider several improvements to internal processes and tools that will directly result in streamlined service planning and communication.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC HASTUS PLANNING MODULE

1124415

16. PROJECT COMPLEXITY

Low Business Complexity as this is a project scope that impacts a relatively small Service Planning staff and the new module is part of the existing HASTUS platform, which is quite familiar to several other back-office Metro Transit departments. This familiarity should streamline Metro Transit adoption and simplify staff learning curves. Mitigation: The project team intends to work closely with the vendor and Metro staff to ensure a seamless implementation. Training is already part of our implementation plan and since Metro Transit is already intimately familiar with the HASTUS product, we anticipate that the adoption of this new tool for planning will be smooth.

Low technical complexity as the new module is already part of HASTUS and will require limited - if any - modifications and configurations. Mitigation: We intend to eliminate or limit customizations to the module and will map Metro Transit's existing tools and processes to the current manual Excel-driven process. In addition, the new module will dramatically simplify the current excel toolset with a native HASTUS module. Potential customizations will be reviewed by the project's steering committee, Metro Transit's senior management, and KCIT's CIO (or authorized delegate) before any decision is made to implement them.

17. CAPACITY TO IMPLEMENT THE PROJECT

The proposed budget plans for sufficient staffing for the project, including project management, KCIT technical staff, service planning staff, as well as contractor support. In addition, a management level project steering committee will be formed and meet monthly to provide oversight.

18. PROJECT RISKS

1. (Low) - Overall project risk is expected to be relatively low. Metro Transit has worked with GIRO, the HASTUS vendor, for over 20 years and both teams have a deep understanding of our business processes and how they map to the current system. Mitigation: We expect a number of business process changes and will coordinate our implementation very closely with the end user groups and stakeholders in the Service Planning department.

2. (Medium) - This HASTUS project is one of several HASTUS-based projects that will require careful coordination with the vendor and our technical and business teams to avoid introducing new issues and bugs into Metro Transit's current HASTUS platform. Mitigation: We intend to carefully implement the various HASTUS projects in a way that will minimize cross-platform and cross project-issues. Transit has developed a high level roadmap/strategy for implementing newly proposed HASTUS projects. This strategy will include prioritization, sequencing/estimated timelines, dependencies and considerations related to capacity to execute. All work will be sequenced in order to ensure that each vendor is able to complete and test modifications to their system off-line while continuing to interact normally with all other systems. In addition, the project team will invite the Business Resource Center (BRC) to evaluate the project as well as the HASTUS program as a whole.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC REPL SIGNAL PRIORITY EQUIP

1124427

IT Project, Baseline Required

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	04/30/2021
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$185,453	\$0	\$0	\$185,453
2 Preliminary Design 01/01/18 - 06/30/19	\$1,000,500	\$812,870	\$0	\$0	\$1,813,370
3 Final Design 07/01/19 - 06/30/20	\$2,462,983	(\$1,036,316)	\$0	\$0	\$1,426,667
4 Implementation 07/01/20 - 04/30/21	\$1,865,822	\$2,855,388	\$0	\$0	\$4,721,210
5 Closeout 05/01/21 - 09/30/21	\$0	\$1,604,887	\$0	\$0	\$1,604,887
6 Acquisition 01/01/18 - 06/30/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$5,329,305	\$4,422,282	\$0	\$0	\$9,751,587

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$4,422,282	\$0	\$0	\$4,422,282
Total Revenue	\$4,422,282	\$0	\$0	\$4,422,282

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC REPL SIGNAL PRIORITY EQUIP				1124427
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$185,453	\$0	\$0	\$0	\$0	\$185,453
2 Prelim Design	\$725,216	\$727,429	\$360,725	\$0	\$0	\$1,813,370
3 Final Design	\$0	\$0	\$1,426,668	\$0	\$0	\$1,426,668
4 Implementation	\$0	\$0	\$2,737,858	\$1,785,560	\$0	\$4,523,418
5 Closeout	\$0	\$0	\$0	\$1,453,699	\$0	\$1,453,699
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$910,668	\$727,429	\$4,525,251	\$3,239,259	\$0	\$9,402,607

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$185,453	\$185,453	\$0	\$185,453
2 Preliminary Design	\$0	\$1,813,370	\$982,653	\$1,000,500	\$1,452,645
3 Final Design	\$0	\$1,426,667	\$0	\$2,462,983	\$0
4 Implementation	\$0	\$4,523,418	\$0	\$1,865,822	\$0
5 Closeout	\$0	\$1,453,699	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$9,402,606	\$1,168,106	\$5,329,305	\$1,638,098

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$185,453)	\$185,453	\$0	\$0
2 Preliminary Design	(\$452,145)	\$812,870	\$360,725	\$0
3 Final Design	\$2,462,983	(\$1,036,316)	\$1,426,668	(\$1)
4 Implementation	\$1,865,822	\$2,855,388	\$2,737,858	\$1,983,352
5 Closeout	\$0	\$1,604,887	\$0	\$1,604,887
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$3,691,207	\$4,422,282	\$4,525,251	\$3,588,238

NARRATIVES TDC REPL SIGNAL PRIORITY EQUIP 1124427

1. CURRENT PROJECT SCOPE

Transit Signal Priority Project - This project funds the replacement of legacy transit signal priority (TSP) equipment and provides a cost effective approach for future expansion. The cost-effective approach is based on using real time and predictive data to drive signal priority instead of hardware installed at intersections. The following features are in the project's current scope: replacement of legacy TSP infrastructure; reduction and/or elimination of King County hardware at TSP intersections; and development of an application programming interface (API) to be shared with jurisdictional traffic management systems.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC REPL SIGNAL PRIORITY EQUIP

1124427

3. PROJECT JUSTIFICATION

Transit signal priority (TSP) is one of several branded elements of Transit's Rapid Ride program. At the end of 2014, there were 180 operating TSP installations with more than 20 under development. The system is designed to improve transit reliability by requesting special treatment for buses at signals on TSP equipped corridors – either by holding a green light to allow a bus to pass or by shortening its wait at a red light. Metro Transit's current infrastructure is end-of-life and in need of replacement. In addition, there is a desire to reduce and/or eliminate King County hardware at TSP intersections.

This project supports Metro Transit Goal 5: Service Excellence - Establish a culture of customer service and deliver services that are responsive to community needs - Improve satisfaction with Metro's products and services and the way they are delivered. Provide service that is easy to understand and use. Technology plays a critical role in improving transit speed and reliability through systems such as transit signal priority.

4. PROJECT BENEFITS/OUTCOMES

Current TSP equipment is owned and operated by King County in cooperation with regional transit agencies. TSP expansion requires King County to procure additional equipment and negotiate with each jurisdiction for installation. The proposed approach will be a software based system so deployment to new intersections will be a configuration change in the software. This approach will allow King County and jurisdictions to expand TSP rapidly without incurring significant cost.

This project expects to realize the following benefits: (1) Performance and reliability improvements will be achieved by leveraging more accurate data from coaches. Location data will be retrieved from on-board systems to request traffic signal changes vs a derived location approach used currently. Derived locations are less accurate and can lead to requests hindering performance. (2) This project will implement a software based system so deployment to new intersections will be a configuration change in the software rather than installing or deactivating physical hardware at intersections. This approach will allow King County and jurisdictions to expand TSP rapidly without incurring significant cost. (3) Expanding the network and improving its accuracy will result in improved travel times for buses reducing the number of hours required to serve the same corridor. Corridors all have unique characteristics and a pre and post evaluation of the transit travel time is part of each expansion decision.

These benefits will be measured with the following data and metrics:

- Reducing King County owned and operated equipment will be realized upon the decommission of existing equipment.
- Service benefits of TSP are measured by comparing TSP intersections with TSP turned on vs turned off. The new system will analyze these criteria: cost of deployment to new intersections; in-service travel time; layover/recovery time through reducing run-time variability; schedule reliability; number of TSP requests successfully sent to other transit agencies; and number of TSP requests successfully fulfilled by other transit agencies.

Baselines were collected for the current TSP system as part of the deployment of TSP on several corridors. Current TSP baseline measurements include:

- \$60K or more - Cost of deployment to new intersections
- 2%-10% - In-service travel time improvement
- 2%-10% - Layover/recovery time through reducing run-time variability
- 2%-10% - Schedule Reliability
- 80% - Number of requests successfully sent to transit agencies
- 55%-60% - Number of requested fulfilled by transit agencies

Future targets for these measures will be updated once the RFP selection process is complete. The new system will either meet or exceed the existing equipment baselines.

- +5% - In-service travel time improvement
- +5% - Layover/recovery time through reducing run-time variability
- +5% - Schedule Reliability
- 90% - Number of requests successfully sent to transit agencies
- 70% - Number of requested fulfilled by transit agencies

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC REPL SIGNAL PRIORITY EQUIP

1124427

5. BUDGET REQUEST BASIS

The budget request includes additional appropriation based on RFI responses received in the initial design phase, which indicate that the original Concept of Operations estimate is not supported by industry conditions. The additional appropriation is necessary based on high level pricing proposed in RFI responses.

6. FUNDING AND REVENUE DISCUSSION

This project is being partially funded by grant funds via WSDOT Agreement GCB2297 for 2015-2017 Tier Projects.

7. OPERATING BUDGET AND OTHER IMPACTS

Future operating costs are expected to remain fairly constant. They will largely depend on how widely the new system is implemented compared to our current TSP deployment.

8. PROJECT STATUS

The project is currently in the planning stage. The design of TSP system is expected to start in Q3 2018. Implementation is expected to begin in 2020.

9. ALTERNATIVES ANALYSIS

Alternatives Analysis has been completed. Multiple options - including a hardware based approach - have been considered and the option most beneficial to Metro overall has been selected to move forward into the preliminary design phase.

10. OTHER AGENCY INVOLVEMENT

King County Roads, KCIT, and multiple signal operation jurisdictions such as WSDOT, City of Seattle, City of Bellevue, City of Burien, City of Redmond, and others are involved in various ways with this project. Special attention will be given to ensure proper coordination and cooperation are occurring.

11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project is not required to complete an Equity Impact Review.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

The new TSP system depends on a stable and comprehensive wireless networking solution. Therefore, TSP development and - ultimately - full implementation rely on the Next Generation Wireless (NGW) project. It is possible to do the development of both projects in parallel, but a full, final, and robust solution will require a stable and effective wireless connection for proper production operation. The team is well aware of the interconnections between the two projects and is working on mitigation plans and alternate ways to test and rollout the system.

CIO and PSB Critical Success Factors:
- CIO/PRB conditions.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

The Transit Signal Priority project supports the "Data Driven" objective: (1) The project will help reduce King County's total cost of ownership by implementing a software based solution that will allow Metro Transit to eliminate King County owned equipment at new TSP intersections. (2) In addition, the TSP project will allow Metro Transit to effectively (and efficiently) partner with external collaborators and other regional transit organizations by sharing data between agencies to expand TSP across King and neighboring counties.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC REPL SIGNAL PRIORITY EQUIP

1124427

16. PROJECT COMPLEXITY

High technical complexity due to: (1) integration with multiple systems across neighboring counties and transit jurisdictions; (2) implementation of a new data service within King County; (3) implementation of a software based solution instead of using hardware at each TSP enabled intersection; and (4) industry best practices have yet to be established for TSP-based data driven solutions. Mitigation: Currently, the project is engaging KCIT Network Engineering and will include a Data Architect and Software Quality Assurance Analysts to address the risks associated with the technical complexity. This is expected in Q4 2018. Also, establishing a robust software API will let fellow transit agencies in the Greater Seattle Area implement TSP in their jurisdictions with less complexity and more flexibility.

Medium Business Complexity due to: (1) system will need to interface with several different Transit agencies and regional jurisdictions, each with different needs, equipment, and systems; (2) implementation of a software based solution instead of one that relies on hardware at each TSP enabled intersection; and (3) increased collaboration and data sharing with key jurisdictional partners (City of Seattle and City of Bellevue). Mitigation: The project has been working with other local agencies for several months to plan and collaborate on how the new system will function, reducing the chance of creating a system that is difficult to integrate with other partners. In addition, the project will support removal of TSP equipment and hardware at intersections in Seattle and Bellevue, replacing them with a configurable, software based system that has great flexibility.

17. CAPACITY TO IMPLEMENT THE PROJECT

Metro Transit has the capacity to manage the project. Labor-in-kind according to negotiated agreements will be required from partner jurisdictions. KCIT Network Engineering, KCIT Architecture, and KCIT Business Analysts will be involved with the design and implementation of TSP.

18. PROJECT RISKS

1. (High) - The TSP system is very complex: it takes data from the INIT On Board System (OBS); it processes complex logic; it passes information over the transit wireless system in a time dependent manner; and integrates with and operates open multiple regional signal systems. Mitigation: The project team is planning a new back-office software based system to replace existing intersection-specific hardware and equipment. All of these complexities are being addressed during the planning phase of the project.

2. (High) - Inter-jurisdictional coordination. This project requires the participation of multiple jurisdictions which own and operate subject signal equipment, such as the City of Seattle and the City of Bellevue. Mitigation: Coordination with these jurisdictions is well established via the existing TSP system, mitigating this risk. Communications and coordination efforts at multiple levels are planned to occur during the project to further mitigate risk.

3. (High) - The benefits and of TSP are difficult to measure and even more difficult to realize operationally. For example, did the bus arrive on-time because it had an extended green or because traffic flow has been optimized? Does 1 min late mean TSP is ineffective or did a passenger require assistance boarding a coach? Mitigation: King County Metro Transit is collaborating with transit agencies across the county to address these questions. Agencies include regional partners along with Chicago, San Francisco, New York City, Santa Clara, and Nashville. This is an industry wide risk to all known TSP implementations. We believe we have established a core set of metrics that will help guide our approach.

In order to manage these (and other risks), the TSP project will maintain a comprehensive Risk Mitigation Plan. The project will provide a risk mitigation report to its steering committee and the PRB before the first funding release. This report will be updated and shared prior to each subsequent funding release.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC REPL 4.9 NETWK & ROUTERS

1124429

IT Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2020
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 03/31/18	\$160,148	\$471,293	\$0	\$0	\$631,441
2 Preliminary Design 04/01/18 - 09/30/18	\$897,000	\$346,374	\$0	\$0	\$1,243,374
3 Final Design 10/01/18 - 12/31/18	\$13,302,239	(\$12,775,666)	\$0	\$0	\$526,573
4 Implementation 01/01/19 - 06/30/20	\$11,240,229	\$9,868,114	\$0	\$0	\$21,108,343
5 Closeout 07/01/20 - 12/31/20	\$0	\$4,589,885	\$0	\$0	\$4,589,885
6 Acquisition 04/01/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$25,599,616	\$2,500,000	\$0	\$0	\$28,099,616

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$2,500,000	\$0	\$0	\$2,500,000
Total Revenue	\$2,500,000	\$0	\$0	\$2,500,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC REPL 4.9 NETWK & ROUTERS				1124429
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$578,817	\$52,624	\$0	\$0	\$0	\$631,441
2 Prelim Design	\$743,374	\$500,000	\$0	\$0	\$0	\$1,243,374
3 Final Design	\$26,573	\$500,000	\$0	\$0	\$0	\$526,573
4 Implementation	\$0	\$0	\$21,108,343	\$0	\$0	\$21,108,343
5 Closeout	\$0	\$0	\$4,589,885	\$0	\$0	\$4,589,885
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$1,348,764	\$1,052,624	\$25,698,228	\$0	\$0	\$28,099,616

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$631,441	\$586,073	\$160,148	\$631,441
2 Preliminary Design	\$0	\$1,243,374	\$890,493	\$897,000	\$1,243,374
3 Final Design	\$0	\$526,573	\$40,956	\$13,302,239	\$526,573
4 Implementation	\$0	\$21,108,343	\$63,076	\$11,240,229	\$0
5 Closeout	\$0	\$4,589,885	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$28,099,616	\$1,580,598	\$25,599,616	\$2,401,388

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$471,293)	\$471,293	\$0	\$0
2 Preliminary Design	(\$346,374)	\$346,374	\$0	\$0
3 Final Design	\$12,775,666	(\$12,775,666)	\$0	\$0
4 Implementation	\$11,240,229	\$9,868,114	\$21,108,343	\$0
5 Closeout	\$0	\$4,589,885	\$4,589,885	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$23,198,228	\$2,500,000	\$25,698,228	\$0

NARRATIVES

TDC REPL 4.9 NETWK & ROUTERS

1124429

1. CURRENT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC REPL 4.9 NETWK & ROUTERS

1124429

3. PROJECT JUSTIFICATION

The NGW project will install communication hardware responsible for transmitting most wireless data from coaches to various servers. The new system will transmit location, fare payments, and scheduling data across the NGW solution to other transit systems. This data is currently transmitted via a 4.9 GHz solution; however, the manufacturer will no longer sell or support 4.9 GHz equipment beyond December 2018. This project supports Metro Transit Goal 5: Service Excellence - Establish a culture of customer service and deliver services that are responsive to community needs - Improve satisfaction with Metro's products and services and the way they are delivered; Provide service that is easy to understand and use. Technology plays a critical role in improving transit speed and reliability through systems such as Next Generation Wireless.

4. PROJECT BENEFITS/OUTCOMES

Next Generation Wireless (NGW) is an infrastructure project involving the creation of a new wireless network between coaches and King County servers. Mobile Access Routers (MAR)s on coaches will connect via cellular signal during travel and via Wi-Fi when on bases. This allows King County access to critical data, such as location and fare payments, while a coach is on route and access to audio video data while a coach is on base. Legacy hardware was supported through an agreement between King County and Cisco. The agreement between the two ends December 31, 2018, and King County has limited replacement inventory on hand with no option for new equipment. The decision to end support was made by Cisco.

This project expects to realize the following benefits:

1. This IT investment will expand capacity for data driven systems deployed on coaches while moving away from end-of-life legacy equipment. Examples of data driven systems that will benefit from the new wireless network include:
 - Fare payment. The next generation ORCA project has identified potential enhancements for the next generation, such as the use of open payments (e.g., account-based payments using various credit- and debit-card technologies)
 - Speed and reliability: Transit Signal Priority (TSP) uses location information from coaches to request signal changes from local jurisdictions. The next generation of TSP will benefit from improved accuracy and availability of location information.
 - Improved information: Real Time Information Signs (RTIS) provide scheduling information to the public at stops throughout King County. Improved location information will allow Transit to improve accuracy of data provided to signage at stops.
2. Replacing the 4.9 Network and its Mobile Access Routers (MARs) will benefit Metro Transit by maintaining a state of good repair for its wireless network.

Performance for NGW involves measuring how much data can be transmitted at one time and per month. These measurements vary greatly between coaches on base and on route. The above benefits will be measured with the following data and metrics:

- Compare performance of NGW to legacy network (capacity and speed)
- Decommissioning of legacy equipment

Current wireless networking baseline measurements and performance indicators include:

- Performance of 4.9GHz legacy equipment is limited to 5Mbps (Megabits per second) across the network
- Legacy equipment is deployed and in use throughout Metro Transit's entire fleet and needs to be replaced in 100% of coaches

The new system will either meet or exceed these targets:

- For coaches on route, the minimum targets for transmitting data (bandwidth) is 10Mbps and 15GB per month. This represents a minimum 100% improvement over legacy equipment.
- For coaches on bases, the minimum bandwidth targets are 600Mbps and unlimited data per month. This represents a minimum 12,000% improvement over legacy equipment.
- The target for legacy equipment decommission is 100% removal of all legacy equipment.

5. BUDGET REQUEST BASIS

The appropriation request for 2019-2020 is a planned phase request part of the original budget. The cost estimate was developed through a combination of vendor quotes and a request for information.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC REPL 4.9 NETWK & ROUTERS

1124429

7. OPERATING BUDGET AND OTHER IMPACTS

Estimated \$1M to \$1.25M per year for cellular data plans and support. Cellular data charges are not offset by decommissioning legacy equipment.

8. PROJECT STATUS

The project is in the design phase and will begin implementation in 2019. The project anticipates completing all deliverables and achieving benefits outlined in the BAP by the end of 2020.

9. ALTERNATIVES ANALYSIS

Alternatives were reviewed and considered and KCIT 's Networking team participated in the selection of the new MARs and cellular technology. Given its maturity, cellular 4G LTE was the best choice, especially since 5G technologies are still being rolled out across the country. Early adoption of 5G risks implementing a system not supported by core regional cellular services or infrastructure.

10. OTHER AGENCY INVOLVEMENT

KCIT provides network hardware installation and cellular assistance. It also surveyed all of our transit bases in order to determine where best to place access points for maximum coverage.

11. ART ELIGIBILITY

Not Art eligible, technology project that does not consist of major physical infrastructure construction.

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project is not required to complete an Equity Impact Review.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

The Metro Transit Next Generation Wireless (NG Wireless) project will provide a major increase in communication bandwidth between the individual coaches in the fleet and the communication center. This additional bandwidth is necessary to increase the number of data points available to public facing information portals. The project will fully configure the new data feeds to leverage these data points as they are brought online during or after implementation of the NG Wireless project. The NG Wireless project, combined with the improved data from this project will also allow Metro Transit to explore improved visualization of real-time information, including delays, re-routes, and impacts to service interconnections.

CIO and PSB Critical Success Factors:

- CIO/PRB conditions.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

The Next Generation Wireless Project will support both the "Data Driven" and the "IT Mobility" objectives. "Data Driven" – NGW allows King County to better gather and transmit data across the entire fleet of coaches. This project meets the King County KCIT strategic plan by improving capacity and utilization of data to understand the current situation, analyze opportunities, measure results and make more informed initial and corrective decisions. "IT Mobility" – An indirect benefit of NGW improves IT Mobility across the fleet of coaches. Applications that leverage NGW for data transmission will see capacity improvements allowing for new functionality and better performance. For example, improved coach location information will allow signage to more accurately display wait times for riders.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC REPL 4.9 NETWK & ROUTERS

1124429

16. PROJECT COMPLEXITY

High Business Complexity due to:

1. Multiple vendor contracts
2. Installations of equipment on entire fleet
3. Coordination with multiple teams within Transit
4. Coordination with KCIT on integration

Mitigation: The project team has included representation from all impacted business units from KCIT and Transit. The project team meets regularly to resolve questions, discuss risks, and share information.

High Technical Complexity due to:

1. New service offering from KCIT requiring comprehensive network design
2. Establishing APN service from AT&T and Verizon, new to King County
3. Implementing a reliable, scalable hardware device across fleet

Mitigation: The project has put forward a competitive demo period with a goal of testing, comparing, and selecting standard hardware. The demo will prove the new service offering meets quality standards for King County.

17. CAPACITY TO IMPLEMENT THE PROJECT

KCIT Networking and Transit are positioned well to design and implement the new service for Transit. Members from Business Analysis, Network Engineering, and Architecture within KCIT have been engaged to provide their expertise. KCIT has designed many networks currently used throughout King County and will leverage knowledge for NGW. Transit has gathered members from Vehicle Maintenance, Radio Maintenance, Design and Construction (D&C), and Service Development and Operations (SDO) to collaborate with KCIT on the design and implementation of NGW. The project is sponsored by Transit SDO Manager Elizabeth Love whose team manages applications using NGW. The project team meets biweekly and the steering committee monthly. An external quality assurance firm tracks project risks, deliverables, and provides recommendations to the team.

18. PROJECT RISKS

1) Legacy equipment fails prior to project implementation (Medium) - Cisco will neither sell nor support the 4.9 GHz solution after Dec 31, 2018. MITIGATION: The project will begin installations in early 2019. Each new installation will remove the existing device which will be placed into inventory as a spare. The increased amount of spares will allow operations contingency should another existing device fail.

2) 5G LTE devices become available mid-design (Low). MITIGATION: Vendors do not have devices road-mapped for 5G LTE so the likelihood of this risk becoming an issue is very low. The NGW project is expected to complete prior to 5G LTE devices becoming available.

In order to manage these (and other risks), the NGW project will maintain a comprehensive Risk Mitigation Plan. The project will provide a risk mitigation report to its steering committee and the PRB before its next funding release. This report will be updated and shared with the steering committee and the PRB prior to each subsequent funding release.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC ORCA REPLACEMENT

1124456

IT Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	09/30/2022
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$1,157,866	(\$19,304)	\$0	\$0	\$1,138,562
2 Preliminary Design 01/01/18 - 08/31/18	\$4,876,875	(\$3,364,687)	\$0	\$0	\$1,512,188
3 Final Design 09/01/18 - 06/30/20	\$6,459,031	\$15,830,104	\$0	\$0	\$22,289,135
4 Implementation 07/01/20 - 09/30/22	\$31,597,261	(\$6,835,159)	\$0	\$0	\$24,762,102
5 Closeout 10/01/22 - 12/31/22	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/18 - 06/30/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$44,091,033	\$5,610,954	\$0	\$0	\$49,701,987

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$5,610,954	\$0	\$0	\$5,610,954
Total Revenue	\$5,610,954	\$0	\$0	\$5,610,954

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC ORCA REPLACEMENT				1124456
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$1,138,562	\$0	\$0	\$0	\$0	\$1,138,562
2 Prelim Design	\$1,097,910	\$414,278	\$0	\$0	\$0	\$1,512,188
3 Final Design	\$0	\$4,064,685	\$18,224,450	\$0	\$0	\$22,289,135
4 Implementation	\$0	\$0	\$7,209,471	\$24,998,055	\$0	\$32,207,526
5 Closeout	\$0	\$0	\$0	\$390,389	\$0	\$390,389
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$2,236,472	\$4,478,963	\$25,433,921	\$25,388,444	\$0	\$57,537,800

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$1,138,562	\$1,138,562	\$1,157,866	\$1,138,562
2 Preliminary Design	\$0	\$1,512,188	\$1,417,640	\$4,876,875	\$1,512,188
3 Final Design	\$0	\$22,289,135	\$122,478	\$6,459,031	\$4,064,685
4 Implementation	\$0	\$32,207,526	\$0	\$31,597,261	\$0
5 Closeout	\$0	\$390,389	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$57,537,800	\$2,678,680	\$44,091,033	\$6,715,435

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$19,304	(\$19,304)	\$0	\$0
2 Preliminary Design	\$3,364,687	(\$3,364,687)	\$0	\$0
3 Final Design	\$2,394,346	\$15,830,104	\$18,224,450	\$0
4 Implementation	\$31,597,261	(\$6,835,159)	\$7,209,471	\$17,552,631
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$37,375,598	\$5,610,954	\$25,433,921	\$17,552,631

NARRATIVES

TDC ORCA REPLACEMENT

1124456

1. CURRENT PROJECT SCOPE

ORCA Replacement - 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 (ngORCA) 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC ORCA REPLACEMENT

1124456

3. PROJECT JUSTIFICATION

The current 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. This 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) is under negotiation 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 2020 fare collection, other than through fare box, could be impacted.

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. This project 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 is a planned appropriation from the original 2017-2018 budget request. This amount requested in 2019-2020 allows the project to approve and sign the various vendor contracts during the current biennium. Additionally, these funds support previously approved staffing costs for this period. The overall project budget of \$57.5M as submitted in the 2017-2018 biennium is unchanged. A future appropriation in the 2021-2022 biennium in the amount of \$7.8M is planned.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC ORCA REPLACEMENT

1124456

6. FUNDING AND REVENUE DISCUSSION

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); and 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 preliminary design. Full design is expected to begin upon the approval to proceed with a system integrator, which is expected in September of 2018.

9. ALTERNATIVES ANALYSIS

The alternative analysis has not been completed as the project is still in preliminary design. Once we know who the system integrator will be, we will conduct a full analysis of the various system design alternatives.

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 systems 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

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. An equity impact review is required for this project and will be completed by the project by the end of 2018.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

CIO and PSB Critical Success Factors and Conditions:

1) Equity Impact Review - to be completed by December 2018

2) CIO/PRB conditions

3) Evaluate ways to continue using the fare enforcement devices that will have been purchased through project 1134106 TDC FARE ENFORC
ENHANCMTS

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC ORCA REPLACEMENT

1124456

15. STRATEGIC IT PLAN ALIGNMENT

The Next Generation ORCA Replacement project supports the "IT Mobility" and "Effective Digital Systems" objectives.

"IT Mobility" - Free residents and employees to interact and transact business when and where most appropriate and convenient.

- The new system will increase the ability for customers 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 project will provide an infrastructure that will allow customers almost instantaneous access to recently loaded value, eliminating the waiting period that exists with the current system.
- Providing more options for off-board fare payment, allowing customers to pay without waiting in line to board the bus.

"Effective Digital Systems" - Increase value to customers by providing high quality digital systems to better meet their needs.

- The project will replace a 10 year old technology system that is critical to supporting transit choices made by our riders and customers. The replacement system will adopt current technologies and back end systems as well as provide a new operating and maintenance agreement.
- It will allow payment and account management access from a variety of devices (smartphone, ORCA card, etc.).
- This project will use the latest technologies to increase the accessibility of the ORCA regional fare payment systems by increasing retail locations, improving access for the un-banked and under-banked, increased access to products through mobile access, and continued regional system access using a single form of payment.

16. PROJECT COMPLEXITY

High business complexity due to: (1) multiple business processes, technologies, and tools will be updated; and (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 and (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 is currently working on the initial project health report which includes a review of the risk mitigation plan and the risk mitigation process. This report is due in Q4 2018.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC CIP GRANT CONTINGENCY

1124523

Master Project, TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC CIP GRANT CONTINGENCY
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$780,120	\$0	\$0	\$0	\$780,120
3 Final Design	\$1,660,280	\$0	\$0	\$0	\$1,660,280
4 Implementation 01/01/19 - 12/31/20	\$0	(\$2,440,400)	\$0	\$0	(\$2,440,400)
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$2,440,400	(\$2,440,400)	\$0	\$0	\$0

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$2,440,400)	\$0	\$0	(\$2,440,400)
Total Revenue	(\$2,440,400)	\$0	\$0	(\$2,440,400)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC CIP GRANT CONTINGENCY				1124523
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$780,120	\$0
3 Final Design	\$0	\$0	\$0	\$1,660,280	\$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	\$2,440,400	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$780,120	\$0	\$0	\$780,120
3 Final Design	\$1,660,280	\$0	\$0	\$1,660,280
4 Implementation	\$0	(\$2,440,400)	\$0	(\$2,440,400)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$2,440,400	(\$2,440,400)	\$0	\$0

NARRATIVES

1. CURRENT PROJECT SCOPE	TDC CIP GRANT CONTINGENCY	1124523
Grant Contingency - This project provides appropriation for potential grant funded expenditures.		
2. PROGRAMMATIC PROJECT DISCUSSION		
3. PROJECT JUSTIFICATION		
Grant contingency provides capital programs flexibility for grant funding.		
4. PROJECT BENEFITS/OUTCOMES		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC CIP GRANT CONTINGENCY	1124523
5. BUDGET REQUEST BASIS		
Transit is disappropriating entire budget as they have not used this in the past.		
6. FUNDING AND REVENUE DISCUSSION		
7. OPERATING BUDGET AND OTHER IMPACTS		
8. PROJECT STATUS		
Transit has not used this contingency in the past, so budget is being disappropriated.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC Strategic Technology Roadmap (TDC Strategic Tech Roadmap)

1124887

TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$550,000	\$0	\$0	\$0	\$550,000
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/19 - 12/31/20	\$0	(\$307,345)	\$0	\$0	(\$307,345)
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$550,000	(\$307,345)	\$0	\$0	\$242,655

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$307,345)	\$0	\$0	(\$307,345)
Total Revenue	(\$307,345)	\$0	\$0	(\$307,345)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC Strategic Tech Roadmap					1124887
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$242,655	\$0	\$0	\$0	\$0	\$242,655	
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	\$242,655	\$0	\$0	\$0	\$0	\$242,655	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$242,655	\$550,000	\$242,655
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	\$242,655	\$550,000	\$242,655

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$307,345	\$0	\$0	\$307,345
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	(\$307,345)	\$0	(\$307,345)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$307,345	(\$307,345)	\$0	\$0

NARRATIVES	TDC Strategic Tech Roadmap	1124887
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1. CURRENT PROJECT SCOPE

Strategic Technology Roadmap for Transit (STRT) - This project addresses how technology will be used in the future to support Transit in delivering transit service. It is intended to provide a planned, integrated, and forward-looking understanding of the evolving technology needs and solutions over the next five years for transit riders, operations and administration. The STRT shall recommend and prioritize technology solutions and identify the integration points of those solutions with other transit, County, and regional technologies.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC Strategic Tech Roadmap

1124887

3. PROJECT JUSTIFICATION

A 2014 King County budget proviso requires Metro Transit to deliver the STRT to the King County executive and ultimately to the County Council for approval. The STRT will be used by Metro Transit to: 1.Build on the developing Enterprise Architecture framework; 2. Support technology decisions in the future; 3. Communicate with policy makers and the public. This STRT will be a 'living document', used and updated by Metro Transit over the five year life of the plan.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Completed, disappropriating remaining budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Completed.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC Strategic Tech Roadmap	1124887
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC 500KV SUB BREAKERS

1125742

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	2, 4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	11/30/2019
Location	Seattle Trolley Network
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 02/28/18	\$0	\$33,563	\$0	\$0	\$33,563
2 Preliminary Design 03/01/18 - 05/31/18	\$0	\$71,170	\$0	\$0	\$71,170
3 Final Design 06/01/18 - 09/30/18	\$0	\$196,963	\$0	\$0	\$196,963
4 Implementation 10/01/18 - 11/30/19	\$0	\$6,884,273	\$0	\$0	\$6,884,273
5 Closeout 12/01/19 - 02/29/20	\$0	\$239,032	\$0	\$0	\$239,032
6 Acquisition 03/01/18 - 09/30/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$7,425,001	\$0	\$0	\$7,425,001

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$73,515	\$0	\$0	\$73,515

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$4,925,001	\$0	\$0	\$4,925,001
33340 - FEDERAL HIGHWAY ADMIN	\$2,500,000	\$0	\$0	\$2,500,000
Total Revenue	\$7,425,001	\$0	\$0	\$7,425,001

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC 500KV SUB BREAKERS				1125742
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$9,315	\$24,248	\$0	\$0	\$0	\$33,563
2 Prelim Design	\$17,509	\$53,662	\$0	\$0	\$0	\$71,171
3 Final Design	\$106,549	\$90,414	\$0	\$0	\$0	\$196,963
4 Implementation	\$176,072	\$1,872,747	\$4,835,454	\$0	\$0	\$6,884,273
5 Closeout	\$0	\$0	\$215,129	\$23,903	\$0	\$239,032
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$309,444	\$2,041,071	\$5,050,583	\$23,903	\$0	\$7,425,001

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$33,563	\$9,315	\$0	\$33,563
2 Preliminary Design	\$0	\$71,170	\$18,212	\$0	\$71,171
3 Final Design	\$0	\$196,963	\$106,549	\$0	\$196,963
4 Implementation	\$0	\$6,884,273	\$176,857	\$0	\$2,048,819
5 Closeout	\$0	\$239,032	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$7,425,001	\$310,933	\$0	\$2,350,516

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$33,563)	\$33,563	\$0	\$0
2 Preliminary Design	(\$71,171)	\$71,170	\$0	(\$1)
3 Final Design	(\$196,963)	\$196,963	\$0	\$0
4 Implementation	(\$2,048,819)	\$6,884,273	\$4,835,454	\$0
5 Closeout	\$0	\$239,032	\$215,129	\$23,903
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$2,350,516)	\$7,425,001	\$5,050,583	\$23,902

NARRATIVES TDC 500KV SUB BREAKERS 1125742

1. CURRENT PROJECT SCOPE

500 Kilo Volt Sub Breakers - This project will complete design and specifications for breaker procurement, procure material and equipment, and install new breakers. Replace (54) 500KV Trolley Substation Breakers without interruption of electric trolley bus service. Electric Trolley Bus Overhead System wires will remain energized during the breaker replacement work.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

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 vendor who supplied them and replacement parts are increasingly scarce. Failure of this component may result in long-term service disruptions.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC 500KV SUB BREAKERS

1125742

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

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. Approximately \$2.4 M is being reappropriated from project 1129626 TDC INFRASTR ASSET MGMT to fund or partially fund this 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. Purchase orders have already been issued for the first procurement of breaker replacements

6. FUNDING AND REVENUE DISCUSSION

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 that was part of project 1129626 but is being converted to a standalone. Contract signed, ready to order new breakers, & vendor onboard to build them. 2019/2020 funding will carry the project partially through 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

11. ART ELIGIBILITY

N/A, 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.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 500KV SUB BREAKERS	1125742
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17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC BROAD ST SUB X-FORMER

1125765

Baseline Required, Art Eligible

Department	TRANSPORTATION
Council District(s)	2, 4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	09/30/2020
Location	Broad Street, Seattle
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 06/30/18	\$0	\$193,876	\$0	\$0	\$193,876
2 Preliminary Design 07/01/18 - 09/30/18	\$0	\$185,049	\$0	\$0	\$185,049
3 Final Design 10/01/18 - 12/31/18	\$0	\$208,294	\$0	\$0	\$208,294
4 Implementation 01/01/19 - 09/30/20	\$0	\$2,625,109	\$0	\$0	\$2,625,109
5 Closeout 10/01/20 - 12/31/20	\$0	\$194,207	\$0	\$0	\$194,207
6 Acquisition 07/01/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$3,406,535	\$0	\$0	\$3,406,535

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$33,728	\$0	\$0	\$33,728

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$2,556,535	\$0	\$0	\$2,556,535
33340 - FEDERAL HIGHWAY ADMIN	\$850,000	\$0	\$0	\$850,000
Total Revenue	\$3,406,535	\$0	\$0	\$3,406,535

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC BROAD ST SUB X-FORMER				1125765
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$5,042	\$188,834	\$0	\$0	\$0	\$193,876
2 Prelim Design	\$10,842	\$174,206	\$0	\$0	\$0	\$185,048
3 Final Design	\$19,939	\$188,355	\$0	\$0	\$0	\$208,294
4 Implementation	\$0	\$0	\$2,365,970	\$259,138	\$0	\$2,625,108
5 Closeout	\$0	\$0	\$174,787	\$19,421	\$0	\$194,208
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$35,823	\$551,395	\$2,540,757	\$278,559	\$0	\$3,406,534

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$193,876	\$5,042	\$0	\$193,876
2 Preliminary Design	\$0	\$185,049	\$11,000	\$0	\$185,048
3 Final Design	\$0	\$208,294	\$44,903	\$0	\$208,294
4 Implementation	\$0	\$2,625,109	\$289	\$0	\$0
5 Closeout	\$0	\$194,207	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,406,535	\$61,234	\$0	\$587,218

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$193,876)	\$193,876	\$0	\$0
2 Preliminary Design	(\$185,048)	\$185,049	\$0	\$1
3 Final Design	(\$208,294)	\$208,294	\$0	\$0
4 Implementation	\$0	\$2,625,109	\$2,365,970	\$259,139
5 Closeout	\$0	\$194,207	\$174,787	\$19,420
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$587,218)	\$3,406,535	\$2,540,757	\$278,560

NARRATIVES

TDC BROAD ST SUB X-FORMER		1125765
1. CURRENT PROJECT SCOPE		
Broad Street Substation Transformer - This project will replace the Broad St. substation's 1500KVA DC Transformers and Rectifiers (switchgear).		
2. PROGRAMMATIC PROJECT DISCUSSION		
N/A		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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 scarce. 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

Ongoing Project; 2019-2020 funding will support the project through implementation and close out. Budget request has been generated using in-house engineering assessments. 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. Approximately \$600k is being reappropriated from project 1129626 TDC INFRASTR ASSET MGMT to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

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

9. ALTERNATIVES ANALYSIS

1. Negotiate a new lease with City Light. City Light will review King County Metro's lease renewal request and make a decision by the end of the year. 2. Replace Broad Street Substation. The replacement cost for the substation could be substantial given both rising property values and low availability of real estate in the Denny Regrade and Queen Anne neighborhoods. 3. If the lease is not renewed, do not replace the Broad Street substation. This could result in power outages and a significant reduction in transit service.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

N/A , 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BROAD ST SUB X-FORMER	1125765
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC ALTERNATIVE SERVICES

1126349

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC ALTERNATIVE SERVICES
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/18 - 12/31/27	\$7,929,003	\$6,114,823	\$8,518,676	\$9,050,026	\$31,612,528
5 Closeout 12/31/27 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
Total Budget	\$7,929,003	\$6,114,823	\$8,518,676	\$9,050,026	\$31,612,528

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$6,114,823	\$8,518,676	\$8,565,026	\$23,198,525
36999 - OTHER MISC REVENUE	\$0	\$0	\$485,000	\$485,000
Total Revenue	\$6,114,823	\$8,518,676	\$9,050,026	\$23,683,525

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC ALTERNATIVE SERVICES				1126349
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$2,162,702	\$3,840,293	\$8,040,831	\$8,518,676	\$9,050,026	\$31,612,528
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$2,162,702	\$3,840,293	\$8,040,831	\$8,518,676	\$9,050,026	\$31,612,528

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0		\$0	\$0	\$0
2 Preliminary Design	\$0		\$0	\$0	\$0
3 Final Design	\$0		\$0	\$0	\$0
4 Implementation	\$0		\$3,681,338	\$7,929,003	\$6,002,995
5 Closeout	\$0		\$0	\$0	\$0
6 Acquisition	\$0		\$0	\$0	\$0
Total	\$0		\$3,681,338	\$7,929,003	\$6,002,995

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$1,926,008	\$6,114,823	\$8,040,831	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,926,008	\$6,114,823	\$8,040,831	\$0

NARRATIVES

TDC ALTERNATIVE SERVICES

1126349

1. CURRENT PROJECT SCOPE

Alternative Services - This project funds the purchase of vehicles for the Community Connections (formerly known as Alternative Services) program and has the aim to develop, test, and evaluate new transportation services that take advantage of innovative ideas, unique partnerships, or emerging technology. The solution set for each community partner 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC ALTERNATIVE SERVICES

1126349

2. PROGRAMMATIC PROJECT DISCUSSION

Community Connections implements pilot services to meet transportation needs not currently met by Metro's existing fixed-route network. Services in the community are determined by a needs assessment informed by surveying the local community and collaborating with a working group comprised of local stakeholders. Services are launched as a two year pilot demonstration period, and may be extended if successful. New project areas are chosen from local communities who submit an application of interest, with up to 6 new communities prioritized and selected per year.

Currently there are 25 King County communities with active Community Connections projects. Some have active service on the ground, with others in outreach, planning, or implementation stage for new service to launch 2018 or beyond. Additionally, there are another 14 communities as target jurisdictions for future service.

3. PROJECT JUSTIFICATION

Metro Transit's long range vision, METRO CONNECTS, shifts emphasis from only peak-period service towards all-day mobility. In support of this all-day mobility goal, it is anticipated that 23% of service by 2040 will be local/flexible service types. Alternative services play a key role in providing this local/flexible service, as it creates flexible and community-driven mobility solutions in communities without the infrastructure, density or land use to support traditional fixed-route bus service. Capital funding is required to continue to expand alternative services to more communities to support the goal of providing equitable access to transportation for all people in King County. New vehicles are needed to add service to the 6 new communities each year. If capital budget not approved, communities currently in needs assessment or early planning stages--where service launch would not happen until 2019 or beyond, would not receive their service when vehicles are needed. Community Connections services to date have had support of council, as they help fill in service gaps in their districts. A lack of capital budget would adversely impact the ability to deliver on these services.

4. PROJECT BENEFITS/OUTCOMES

New community project areas have been identified each year through application process. In the future, through integration with Service Planning, Transit will be identifying them through an integrated mobility planning process. We know there will be a range of solutions and that additional vehicles will be required as we continue existing products and projects and develop new ones. The assumption is that annual expenditures will be at similar levels of expense to 2017-2018, and a similar mix of vehicles as purchased in 2017-18 will be needed each biennium. In the next two biennium's, services are expected to be added in additional communities at a level similar to program history to date, which will require a similar number of vehicles to be purchased as current rates. In 2023 and beyond, replacement vehicles will also begin to be needed for the existing fleet.

5. BUDGET REQUEST BASIS

In 2018, the anticipated vehicle purchase is: twelve 12-passenger vans, thirteen seven-passenger vans, ten Nissan Leafs, six 29-foot transit buses, and six small transit buses. For 2019 and 2020, the budget request assumes vehicle mix similar to needs of projects to date. There are six projects per calendar year. Half of the six typically require six accessible vans and one Leaf. The other half typically require three transit vehicles, three accessible vans, and a Leaf. The 2019-2020 ask does not include any replacement vehicle needs for current fleet; that need begins starting in 2023.

6. FUNDING AND REVENUE DISCUSSION

N/A

7. OPERATING BUDGET AND OTHER IMPACTS

The alternative services operating budget request assumes Community Connections to continue at its current deployment level. Both capital and operating budget assumes adding service in 6 communities per year, and maintaining service in current Communities. Operating costs are covered by the alternative services budget, and should not have any significant impacts on other program budgets.

8. PROJECT STATUS

Community Connections expanded the program into a number of new communities in 2017, with more communities (and thus vehicles) coming online in 2018. New vehicle needs are expected in the upcoming biennium and beyond for new communities, and, beginning in 2023, replacements for aging vehicles for existing successful alternative service.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC ALTERNATIVE SERVICES

1126349

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

Not Art Eligible, technology or vehicle project that does not consist of major physical infrastructure construction.

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project favorably impacts the following SCAP goals:

- Transportation Choices: Strategy A - Provide and expand public transit service.
- Transportation Choices: Strategy D: Implement new transportation products in rural and suburban areas not well suited to fixed-route transit service.

14. OTHER CONSIDERATIONS (OPTIONAL)

Please note that due to the nature of Community Connections work, it is difficult to project exact vehicle needs beyond 2018. The services deployed are based upon outreach and needs assessment, which has not been completed for any service launching in the next biennium. However, as previously noted, we do know from past experience the typical fleet needs, and have budgeted accordingly based off of 2018 costs.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SB BUS WASH VAC REPL

1127241

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	07/31/2025
Location	12100 E MARGINAL WY S, Tukwila 98168: South Base Vehicle Maintenance
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 09/30/22 - 09/30/22	\$0	\$90,823	\$0	\$0	\$90,823
2 Preliminary Design 09/30/22 - 09/30/22	\$0	\$570,733	\$0	\$0	\$570,733
3 Final Design 10/01/22 - 01/31/24	\$0	\$67	\$76,977	\$342,077	\$419,121
4 Implementation 02/01/24 - 07/31/25	\$0	\$8,092	\$0	\$5,111,867	\$5,119,959
5 Closeout 08/01/25 - 09/30/25	\$0	\$0	\$0	\$1,076,699	\$1,076,699
6 Acquisition 10/01/22 - 01/31/24	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$669,715	\$76,977	\$6,530,643	\$7,277,335

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$6,631	\$769	\$65,306	\$72,706

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$669,715	\$76,977	\$6,530,643	\$7,277,335
Total Revenue	\$669,715	\$76,977	\$6,530,643	\$7,277,335

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SB BUS WASH VAC REPL					1127241
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$90,823	\$0	\$0	\$0	\$0	\$90,823	
2 Prelim Design	\$570,733	\$0	\$0	\$0	\$0	\$570,733	
3 Final Design	\$67	\$0	\$0	\$76,977	\$342,077	\$419,121	
4 Implementation	\$1,461	\$0	\$0	\$0	\$3,094,686	\$3,096,147	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$663,085	\$0	\$0	\$76,977	\$3,436,763	\$4,176,825	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$90,823	\$90,823	\$0	\$90,823
2 Preliminary Design	\$0	\$570,733	\$576,076	\$0	\$570,733
3 Final Design	\$0	\$419,121	\$67	\$0	\$67
4 Implementation	\$0	\$5,119,959	\$1,461	\$0	\$1,461
5 Closeout	\$0	\$1,076,699	\$978	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$7,277,335	\$669,405	\$0	\$663,084

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$90,823)	\$90,823	\$0	\$0
2 Preliminary Design	(\$570,733)	\$570,733	\$0	\$0
3 Final Design	(\$67)	\$67	\$0	\$0
4 Implementation	(\$1,461)	\$8,092	\$0	\$6,631
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$663,084)	\$669,715	\$0	\$6,631

NARRATIVES TDC SB BUS WASH VAC REPL 1127241

1. CURRENT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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. 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. Approximately \$700 K is being reappropriated from project 1129628 TDC BUILDING ASSET MGMT to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

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. 2017-2018 funding support the initial alternatives assessment which identified the recommended alternatives for the replacements of all wash and vacuum systems. Preliminary design has been delayed to enable the operational capacity growth program to ensure no impact to this location prior to asset replacement.

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

11. ART ELIGIBILITY

NA, Art Eligible.

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC SB BUS WASH VAC REPL	1127241
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC UNIV BRIDGE POLE REPLACMT (TDC UNIV BRIDGE POLE REPL)

1127254

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	2
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	09/30/2020
Location	University Bridge Eastlake Ave
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 06/30/18	\$0	\$161,411	\$0	\$0	\$161,411
2 Preliminary Design 07/01/18 - 09/30/18	\$0	\$136,545	\$0	\$0	\$136,545
3 Final Design 10/01/18 - 03/31/19	\$0	\$168,595	\$0	\$0	\$168,595
4 Implementation 04/01/19 - 09/30/20	\$0	\$1,395,148	\$0	\$0	\$1,395,148
5 Closeout 10/01/20 - 12/31/20	\$0	\$122,782	\$0	\$0	\$122,782
6 Acquisition 07/01/18 - 03/31/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,984,481	\$0	\$0	\$1,984,481

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,984,481	\$0	\$0	\$1,984,481
Total Revenue	\$1,984,481	\$0	\$0	\$1,984,481

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC UNIV BRIDGE POLE REPL					1127254
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$10,556	\$150,854	\$0	\$0	\$0	\$161,410	
2 Prelim Design	\$7,660	\$128,885	\$0	\$0	\$0	\$136,545	
3 Final Design	\$1,829	\$98,961	\$67,805	\$0	\$0	\$168,595	
4 Implementation	\$44,087	\$0	\$1,215,955	\$135,106	\$0	\$1,395,148	
5 Closeout	\$0	\$0	\$110,504	\$12,278	\$0	\$122,782	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$64,133	\$378,700	\$1,394,264	\$147,384	\$0	\$1,984,481	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$161,411	\$10,556	\$0	\$161,410
2 Preliminary Design	\$0	\$136,545	\$7,660	\$0	\$136,545
3 Final Design	\$0	\$168,595	\$3,124	\$0	\$100,790
4 Implementation	\$0	\$1,395,148	\$59,138	\$0	\$44,087
5 Closeout	\$0	\$122,782	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,984,481	\$80,478	\$0	\$442,832

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$161,410)	\$161,411	\$0	\$1
2 Preliminary Design	(\$136,545)	\$136,545	\$0	\$0
3 Final Design	(\$100,790)	\$168,595	\$67,805	\$0
4 Implementation	(\$44,087)	\$1,395,148	\$1,215,955	\$135,106
5 Closeout	\$0	\$122,782	\$110,504	\$12,278
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$442,832)	\$1,984,481	\$1,394,264	\$147,385

NARRATIVES

TDC UNIV BRIDGE POLE REPL

1127254

1. CURRENT PROJECT SCOPE

University Bridge Trolley Pole Replacement - This project is in support of the replacement of the 30 trolley poles located on the University Bridge as part of the State of Good Repair.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

A special 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. 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 and agreements with the City. 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC UNIV BRIDGE POLE REPL

1127254

4. PROJECT BENEFITS/OUTCOMES

This will address a safety issue and restore the trolley infrastructure to full functionality.

5. BUDGET REQUEST BASIS

The funding for this project has been identified based on the previous cost of the poles to replace 3E/12E, as well as identifying the need for consultant/contractor to install the remaining 30 poles. Funding for replacing trolley poles on University Bridge continues in 2019-2020. 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. Approximately \$1 M is being reappropriated from project 1116015 TD TOH, SHELTER, EQUIP BUDGET to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

N/A

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

The project is currently in the implementation phase with Metro Transit hiring a consultant to complete an inspection of the remaining poles, design review completed and poles 3E/12E have been received. Awaiting installation with our partner SDOT. We will need to add an addendum to the existing agreement with SDOT or craft a new agreement to install the additional 30 poles.

9. ALTERNATIVES ANALYSIS

None, this is a safety issue and needs to be addressed.

10. OTHER AGENCY INVOLVEMENT

SDOT

11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The trolley overhead system supports the climate action plan because it provides power to the zero emission fleet operated within the City of Seattle. The timely replacement of these poles allows the system to operate in a state of good repair.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC UNIV BRIDGE POLE REPL	1127254
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC COMFORT STATIONS

1127330

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC COMFORT STATIONS
Substantial Completion	12/31/2018
Location	Multiple locations across King County.
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$68,138	(\$35,349)	\$0	\$0	\$32,789
2 Preliminary Design	\$426,842	(\$279,981)	\$0	\$0	\$146,861
3 Final Design	\$1,078,435	(\$873,417)	\$0	\$0	\$205,018
4 Implementation	\$2,270,229	(\$1,600,000)	\$0	\$0	\$670,229
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$3,843,644	(\$2,788,747)	\$0	\$0	\$1,054,897

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$2,788,747)	\$0	\$0	(\$2,788,747)
Total Revenue	(\$2,788,747)	\$0	\$0	(\$2,788,747)

EXPENSE TDC COMFORT STATIONS 1127330

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$32,789	\$0	\$0	\$0	\$0	\$32,789
2 Prelim Design	\$146,861	\$0	\$0	\$0	\$0	\$146,861
3 Final Design	\$105,018	\$124,181	\$0	\$0	\$0	\$229,199
4 Implementation	\$46,048	\$600,000	\$0	\$0	\$0	\$646,048
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$330,716	\$724,181	\$0	\$0	\$0	\$1,054,897

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$34,250	\$68,138	\$32,789
2 Preliminary Design	\$0	\$0	\$150,150	\$426,842	\$146,861
3 Final Design	\$0	\$0	\$126,589	\$1,078,435	\$229,199
4 Implementation	\$0	\$0	\$375,832	\$2,270,229	\$646,048
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$686,821	\$3,843,644	\$1,054,897

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$35,350	(\$35,349)	\$0	\$1
2 Preliminary Design	\$279,981	(\$279,981)	\$0	\$0
3 Final Design	\$849,236	(\$873,417)	\$0	(\$24,181)
4 Implementation	\$1,624,181	(\$1,600,000)	\$0	\$24,181
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$2,788,748	(\$2,788,747)	\$0	\$1

NARRATIVES

TDC COMFORT STATIONS

1127330

1. CURRENT PROJECT SCOPE

Comfort Stations - This project involves siting, design and construction of permanent comfort stations for transit operators throughout the Metro Transit System.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

King County Metro is committed to improving the availability of operator comfort stations by providing permanent rest room facilities for bus operators on several routes where these facilities are not available. King County Metro adopted a policy in 2015 for the type of restroom facilities that are acceptable and how convenient they need to be to bus routes. Permanent, constructed facilities are planned only when other alternatives, like use agreements with commercial establishments, are not available. King County Metro is required to report progress on these efforts to Labor & Industries as a result of an agreement with the agency.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$2.4 M is being disappropriated from this project and reappropriated to the following: \$1M to 1127867 TDC COMFORT ST SODO, \$700K to 1127875 TDC COMFORT ST TIBS, \$500K to 1127880 TDC COMFORT ST VASHON, \$100K to 1127864 TDC COMFORT ST WESTWOOD, and \$50K to 1131378 TDC COMFORT STATION 2 SODO.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC COMFORT STATIONS	1127330
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7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This master project is being discontinued. Future comfort stations will continue as standalone projects.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

NA, Art Eligible.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC COMFORT ST WESTWOOD

1127864

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2022
Location	Westwod Village
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/19 - 12/31/19	\$0	\$22,236	\$0	\$0	\$22,236
2 Preliminary Design 01/01/20 - 12/31/20	\$0	\$213,770	\$18,211	\$0	\$231,981
3 Final Design 01/01/21 - 12/31/21	\$0	\$98	\$297,560	\$0	\$297,658
4 Implementation 01/01/22 - 06/30/22	\$0	\$2,361	\$835,953	\$0	\$838,314
5 Closeout 07/01/22 - 12/31/22	\$0	\$0	\$374,971	\$0	\$374,971
6 Acquisition 01/01/20 - 12/31/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$238,465	\$1,526,695	\$0	\$1,765,160

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$2,361	\$15,267	\$0	\$17,628

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$238,465	\$1,526,695	\$0	\$1,765,160
Total Revenue	\$238,465	\$1,526,695	\$0	\$1,765,160

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC COMFORT ST WESTWOOD				1127864
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$22,236	\$0	\$0	\$0	\$0	\$22,236
2 Prelim Design	\$49,869	\$0	\$163,901	\$18,211	\$0	\$231,981
3 Final Design	\$98	\$0	\$0	\$297,560	\$0	\$297,658
4 Implementation	\$0	\$0	\$0	\$838,314	\$0	\$838,314
5 Closeout	\$0	\$0	\$0	\$374,971	\$0	\$374,971
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$72,202	\$0	\$163,901	\$1,529,056	\$0	\$1,765,159

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$22,236	\$22,535	\$0	\$22,236
2 Preliminary Design	\$0	\$231,981	\$55,629	\$0	\$49,869
3 Final Design	\$0	\$297,658	\$98	\$0	\$98
4 Implementation	\$0	\$838,314	\$0	\$0	\$0
5 Closeout	\$0	\$374,971	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,765,160	\$78,262	\$0	\$72,203

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$22,236)	\$22,236	\$0	\$0
2 Preliminary Design	(\$49,869)	\$213,770	\$163,901	\$0
3 Final Design	(\$98)	\$98	\$0	\$0
4 Implementation	\$0	\$2,361	\$0	\$2,361
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$72,203)	\$238,465	\$163,901	\$2,361

NARRATIVES

TDC COMFORT ST WESTWOOD

1127864

1. CURRENT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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

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. Approximately \$100K is being reappropriated from project 1127330 COMFORT STATIONS to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

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 discussions 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, with a target in-service date in 2019.

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

The City of Seattle Parks Department owns the park property, and an inter-agency property easement agreement would be needed for the new comfort station.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The King County Green Building Ordinance is being followed which 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 comfort station may include "Living Building Challenge" high sustainability goals.

14. OTHER CONSIDERATIONS (OPTIONAL)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC COMFORT ST WESTWOOD	1127864
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC COMFORT ST SODO

1127867

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2019
Location	E3 Busway/5th Ave South of Holgate
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$98,873	\$0	\$0	\$98,873
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$102,694	\$0	\$0	\$102,694
3 Final Design 01/01/18 - 09/30/18	\$0	\$239,603	\$0	\$0	\$239,603
4 Implementation 10/01/18 - 06/30/19	\$0	\$727,757	\$0	\$0	\$727,757
5 Closeout 07/01/19 - 12/31/19	\$0	\$58,619	\$0	\$0	\$58,619
6 Acquisition 01/01/18 - 09/30/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,227,546	\$0	\$0	\$1,227,546

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$12,154	\$0	\$0	\$12,154

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,227,546	\$0	\$0	\$1,227,546
Total Revenue	\$1,227,546	\$0	\$0	\$1,227,546

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC COMFORT ST SODO					1127867
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$98,873	\$0	\$0	\$0	\$0	\$98,873	
2 Prelim Design	\$102,694	\$0	\$0	\$0	\$0	\$102,694	
3 Final Design	\$176,085	\$63,519	\$0	\$0	\$0	\$239,604	
4 Implementation	\$1,937	\$272,274	\$453,545	\$0	\$0	\$727,756	
5 Closeout	\$0	\$0	\$58,619	\$0	\$0	\$58,619	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$379,589	\$335,793	\$512,164	\$0	\$0	\$1,227,546	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$98,873	\$98,873	\$98,873	\$0	\$98,873
2 Preliminary Design	\$105,599	\$102,694	\$105,599	\$0	\$102,694
3 Final Design	\$254,603	\$239,603	\$205,740	\$0	\$239,604
4 Implementation	\$700,603	\$727,757	\$8,660	\$0	\$274,211
5 Closeout	\$58,619	\$58,619	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$1,218,297	\$1,227,546	\$418,872	\$0	\$715,382

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$98,873)	\$98,873	\$0	\$0
2 Preliminary Design	(\$102,694)	\$102,694	\$0	\$0
3 Final Design	(\$239,604)	\$239,603	\$0	(\$1)
4 Implementation	(\$274,211)	\$727,757	\$453,545	\$1
5 Closeout	\$0	\$58,619	\$58,619	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$715,382)	\$1,227,546	\$512,164	\$0

NARRATIVES

TDC COMFORT ST SODO

1127867

1. CURRENT PROJECT SCOPE

SODO (South of Downtown) Comfort Station - This project involves siting, design, and construction of a permanent comfort station for Metro Transit operators at a key layover area on the 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. This project also includes lighting and other safety improvements to the walkway from the layover area to the comfort station.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC COMFORT ST SODO

1127867

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. This project supports 20 layover spaces on the SODO busway with the addition of compliant restroom facilities.

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 busway (5th Avenue south of Royal Brougham) would provide much needed layover space as well as easily accessible in-service facilities.

5. BUDGET REQUEST BASIS

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. Approximately \$1M is being reappropriated from project 1127330 COMFORT STATIONS to fund or partially fund this project. The budget request is based on the construction bid received for the project in summer 2018.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget to be impacted by additional maintenance for the new comfort station.

8. PROJECT STATUS

This project is ongoing from 2017-2018. Final design and permitting is complete, and construction is intended to start in mid-2018, with in-service date in 2019.

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, Art eligible

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC COMFORT ST SODO	1127867
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC COMFORT ST TIBS

1127875

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	5
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2019
Location	Tukwila International Blvd Transit Station
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$13,893	\$0	\$0	\$13,893
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$120,218	\$0	\$0	\$120,218
3 Final Design 01/01/18 - 09/30/18	\$0	\$239,918	\$0	\$0	\$239,918
4 Implementation 10/01/18 - 06/30/19	\$0	\$648,042	\$0	\$0	\$648,042
5 Closeout 07/01/19 - 12/31/19	\$0	\$64,068	\$0	\$0	\$64,068
6 Acquisition 01/01/18 - 09/30/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,086,139	\$0	\$0	\$1,086,139

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$10,754	\$0	\$0	\$10,754

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,086,139	\$0	\$0	\$1,086,139
Total Revenue	\$1,086,139	\$0	\$0	\$1,086,139

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC COMFORT ST TIBS					1127875
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$13,893	\$0	\$0	\$0	\$0	\$13,893	
2 Prelim Design	\$120,218	\$0	\$0	\$0	\$0	\$120,218	
3 Final Design	\$44,994	\$194,924	\$0	\$0	\$0	\$239,918	
4 Implementation	\$0	\$243,135	\$404,907	\$0	\$0	\$648,042	
5 Closeout	\$0	\$0	\$64,068	\$0	\$0	\$64,068	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$179,105	\$438,059	\$468,975	\$0	\$0	\$1,086,139	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$13,893	\$13,893	\$13,893	\$0	\$13,893
2 Preliminary Design	\$122,813	\$120,218	\$122,813	\$0	\$120,218
3 Final Design	\$239,918	\$239,918	\$103,505	\$0	\$239,918
4 Implementation	\$637,288	\$648,042	\$0	\$0	\$243,135
5 Closeout	\$64,068	\$64,068	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$1,077,980	\$1,086,139	\$240,211	\$0	\$617,164

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$13,893)	\$13,893	\$0	\$0
2 Preliminary Design	(\$120,218)	\$120,218	\$0	\$0
3 Final Design	(\$239,918)	\$239,918	\$0	\$0
4 Implementation	(\$243,135)	\$648,042	\$404,907	\$0
5 Closeout	\$0	\$64,068	\$64,068	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$617,164)	\$1,086,139	\$468,975	\$0

NARRATIVES

TDC COMFORT ST TIBS

1127875

1. CURRENT PROJECT SCOPE

Tukwila International Boulevard Station Comfort Station - This project involves siting, design, and construction of a permanent comfort station for Transit operators at Tukwila International Boulevard Station (TIBS).

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC COMFORT ST TIBS

1127875

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

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. Approximately \$700K is being reappropriated from project 1127330 COMFORT STATIONS to fund or partially fund this project. The budget request is based on an engineer's estimate for construction at the time of bid in summer 2018.

6. FUNDING AND REVENUE DISCUSSION

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. Final design and permitting is complete, with construction scheduled for completion and the unit in service in 2019.

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 use of existing onsite public restroom, which was found to not be a safe condition for Metro drivers.

10. OTHER AGENCY INVOLVEMENT

The Tukwila International Boulevard Station site is owned by Sound Transit, and an inter-agency agreement is in process for the new comfort station.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The King County Green Building Ordinance is being followed which 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. The project has the opportunity to advance Metro's sustainable infrastructure goals.

14. OTHER CONSIDERATIONS (OPTIONAL)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC COMFORT ST TIBS	1127875
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC COMFORT ST VASHON

1127880

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	09/30/2019
Location	Vashon Island Park and Ride
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$12,485	\$0	\$0	\$12,485
2 Preliminary Design 01/01/18 - 09/30/18	\$0	\$210,930	\$0	\$0	\$210,930
3 Final Design 10/01/18 - 03/31/19	\$0	\$190,026	\$0	\$0	\$190,026
4 Implementation 04/01/19 - 09/30/19	\$0	\$573,745	\$0	\$0	\$573,745
5 Closeout 10/01/19 - 03/31/20	\$0	\$77,936	\$0	\$0	\$77,936
6 Acquisition 01/01/18 - 03/31/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,065,122	\$0	\$0	\$1,065,122

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$10,546	\$0	\$0	\$10,546

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,065,122	\$0	\$0	\$1,065,122
Total Revenue	\$1,065,122	\$0	\$0	\$1,065,122

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC COMFORT ST VASHON				1127880
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$12,485	\$0	\$0	\$0	\$0	\$12,485
2 Prelim Design	\$47,499	\$163,430	\$0	\$0	\$0	\$210,929
3 Final Design	\$2,307	\$103,937	\$83,782	\$0	\$0	\$190,026
4 Implementation	\$0	\$0	\$573,745	\$0	\$0	\$573,745
5 Closeout	\$0	\$0	\$77,936	\$0	\$0	\$77,936
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$62,291	\$267,367	\$735,463	\$0	\$0	\$1,065,121

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$12,485	\$17,337	\$0	\$12,485
2 Preliminary Design	\$0	\$210,930	\$57,622	\$0	\$210,929
3 Final Design	\$0	\$190,026	\$3,626	\$0	\$106,244
4 Implementation	\$0	\$573,745	\$0	\$0	\$0
5 Closeout	\$0	\$77,936	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,065,122	\$78,585	\$0	\$329,658

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$12,485)	\$12,485	\$0	\$0
2 Preliminary Design	(\$210,929)	\$210,930	\$0	\$1
3 Final Design	(\$106,244)	\$190,026	\$83,782	\$0
4 Implementation	\$0	\$573,745	\$573,745	\$0
5 Closeout	\$0	\$77,936	\$77,936	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$329,658)	\$1,065,122	\$735,463	\$1

NARRATIVES TDC COMFORT ST VASHON 1127880

1. CURRENT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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

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. Approximately \$500K is being reappropriated from project 1127330 COMFORT STATIONS to fund or partially fund this project. 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

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 2019, with completion and the unit in service in 2020.

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 Fire Department, and an inter-agency property easement agreement is in process for the new comfort station.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The King County Green Building Ordinance is being followed which 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. The project has the opportunity to advance Metro's sustainable infrastructure goals.

14. OTHER CONSIDERATIONS (OPTIONAL)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC COMFORT ST VASHON	1127880
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC DSTT EQUIPMENT RELOC (TDC CPS LOW VOLT COMM RELOC)

1128656

Department	TRANSPORTATION
Council District(s)	4
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	Convention Place Center, Seattle
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$8,182,888	\$0	\$0	\$8,182,888
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$8,182,888	\$0	\$0	\$8,182,888

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$3,566,436	\$0	\$0	\$3,566,436
39512 - SALE OF LAND	\$4,616,452	\$0	\$0	\$4,616,452
Total Revenue	\$8,182,888	\$0	\$0	\$8,182,888

EXPENSE TDC CPS LOW VOLT COMM RELOC

1128656

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$8,182,888	\$0	\$0	\$8,182,888
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$8,182,888	\$0	\$0	\$8,182,888

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$8,182,888	\$8,182,888	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$8,182,888	\$8,182,888	\$0

NARRATIVES

TDC CPS LOW VOLT COMM RELOC

1128656

1. CURRENT 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

N/A.

3. PROJECT JUSTIFICATION

Existing TCC Room houses critical equipment/systems for Metro bus service and Sound Transit rail service. Its functionality cannot be compromised or interrupted. This project is required to continue transportation services in the Downtown Seattle Transit Tunnel (DSTT) for Metro and Sound Transit. The current location of the Communication Room is within the property lines of land that has been sold to Washington State Convention Center (WSCC) for development.

4. PROJECT BENEFITS/OUTCOMES

This benefit to relocating the Communications room is that it has reduced the amount of equipment needed for Metro operations once buses leave the tunnel. It also has significantly reduced the complexity of Communications/SCADA relocation and avoids most of the need to design, procure, install, test and commission duplicated hardware and software.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC CPS LOW VOLT COMM RELOC

1128656

5. BUDGET REQUEST BASIS

The budget request supports the following activities: develop, negotiate, and manage development of all agreements with external stockholders and design, oversight, and construction of this project. 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. Approximately \$8.2 M is being reappropriated from project 1028624 TDC TOD CONVENTION PLACE to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

The current location of the CPS is easily approached by driving directly to the electrical room where the unit is housed, the new location does not allow easy access for the maintenance and inspection crews and will not be accessible by vehicles on a day-to-day basis. As a result, this will result in additional costs to the operating budget. A negotiation with ST still needs to be completed regarding the driving access through the DSTT for extensive maintenance after the buses leave the tunnel. However, for general maintenance, access to the facility will be through a pop-up hatch on Ninth Avenue.

8. PROJECT STATUS

Project is in progress and construction of KC elements are currently roughly at 80% complete.

9. ALTERNATIVES ANALYSIS

There were a number of alternatives considered, from incorporation of the communication room into the Communication room of the ST's Pine Street Power room, to the relocation of the unit to a new property that would be procured for this purpose. Ultimately the current location was preferred by transit, as the property is owned by King County Metro and there were no additional costs or time delays for land procurement.

10. OTHER AGENCY INVOLVEMENT

The City of Seattle and Sound Transit agencies will be involved.

11. ART ELIGIBILITY

Not Art Eligible, project is partially or wholly funded by Metro, but is managed by others and their art rules apply.

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

This project is part of a larger multi-project effort at the Convention Place Station that involves four separate projects: 1) construction of replacement traction power substation (complete), 2) relocation of communications and fire/life/safety systems (1128656); 3) an interim access ramp to allow for continuous bi-directional bus service from the Downtown Seattle Transit Tunnel (DSTT) to 9th Avenue until the end of bus/train joint operations in the DSTT (1131130), and 4) oversight, planning, permitting and management of Washington State Convention Center (WSCC) construction activities, execution of the real property transaction, and implementation of closure of the Convention Place Station.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC CPS LOW VOLT COMM RELOC	1128656
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC EL BUS CHRGR INFRAS

1129299

TA, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$20,466,726	(\$13,200,000)	\$0	\$0	\$7,266,726
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$20,466,726	(\$13,200,000)	\$0	\$0	\$7,266,726

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$13,200,000)	\$0	\$0	(\$13,200,000)
Total Revenue	(\$13,200,000)	\$0	\$0	(\$13,200,000)

EXPENSE TDC EL BUS CHRGR INFRAS 1129299

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$63,276	\$0	\$0	\$0	\$0	\$63,276
2 Prelim Design	\$198,660	\$0	\$0	\$0	\$0	\$198,660
3 Final Design	\$323,974	\$0	\$0	\$0	\$0	\$323,974
4 Implementation	\$57,026	\$1,000,000	\$0	\$0	\$0	\$1,057,026
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$642,936	\$1,000,000	\$0	\$0	\$0	\$1,642,936

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$72,280	\$0	\$63,276
2 Preliminary Design	\$0	\$0	\$307,828	\$0	\$198,660
3 Final Design	\$0	\$0	\$587,706	\$0	\$323,974
4 Implementation	\$0	\$0	\$199,603	\$20,466,726	\$1,057,026
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$1,167,417	\$20,466,726	\$1,642,936

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$63,276)	\$0	\$0	(\$63,276)
2 Preliminary Design	(\$198,660)	\$0	\$0	(\$198,660)
3 Final Design	(\$323,974)	\$0	\$0	(\$323,974)
4 Implementation	\$19,409,700	(\$13,200,000)	\$0	\$6,209,700
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$18,823,790	(\$13,200,000)	\$0	\$5,623,790

NARRATIVES

TDC EL BUS CHRGR INFRASTR

1129299

1. CURRENT PROJECT SCOPE

Electric Bus Charging Infrastructure - This project will involve planning, design, and construction of multiple electric bus charging stations throughout Metro's service area. When completed there will be more charging stations at various locations, most likely bus bases, park and rides, and transit centers to support battery electric bus operations.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

When completed there will be more charging stations at various locations, most likely bus bases, park and rides, and transit centers to support battery electric bus operations.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$13.2 M is being disappropriated from this project and reappropriated to the following: \$1.5 M to 1134278 TDC BEB CHRGRS BB #2, \$1 M to 1134279 TDC BEB CHRGRS BB #3, \$3.4 M to 1134280 TDC BEB CHRGRS EASTGATE PR #2, \$1.6 M to 1134281 TDC BEB CHRGRS REDMOND TC, \$1.6 M to 1134282 TDC BEB CHRGRS SB TEST FACIL, and \$4.1 M to 1134283 TDC BEB CHRGRS SDOT G LINE PR.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC EL BUS CHRG INFRASTR	1129299
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC DT LAYOVER DESIGN (TDC DT SEATTLE LAYOVER FAC)

1129343

MPA Reporting, TA, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	2, 4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/19 - 12/31/20	\$3,634,810	(\$3,000,000)	\$0	\$0	\$634,810
3 Final Design 01/01/19 - 12/31/20	\$9,510,331	(\$9,000,000)	\$0	\$0	\$510,331
4 Implementation 01/01/19 - 12/31/20	\$6,866,539	(\$6,000,000)	\$0	\$0	\$866,539
5 Closeout	\$30,194	\$0	\$0	\$0	\$30,194
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$20,041,874	(\$18,000,000)	\$0	\$0	\$2,041,874

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$18,000,000)	\$0	\$0	(\$18,000,000)
Total Revenue	(\$18,000,000)	\$0	\$0	(\$18,000,000)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC DT SEATTLE LAYOVER FAC				1129343
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$543,674	\$0	\$0	\$0	\$0	\$543,674
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$198,434	\$823,790	\$0	\$0	\$0	\$1,022,224
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$742,108	\$823,790	\$0	\$0	\$0	\$1,565,898

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$827,677	\$3,634,810	\$543,674
3 Final Design	\$0	\$0	\$33,533	\$9,510,331	\$0
4 Implementation	\$0	\$0	\$198,434	\$6,866,539	\$1,022,224
5 Closeout	\$0	\$0	\$0	\$30,194	\$0
6 Acquisition	\$0	\$0	\$200	\$0	\$0
Total	\$0	\$0	\$1,059,844	\$20,041,874	\$1,565,898

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$3,091,136	(\$3,000,000)	\$0	\$91,136
3 Final Design	\$9,510,331	(\$9,000,000)	\$0	\$510,331
4 Implementation	\$5,844,315	(\$6,000,000)	\$0	(\$155,685)
5 Closeout	\$30,194	\$0	\$0	\$30,194
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$18,475,976	(\$18,000,000)	\$0	\$475,976

NARRATIVES TDC DT SEATTLE LAYOVER FAC 1129343

1. CURRENT 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC DT SEATTLE LAYOVER FAC

1129343

3. PROJECT JUSTIFICATION

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 can 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.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$18M is being disappropriated from this project and reappropriated to the following: \$17M to 1134206 TDC DT SEATTLE LF EASTLAKE and \$1M to 1134212 TDC DT SEATTLE LF NORTH AREA.

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC DT SEATTLE LAYOVER FAC	1129343
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC NE SEATTLE TRANSF ENV IMP

1129510

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	2
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC TRANSFER ENV IMPR BUD
Substantial Completion	
Location	University Link Station Light Rail Corridor
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$123,857	(\$99,466)	\$0	\$0	\$24,391
2 Preliminary Design 01/01/18 - 12/31/18	\$190,000	\$64,540	\$0	\$0	\$254,540
3 Final Design 01/01/19 - 12/31/19	\$164,000	\$278,650	\$0	\$0	\$442,650
4 Implementation 01/01/20 - 12/31/20	\$495,062	\$54,055	\$0	\$0	\$549,117
5 Closeout 01/01/21 - 04/30/21	\$5,000	\$39,802	\$0	\$0	\$44,802
6 Acquisition 01/01/18 - 12/31/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$977,919	\$337,581	\$0	\$0	\$1,315,500

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$3,342	\$0	\$0	\$3,342

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$337,581	\$0	\$0	\$337,581
Total Revenue	\$337,581	\$0	\$0	\$337,581

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC NE SEATTLE TRANSF ENV IMP					1129510
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$24,391	\$0	\$0	\$0	\$0	\$24,391	
2 Prelim Design	\$6,438	\$98,102	\$150,000	\$0	\$0	\$254,540	
3 Final Design	\$0	\$0	\$442,650	\$0	\$0	\$442,650	
4 Implementation	\$21,847	\$0	\$430,612	\$96,658	\$0	\$549,117	
5 Closeout	\$0	\$0	\$0	\$44,802	\$0	\$44,802	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$52,676	\$98,102	\$1,023,262	\$141,460	\$0	\$1,315,500	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$27,231	\$123,857	\$24,391
2 Preliminary Design	\$0	\$0	\$36,761	\$190,000	\$104,540
3 Final Design	\$0	\$0	\$0	\$164,000	\$0
4 Implementation	\$0	\$0	\$21,847	\$495,062	\$21,847
5 Closeout	\$0	\$0	\$0	\$5,000	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$85,839	\$977,919	\$150,778

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$99,466	(\$99,466)	\$0	\$0
2 Preliminary Design	\$85,460	\$64,540	\$150,000	\$0
3 Final Design	\$164,000	\$278,650	\$442,650	\$0
4 Implementation	\$473,215	\$54,055	\$430,612	\$96,658
5 Closeout	\$5,000	\$39,802	\$0	\$44,802
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$827,141	\$337,581	\$1,023,262	\$141,460

NARRATIVES TDC NE SEATTLE TRANSF ENV IMP 1129510

1. CURRENT PROJECT SCOPE

Transfer Environment Northgate ULink - This project will design and construct bus stop improvements identified in the "Work Plan for Improving the Transfer Environment at Locations Impacted by University Link Bus Integration" prepared in January 2016 by Metro Transit for the King County Council, and at bus stops with high rider transfers in other areas of King County in conjunction with the 2019 and 2020 Service Change plans. The package of improvements will include bus shelters, benches, lighting, trash receptacles, and real time information signs (RTIS). The Sound Transit Link Integration improvements identified within the Work Plan will be managed under a separate capital program focused on Sound Transit Link Station Integration.

2. PROGRAMMATIC PROJECT DISCUSSION

This program will construct a series of improvements as identified in the scope and referenced in "Work Plan for Improving the Transfer Environment at Locations Impacted by University Link Bus Integration"

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC NE SEATTLE TRANSF ENV IMP

1129510

3. PROJECT JUSTIFICATION

The integration between bus and rail services provides an opportunity for Metro to expand service and to increase rider choices to take transit to more destinations. Transfers by riders connecting between bus routes, and as well as intermodal transfers between rail and bus services, are expected to increase with the extension of rail services to Northgate. Metro's vision for key transfer locations is to provide an environment that is convenient, safe, and accessible, and include bus stops that are within reasonable walking distance and connected to a good sidewalk network.

4. PROJECT BENEFITS/OUTCOMES

This project will provide amenities for riders to make their wait between buses comfortable and safe. Amenities include bus shelters, benches, lighting, trash receptacles, and printed or electronic information for customers including schedules, maps, and a real time bus information sign.

5. BUDGET REQUEST BASIS

The budget is based on a planning level estimate using past cost estimates from projects that designed and constructed similar improvements. Key budget drivers include the installation and integration of RTIS and the amount of sidewalk work a project will include.

6. FUNDING AND REVENUE DISCUSSION

The project will seek partnership with other agencies where applicable, including the current roadway capital projects that the Seattle Department of Transportation (SDOT) is leading on NE 65th Street.

7. OPERATING BUDGET AND OTHER IMPACTS

Annual operating costs associated with the project when complete is under \$1,000 per RTIS location. Additionally there will be marginal increase in cost for utility power and bus shelter maintenance where applicable.

8. PROJECT STATUS

The bus stop improvements have been identified. 2018: Begin project prioritization and pre-design; 2019: Begin Design; 2019-2020: Construction.

9. ALTERNATIVES ANALYSIS

N/A (not a new project).

10. OTHER AGENCY INVOLVEMENT

The City of Seattle will include bus stop improvements at two stops identified in the Transfer Environment Improvements, in their NE 65th Street Vision Zero corridor project. This includes providing the foundation and electrical conduits for the RTIS. Metro is coordinating the design of these improvements with SDOT.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program will complete an annual Green Building and Sustainability Report per the King 'Sustainable Infrastructure Scorecard and Guidelines' found on the King County Green Tools Website. As part of this process, this program completes a bi-annual Eco Charrette and completes a Life-Cycle Cost Assessment. This process also evaluates greenhouse gas emissions, erosions control, 30% diversion plans, energy reductions, air quality construction management plan, recycling and reuse, and minimal development footprint impacts.

14. OTHER CONSIDERATIONS (OPTIONAL)

Some bus stop improvements are in vicinity of the UW and others are beyond the UW, within the same Council District.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC NE SEATTLE TRANSF ENV IMP	1129510
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC BICYCLE PARKING EXP

1129621

Master Project, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/17 - 12/31/17	\$11,229	\$10,225	\$0	\$0	\$21,454
3 Final Design 12/31/17 - 12/31/17	\$107,262	(\$103,313)	\$0	\$0	\$3,949
4 Implementation 01/01/18 - 12/31/27	\$185,519	\$390,196	\$543,436	\$536,798	\$1,655,949
5 Closeout 12/31/27 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/18 - 01/01/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$304,010	\$297,108	\$543,436	\$536,798	\$1,681,352

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$2,953	\$5,380	\$5,315	\$13,648

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$297,108	\$543,436	\$536,798	\$1,377,342
Total Revenue	\$297,108	\$543,436	\$536,798	\$1,377,342

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC BICYCLE PARKING EXP				1129621
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$21,454	\$0	\$0	\$0	\$0	\$21,454
3 Final Design	\$3,949	\$0	\$0	\$0	\$0	\$3,949
4 Implementation	\$6,327	\$225,530	\$339,995	\$538,056	\$531,483	\$1,641,391
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$31,730	\$225,530	\$339,995	\$538,056	\$531,483	\$1,666,794

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0		\$0	\$0	\$0
2 Preliminary Design	\$0		\$33,680	\$11,229	\$21,454
3 Final Design	\$0		\$8,205	\$107,262	\$3,949
4 Implementation	\$0		\$19,319	\$185,519	\$231,857
5 Closeout	\$0		\$0	\$0	\$0
6 Acquisition	\$0		\$0	\$0	\$0
Total	\$0		\$61,204	\$304,010	\$257,260

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$10,225)	\$10,225	\$0	\$0
3 Final Design	\$103,313	(\$103,313)	\$0	\$0
4 Implementation	(\$46,338)	\$390,196	\$339,995	\$3,863
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$46,750	\$297,108	\$339,995	\$3,863

NARRATIVES TDC BICYCLE PARKING EXP 1129621

1. CURRENT PROJECT SCOPE

Bicycle Parking Expansion - This Program improves and expands bike parking at transit facilities, supporting the access to Transit vision of Metro's long-range plan, Metro Connects. Project includes design, site prep and permitting, 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. During 2019-2020, this program will fund bike parking improvements of various types at 10-15 locations throughout King County. The locations will be primarily at major transit facilities where Metro Connects anticipates significant shares of biking and walking access to transit. Additional locations will be identified on a continuing basis.

2. PROGRAMMATIC PROJECT DISCUSSION

This program assures continuing additions and improvements to bike parking as part of Metro's Access to Transit efforts planned in Metro Connects. Metro Connects calls for significant investments to support biking and walking to transit in order to increase the number and proportion of riders who reach transit by bike and on foot in all identified Transit Access Zones. This project supplements smaller bike parking installations that will be completed by 2020 (submitted separately). This project will become the on-going bike parking program.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC BICYCLE PARKING EXP

1129621

3. PROJECT JUSTIFICATION

Metro's existing bike lockers are in high demand, with wait lists at some locations. Metro Connects calls for significant investments in access to transit improvements including adding secure bike parking. More bike parking supply will support first/last mile connections to transit, increase the share of transit riders reaching transit by bike, reduce pressure for car parking at park-and-rides, manage capacity for bikes on-board bus racks. This project spends initially against a state grant awarded to help manage over-crowded Park & Rides. This program plan includes on-going bike parking needs to 2027.

4. PROJECT BENEFITS/OUTCOMES

The projects in this program will result in a net increase and wider distribution of high quality bike parking throughout the system, benefiting Metro and its riders. The intent is to meet existing demand and to address latent demand in underserved areas. On-demand (electronic) lockers offer flexibility to use any locker in the system at any time. These lockers enable user turnover, allowing Metro to serve more people per locker than traditional leased lockers. Providing secure bike parking helps manage auto parking demand at Park & Rides 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

Costs are based on vendor pricing for similar equipment previously purchased and preliminary identified locations.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This is a programmatic project. Preliminary site assessments conducted to identify needs and set priority locations. Working with Metro's Design & Construction and Transit Facilities Division work groups for design and site prep needs. Locations or order of installations may be revised after site design.

9. ALTERNATIVES ANALYSIS

Analysis has been performed to identify the most efficient and secure use of bike parking capacity available on the market.

10. OTHER AGENCY INVOLVEMENT

Local cities for permitting if required. WSDOT coordination for state-owned lots. Coordination with Sound Transit to adjust bike parking needs as their stations open.

11. ART ELIGIBILITY

NA. Art Eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

SCAP Goal 1: Transportation & Land Use. Priority Action: Expand Access to the Transit System. Adding bike parking and other non-motorized access projects are included as action items.

14. OTHER CONSIDERATIONS (OPTIONAL)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BICYCLE PARKING EXP	1129621
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC INFRASTR ASSET MGMT

1129626

Master Project, TA, Green Building Reporting

Department	TRANSPORTATION
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	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$150,000	\$0	\$0	\$0	\$150,000
3 Final Design	\$38,809,432	\$0	\$0	\$0	\$38,809,432
4 Implementation	\$1,793,709	(\$6,149,584)	\$0	\$0	(\$4,355,875)
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$40,753,142	(\$6,149,584)	\$0	\$0	\$34,603,558

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$6,149,584)	\$0	\$0	(\$6,149,584)
Total Revenue	(\$6,149,584)	\$0	\$0	(\$6,149,584)

EXPENSE TDC INFRASTR ASSET MGMT 1129626

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$496,016	\$0	\$0	\$0	\$0	\$496,016
4 Implementation	\$29,620,178	\$0	\$0	\$0	\$0	\$29,620,178
5 Closeout	\$21,747	\$0	\$0	\$0	\$0	\$21,747
6 Acquisition	\$789	\$0	\$0	\$0	\$0	\$789
Total Expense	\$31,367,847	\$0	\$0	\$0	\$0	\$31,367,847

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$496,016	\$38,809,432	\$496,016
4 Implementation	\$0	\$0	\$29,631,961	\$1,793,709	\$29,620,178
5 Closeout	\$0	\$0	\$22,272	\$0	\$21,747
6 Acquisition	\$0	\$0	\$789	\$0	\$789
Total	\$0	\$0	\$31,380,156	\$40,753,141	\$31,367,848

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$910,303)	\$0	\$0	(\$910,303)
2 Preliminary Design	(\$168,815)	\$0	\$0	(\$168,815)
3 Final Design	\$38,313,416	\$0	\$0	\$38,313,416
4 Implementation	(\$27,826,469)	(\$6,149,584)	\$0	(\$33,976,053)
5 Closeout	(\$21,747)	\$0	\$0	(\$21,747)
6 Acquisition	(\$789)	\$0	\$0	(\$789)
Total	\$9,385,293	(\$6,149,584)	\$0	\$3,235,709

NARRATIVES

TDC INFRASTR ASSET MGMT

1129626

1. CURRENT 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 & gas fueling systems, bus shelters and security systems, to name a few examples.

2. PROGRAMMATIC PROJECT DISCUSSION

The work plan for infrastructure sub-projects through 2021 are based on inspections and condition assessments that rank and prioritize needs against Transit's ability to deliver service.

3. PROJECT JUSTIFICATION

This master project supports Transit Strategy 6.2.2 which states in part, "Provide and maintain capital assets to support efficient and effective service delivery," and is the backbone requirement of transit agencies that receive funds from the Federal Transit Authority. The work plan for infrastructure sub-projects through 2021 are based on inspections and condition assessments that rank and prioritize needs against Transit's ability to deliver service.

4. PROJECT BENEFITS/OUTCOMES

Renewed asset.

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$6.1 M is being disappropriated from this project and reappropriated to the following: \$ 2.4 M to project 1125742 TDC 500KV SUB BREAKERS and \$600K to 1125765 TDC BROAD ST SUB X-FORMER and \$3.2 M to 1125765 TDC DSTT ELEVATORS RENOV.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC INFRASTR ASSET MGMT	1129626
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6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

The work on infrastructure-related assets will continue as a set of standalone projects. With the creation of the new standalone projects and transfer of funds, this project will be closed.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SITE ASSET MGMT

1129627

Master Project, TA, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC SITE ASSET MGMT
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$727,751	\$0	\$0	\$0	\$727,751
4 Implementation	\$26,447,423	(\$4,292,691)	\$0	\$0	\$22,154,732
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$27,175,176	(\$4,292,691)	\$0	\$0	\$22,882,485

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$4,292,691)	\$0	\$0	(\$4,292,691)
Total Revenue	(\$4,292,691)	\$0	\$0	(\$4,292,691)

EXPENSE TDC SITE ASSET MGMT

1129627

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$226,050	\$0	\$0	\$0	\$0	\$226,050
2 Prelim Design	\$416,759	\$0	\$0	\$0	\$0	\$416,759
3 Final Design	\$2,107,213	\$0	\$0	\$0	\$0	\$2,107,213
4 Implementation	\$17,871,932	\$0	\$0	\$0	\$0	\$17,871,932
5 Closeout	\$91,249	\$0	\$0	\$0	\$0	\$91,249
6 Acquisition	(\$1,231)	\$0	\$0	\$0	\$0	(\$1,231)
Total Expense	\$20,711,971	\$0	\$0	\$0	\$0	\$20,711,971

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$226,735	\$0	\$226,050
2 Preliminary Design	\$0	\$0	\$438,181	\$0	\$416,759
3 Final Design	\$0	\$0	\$2,107,213	\$727,751	\$2,107,213
4 Implementation	\$0	\$0	\$18,625,866	\$26,447,423	\$17,871,932
5 Closeout	\$0	\$0	\$91,927	\$0	\$91,249
6 Acquisition	\$0	\$0	(\$1,231)	\$0	(\$1,231)
Total	\$0	\$0	\$21,488,691	\$27,175,174	\$20,711,972

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$226,050)	\$0	\$0	(\$226,050)
2 Preliminary Design	(\$416,758)	\$0	\$0	(\$416,758)
3 Final Design	(\$1,379,462)	\$0	\$0	(\$1,379,462)
4 Implementation	\$8,575,491	(\$4,292,691)	\$0	\$4,282,800
5 Closeout	(\$91,248)	\$0	\$0	(\$91,248)
6 Acquisition	\$1,232	\$0	\$0	\$1,232
Total	\$6,463,205	(\$4,292,691)	\$0	\$2,170,514

NARRATIVES

TDC SITE ASSET MGMT

1129627

1. CURRENT PROJECT SCOPE

Site Asset Management - This program is one of five categorical fixed asset appropriations managed by the Power & Facilities section in Transit. "State of Good Repair" or 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 their performance reliability. Site assets are defined as assets installed on, above or below the ground/property. It excludes buildings or structures. Qualifying targets for sub-projects in this master project are paving, drainage vaults, storm water systems, underground tanks, yard lighting, to name a few examples.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

This master project supports Transit Strategy 6.2.2 which states in part, "Provide and maintain capital assets to support efficient and effective service delivery," and is the backbone requirement of transit agencies that receive funds from the Federal Transit Authority. The work plan for infrastructure sub-projects through 2021 are based on inspections and condition assessments that rank and prioritize needs against Transit's ability to deliver service.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$4.3 M is being disappropriated from this project and reappropriated to the following: \$1.8 to 1131793 TDC NB I-5 RETAIN WALL and \$2.2 to 1121955 TDC P&R LIGHTING REPLACE.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SITE ASSET MGMT

1129627

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

The work on "site-related assets" will continue as a set of standalone projects. With the creation of the new standalone projects and transfer of funds, this project will be closed.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC BUILDING ASSET MGMT

1129628

Master Project, TA, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC BUILDING ASSET MGMT
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$45,071	\$0	\$0	\$0	\$45,071
2 Preliminary Design	\$933,156	\$0	\$0	\$0	\$933,156
3 Final Design	\$1,637,116	\$0	\$0	\$0	\$1,637,116
4 Implementation	\$54,740,920	(\$7,000,000)	\$0	\$0	\$47,740,920
5 Closeout	\$302,301	\$0	\$0	\$0	\$302,301
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$57,658,565	(\$7,000,000)	\$0	\$0	\$50,658,565

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$7,000,000)	\$0	\$0	(\$7,000,000)
Total Revenue	(\$7,000,000)	\$0	\$0	(\$7,000,000)

EXPENSE TDC BUILDING ASSET MGMT 1129628

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$127,892	\$0	\$0	\$0	\$0	\$127,892
2 Prelim Design	\$1,499,341	\$0	\$0	\$0	\$0	\$1,499,341
3 Final Design	\$6,857,968	\$0	\$0	\$0	\$0	\$6,857,968
4 Implementation	\$36,827,882	\$5,000,000	\$0	\$0	\$0	\$41,827,882
5 Closeout	\$256,770	\$0	\$0	\$0	\$0	\$256,770
6 Acquisition	\$1,004	\$0	\$0	\$0	\$0	\$1,004
Total Expense	\$45,570,856	\$5,000,000	\$0	\$0	\$0	\$50,570,856

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$145,836	\$45,071	\$127,892
2 Preliminary Design	\$0	\$0	\$1,502,603	\$933,156	\$1,499,341
3 Final Design	\$0	\$0	\$6,867,759	\$1,637,116	\$6,857,968
4 Implementation	\$0	\$0	\$37,591,642	\$54,740,920	\$41,827,882
5 Closeout	\$0	\$0	\$258,629	\$302,301	\$256,770
6 Acquisition	\$0	\$0	\$1,004	\$0	\$1,004
Total	\$0	\$0	\$46,367,473	\$57,658,564	\$50,570,857

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$82,820)	\$0	\$0	(\$82,820)
2 Preliminary Design	(\$566,185)	\$0	\$0	(\$566,185)
3 Final Design	(\$5,220,852)	\$0	\$0	(\$5,220,852)
4 Implementation	\$12,913,039	(\$7,000,000)	\$0	\$5,913,039
5 Closeout	\$45,531	\$0	\$0	\$45,531
6 Acquisition	(\$1,003)	\$0	\$0	(\$1,003)
Total	\$7,087,710	(\$7,000,000)	\$0	\$87,710

NARRATIVES

TDC BUILDING ASSET MGMT

1129628

1. CURRENT PROJECT SCOPE

Building Asset Management - This program is one of five categorical fixed asset appropriations managed by the Power & Facilities section in Transit. "State of Good Repair" or 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. Building assets are defined as components within, over and beneath building structures. Qualifying targets for sub-projects in this master project are electrical systems, roof/skylights, HVAC systems, lighting, glazing (windows), and floors and subfloors, to name a few examples.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

This master project supports Transit Strategy 6.2.2 which states in part, "Provide and maintain capital assets to support efficient and effective service delivery," and is the backbone requirement of transit agencies that receive funds from the Federal Transit Authority. The work plan for infrastructure sub-projects through 2021 are based on inspections and condition assessments that rank and prioritize needs against Transit's ability to deliver service.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$7 M is being disappropriated from this project and a portion of this is being reappropriated to the following: \$900 K to 1131481 TDC BB EMERG LIFT REPL; \$400 K to 1133368 TDC CSC FRAME RACK, and \$700K to 1127241 TDC SB BUS WASH VAC REPL.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BUILDING ASSET MGMT	1129628
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7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

The work on "building assets" will continue as a set of standalone projects. With the creation of the new standalone projects and transfer of funds, this project will be closed.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SGR ADMINISTRATION (TDC SGR PROGRAM MGMT)

1129630

Master Project, Green Building Reporting

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/28	\$848,010	\$0	\$1,520,068	\$1,501,500	\$3,869,578
2 Preliminary Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
4 Implementation 12/31/28 - 12/31/28	\$10,833,054	(\$9,205,983)	\$0	\$0	\$1,627,071
5 Closeout 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/29 - 01/01/29	\$0	\$0	\$0	\$0	\$0
Total Budget	\$11,681,064	(\$9,205,983)	\$1,520,068	\$1,501,500	\$5,496,649

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$9,205,983)	\$1,520,068	\$1,501,500	(\$6,184,415)
Total Revenue	(\$9,205,983)	\$1,520,068	\$1,501,500	(\$6,184,415)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR PROGRAM MGMT					1129630
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$960,525	\$1,520,068	\$1,501,500	\$3,982,093	
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	\$960,525	\$1,520,068	\$1,501,500	\$3,982,093	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0		\$0	\$848,010	\$0
2 Preliminary Design	\$0		\$0	\$0	\$0
3 Final Design	\$0		\$0	\$0	\$0
4 Implementation	\$0		\$0	\$10,833,054	\$0
5 Closeout	\$0		\$0	\$0	\$0
6 Acquisition	\$0		\$0	\$0	\$0
Total	\$0		\$0	\$11,681,064	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$848,010	\$0	\$960,525	(\$112,515)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$10,833,054	(\$9,205,983)	\$0	\$1,627,071
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$11,681,064	(\$9,205,983)	\$960,525	\$1,514,556

NARRATIVES

TDC SGR PROGRAM MGMT

1129630

1. CURRENT PROJECT SCOPE

State of Good Repair (SGR) Program Management - This project includes the planning for programs and projects within 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 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR PROGRAM MGMT

1129630

2. PROGRAMMATIC PROJECT DISCUSSION

The State of Good Repair Sub Portfolio contains the following programs: Building Envelope, Building Systems, Equipment, Infrastructure, Site and Paving, and SGR Administrative functions to ensure compliance with FTA requirements. 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. Monitor projects for progress and changes in scope, schedule and budget and adapt other projects within the programs to maintain the program benefits anticipated in a coordinated and complimentary manner. Track interdependencies and coordinate with projects in other programs.

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 and program management organization chart 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. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$9.2 M is being disappropriated from this project and reappropriated to the following: \$4 M to 1028795 TDC TAMP PROGRAM ADMIN; \$4.2 M to 1111778 TDC FACILITY CONDITION ASSMT; and \$1 M to 1111780 TD ASSET MGMT INTEGRATION.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Ten percent of the staffing costs are assumed to be born by the operation budget.

8. PROJECT STATUS

Ongoing 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

11. ART ELIGIBILITY

Not Art Eligible, capital planning project

12. EQUITY AND SOCIAL JUSTICE IMPACT

ESJ consideration is 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR PROGRAM MGMT

1129630

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 8TH BASE CONSTRUCTION (TDC SOUTH KING BASE)

1129631

MPA Reporting, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	5, 7, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2028
Location	TBD
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 12/31/19	\$1,195,115	\$0	\$0	\$0	\$1,195,115
2 Preliminary Design 01/01/20 - 12/31/22	\$0	\$0	\$2,397,614	\$0	\$2,397,614
3 Final Design 01/01/23 - 12/31/24	\$0	\$0	\$0	\$7,305,378	\$7,305,378
4 Implementation 01/01/25 - 12/31/28	\$289,217	\$0	\$24,218	\$73,792	\$387,227
5 Closeout 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/20 - 12/31/24	\$28,921,723	\$0	\$0	\$0	\$28,921,723
Total Budget	\$30,406,055	\$0	\$2,421,832	\$7,379,170	\$40,207,057

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$24,218	\$73,792	\$98,010

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$2,007,954	\$7,379,170	\$9,387,124
33340 - FEDERAL HIGHWAY ADMIN	\$0	\$413,878	\$0	\$413,878
Total Revenue	\$0	\$2,421,832	\$7,379,170	\$9,801,002

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SOUTH KING BASE				1129631
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$17,801	\$250,000	\$1,379,389	\$0	\$0	\$1,647,190
2 Prelim Design	\$0	\$0	\$779,708	\$2,421,832	\$0	\$3,201,540
3 Final Design	\$0	\$0	\$0	\$0	\$7,379,170	\$7,379,170
4 Implementation	\$289,217	\$0	\$0	\$0	\$0	\$289,217
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$43,331	\$0	\$0	\$27,318,175	\$0	\$27,361,506
Total Expense	\$350,348	\$250,000	\$2,159,097	\$29,740,007	\$7,379,170	\$39,878,622

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$1,647,190	\$41,633	\$1,195,115	\$267,801
2 Preliminary Design	\$0	\$3,201,539	\$0	\$0	\$0
3 Final Design	\$0	\$7,379,169	\$0	\$0	\$0
4 Implementation	\$0	\$1,244,067	\$294,187	\$289,217	\$289,217
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$27,361,506	\$62,274	\$28,921,723	\$43,331
Total	\$0	\$40,833,471	\$398,094	\$30,406,055	\$600,349

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$927,314	\$0	\$1,379,389	(\$452,075)
2 Preliminary Design	\$0	\$0	\$779,708	(\$779,708)
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$28,878,392	\$0	\$0	\$28,878,392
Total	\$29,805,706	\$0	\$2,159,097	\$27,646,609

NARRATIVES TDC SOUTH KING BASE 1129631

1. CURRENT PROJECT SCOPE

South King Base (formerly known as 8th Base) Construction - 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 us 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SOUTH KING BASE

1129631

3. PROJECT JUSTIFICATION

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. Per Metro's Long Range Plan, that means adding 70% more service hours than currently provided, through 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 increase in service projected in south King County results in this area being the target for the next new base.

Due to the region's escalating prosperity, demand for industrial properties in the Puget Sound region, and especially the Kent Valley and environs, continues to increase. Property prices are increasing and large parcels are becoming significantly less available. With investors moving into the industrial market, it is likely that this trend will continue, making it increasingly difficult for Metro to both find and afford property for a new base in the future.

4. PROJECT BENEFITS/OUTCOMES

- 1) Operational base with battery-electric charging capacity for 250 buses
- 2) 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.
- 3) Support of Strategic Climate Action Plan by providing mass transit to growing communities, thereby reducing carbon pollution footprint and maintaining sustainable transportation choices, along with advancing Metro's goal of a zero emission fleet.
- 4) Support economic growth by bringing new jobs to diverse communities.

5. BUDGET REQUEST BASIS

The requested budget accounts for the activities and costs associated with the property search, evaluating suitability, negotiations, feasibility studies, title reports and ALTA surveys, environmental due diligence, entitlements and appraisals/review appraisals, and the purchase prices. Work will be conducted by internal staff with consultant support. Real estate consultants provided estimates of property value. External relocation experts were consulted for costs of typical relocations. Estimates for other external services, such as title, appraisal, environmental due diligence, were provided by internal staff with experience procuring and overseeing these services. Staff also provided estimates of staff time required to conduct all property purchase activities. Design cost utilized agency metrics and expertise. Construction cost were developed in partnership with a third party consultant. The scope has not been modified from its 2017-2018 biennium plan.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Additional staff will be required to operate the base, maintain the vehicles, and operate the vehicles.

8. PROJECT STATUS

Ongoing. Notice to proceed has been given for the property search and conceptual planning contract for future South King County Base. Presentation to Council of recommended property(ies) is expected to occur Q3 2020. Upon Council approval, activities to acquire the selected property(ies) is next, followed by planning, pre-design, and design of the new base with a targeted operational readiness of 2030.

9. ALTERNATIVES ANALYSIS

Alternatives considered were to do nothing and to expand other existing Metro bases. Expansion of North Base and Bellevue/East base had fatal flaws; South Base and Central Base expansion were feasible, but not enough for the service growth of 70% that is shown in Metro Connects; and expansion at the other Metro bases were considered to have fatal flaws. Modest expansion of Central Base is currently planned to augment new base construction.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SOUTH KING BASE

1129631

10. OTHER AGENCY INVOLVEMENT

The Transit Division leads this project with assistance from the Prosecuting Attorney's Office. The latter will also lead any condemnation efforts, if this strategy is used. External agencies include FTA (review of property purchases) and the property's jurisdiction (entitlements). The FTA reviews property purchases on which FTA-supported projects may be located. In this case, subsequent capital projects needed to develop base functionality may have FTA financial participation and, therefore, trigger federal review of underlying land purchases.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will enable Transit to improve service to a growing minority, low-income, and English as a second language population in south King County.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides mass transit to growing communities, thereby reducing carbon pollution and maintaining sustainable transportation choices and supporting zero emission fleets.

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 King County Tukwila Extension Site; (2) A parking expansion at Central Base and accompanying body shop to vehicle maintenance bay conversion and design/construction of a designated body shop to increase central capacity by 90 buses; (3) Construction of a permanent 250 bus capacity base on the existing King County Metro South Annex, 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 on South King County.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC MOVE SEATTLE RR EXP

1129632

Master Project, TA, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	1
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC MOVE SEATTLE RR EXP
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$1,299,194	\$0	\$0	\$0	\$1,299,194
3 Final Design	\$2,142,776	\$0	\$0	\$0	\$2,142,776
4 Implementation	\$600,000	(\$3,968,885)	\$0	\$0	(\$3,368,885)
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$4,041,970	(\$3,968,885)	\$0	\$0	\$73,085

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$3,968,885)	\$0	\$0	(\$3,968,885)
Total Revenue	(\$3,968,885)	\$0	\$0	(\$3,968,885)

EXPENSE TDC MOVE SEATTLE RR EXP 1129632

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$37,474	\$0	\$0	\$0	\$0	\$37,474
2 Prelim Design	\$12,509	\$0	\$0	\$0	\$0	\$12,509
3 Final Design	\$2,438	\$0	\$0	\$0	\$0	\$2,438
4 Implementation	\$20,664	\$0	\$0	\$0	\$0	\$20,664
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$73,085	\$0	\$0	\$0	\$0	\$73,085

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$37,474	\$0	\$37,474
2 Preliminary Design	\$0	\$0	\$12,509	\$1,299,194	\$12,509
3 Final Design	\$0	\$0	\$2,438	\$2,142,776	\$2,438
4 Implementation	\$0	\$0	\$20,664	\$600,000	\$20,664
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$73,085	\$4,041,970	\$73,085

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$37,473)	\$0	\$0	(\$37,473)
2 Preliminary Design	\$1,286,685	\$0	\$0	\$1,286,685
3 Final Design	\$2,140,338	\$0	\$0	\$2,140,338
4 Implementation	\$579,336	(\$3,968,885)	\$0	(\$3,389,549)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$3,968,886	(\$3,968,885)	\$0	\$1

NARRATIVES

TDC MOVE SEATTLE RR EXP

1129632

1. CURRENT PROJECT SCOPE

Move Seattle RapidRide Expansion - This project begins Metro's activities to expand the RapidRide program throughout King County. Corridors for the next RapidRide lines to be implemented in the 2019 - 2025 timeframe have been identified in Metro Connects, King County Metro's draft long range plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

With the implementation of 13 new RapidRide lines identified in Metro Connects, King County's draft long range transportation plan, Metro will expand the amount of RapidRide service throughout the county. The experience with the A - F lines has shown that creating a transit option that is frequent, easy to understand, and "the best of Metro" makes transit an attractive transportation alternative for the people of King County. As such, RapidRide will continue to bring new riders to transit and existing riders will use transit more often.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$4 M is being disappropriated from this project and reappropriated to the following 1132324 TDC MADISON RR.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC MOVE SEATTLE RR EXP

1129632

8. PROJECT STATUS

The expansion of Rapidride is continuing as a set of individual standalone projects. With the creation of the new standalone projects and transfer of funds, this project will be closed.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC CCMP 2019 PROGRAM

1129633

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC CCMP 2019 PROGRAM
Substantial Completion	
Location	Downtown Seattle
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 03/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 04/01/18 - 09/30/18	\$1,509,999	(\$1,372,219)	\$0	\$0	\$137,780
3 Final Design 10/01/18 - 03/31/19	\$6,839,999	(\$6,686,138)	\$0	\$0	\$153,861
4 Implementation 04/01/19 - 12/31/19	\$17,310,209	(\$2,139,171)	\$0	\$0	\$15,171,038
5 Closeout 01/01/20 - 03/31/20	\$0	\$46,632	\$0	\$0	\$46,632
6 Acquisition 03/31/20 - 03/31/20	\$1,530,000	(\$1,530,000)	\$0	\$0	\$0
Total Budget	\$27,190,207	(\$11,680,896)	\$0	\$0	\$15,509,311

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$11,680,896)	\$0	\$0	(\$11,680,896)
Total Revenue	(\$11,680,896)	\$0	\$0	(\$11,680,896)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC CCMP 2019 PROGRAM				1129633
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$137,780	\$0	\$0	\$0	\$137,780
3 Final Design	\$0	\$76,639	\$77,222	\$0	\$0	\$153,861
4 Implementation	\$269,210	\$0	\$14,901,828	\$0	\$0	\$15,171,038
5 Closeout	\$0	\$0	\$46,632	\$0	\$0	\$46,632
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$269,210	\$214,419	\$15,025,682	\$0	\$0	\$15,509,311

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$105	\$0	\$0
2 Preliminary Design	\$0	\$0	\$43,142	\$1,509,999	\$137,780
3 Final Design	\$0	\$0	\$551	\$6,839,999	\$76,639
4 Implementation	\$0	\$0	\$269,210	\$17,310,209	\$269,210
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$1,530,000	\$0
Total	\$0	\$0	\$313,008	\$27,190,207	\$483,629

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$1,372,219	(\$1,372,219)	\$0	\$0
3 Final Design	\$6,763,360	(\$6,686,138)	\$77,222	\$0
4 Implementation	\$17,040,999	(\$2,139,171)	\$14,901,828	\$0
5 Closeout	\$0	\$46,632	\$46,632	\$0
6 Acquisition	\$1,530,000	(\$1,530,000)	\$0	\$0
Total	\$26,706,578	(\$11,680,896)	\$15,025,682	\$0

NARRATIVES	TDC CCMP 2019 PROGRAM	1129633
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1. CURRENT 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; and 5) other strategies to help urban goods delivery, motorists, and commuters.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC CCMP 2019 PROGRAM

1129633

2. PROGRAMMATIC PROJECT DISCUSSION

This is a project of the One Center City (OCC) program of mobility improvements described in detail at: onecentercity.org. The OCC program represents a \$30M + investment in capital improvements by the funding agencies of Metro Transit, the Seattle Department of Transportation, and Sound Transit and formalized by a funding agreement. The OCC program also includes the Seattle Office of Planning and Community Development (OPCD) and the Downtown Seattle Association (DSA), as non-funding agency partners.

3. PROJECT JUSTIFICATION

In 2019, buses will no longer be able to operate in the Downtown Seattle Transit Tunnel (due in part to the closure of Convention Place Station to accommodate the expansion of the Washington State Convention Center), construction related to the expansion of Sound Transit Link light rail service through the East Link project, and to provide more capacity in the tunnel to accommodate ongoing increases in Link light rail services.

OCC partner agencies have agreed to work cooperatively to implement a broad array of multi-modal solutions to address the impacts of population growth and development of large-scale construction projects in order to maintain downtown and regional viability.

Without such investment (the do-nothing alternative) Metro and other regional transit partners, and their riders, would experience:

- Longer travel times and less reliable travel for bus riders and vehicle drivers (up to 40% longer than 2017 baseline conditions).
- More passengers waiting on already busy sidewalks
- Additional transit operating cost estimated at over \$4.5M annually for Metro, and an additional \$2.2M annually for other transit providers

4. PROJECT BENEFITS/OUTCOMES

The OCC program expects to result in the following outcomes:

- Improve safety and security: affecting all users of Center City streets, particularly those who are most vulnerable.
- Keep people moving on downtown streets: improve customer experience by keeping people and goods moving using the most space-efficient means for mobility.
- Use Limited Street Space wisely: use space wisely to ensure efficient and reliable movement of people and goods.
- Provide efficient travel options: provide a variety of affordable, sustainable, and convenient alternative travel modes to driving alone.
- Enhance public realm and pedestrian spaces: provide a vibrant and inviting public realm that is accessible and welcoming to people of all ages and abilities.

5. BUDGET REQUEST BASIS

The budget includes Metro's in-kind program expenses for staff, equipment, and contracts procured by King County for the program elements included in this request, plus an estimated \$5.6 million payment to another program partner, Seattle Department of Transportation, whose total in-kind expenses exceed their one-third share in total program costs. Additional project-level scope, schedule, and budget information for each component project element will be included in the OCC Program Management Plan. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$12 M is being disappropriated from this project and reappropriated to the following: \$100K to 1132367 TDC MONTLAKE HUB and \$1.4 M to 1132532 TDC OCC OFF BOARD FARE EQ. The remainder is being disappropriated.

6. FUNDING AND REVENUE DISCUSSION

The 2017-2018 approved Metro Transit budget included capital funding for this project within the Appropriation A00684 CCMP 2019 Program.

The set of program 17 OCC program elements included here, totaling \$30 million, will be funded equally by partner agencies Metro Transit, Seattle Department of Transportation, and Sound Transit, under a joint-agency funding agreement expected to be executed in 2018.

7. OPERATING BUDGET AND OTHER IMPACTS

Projects included in this request will result in approximately \$600,000 new transit assets (primarily bus shelters and signs) which are incidental to the existing Bus Zone Shelter program.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC CCMP 2019 PROGRAM

1129633

8. PROJECT STATUS

The project elements are currently in the pre-design phase. Agencies have established responsibilities for project deliver which are detailed in the OCC Program Management Plan.

9. ALTERNATIVES ANALYSIS

A two-year planning process, undertaken jointly by program partners evaluated many project alternatives across several metrics that include transit and vehicular travel time impacts, improvements to the passenger experience, and pedestrian enhancements. This alternatives analysis is described in the One Center City Near Term Action Plan Report, April 2018, published jointly by program partners.

10. OTHER AGENCY INVOLVEMENT

The project is sponsored through the One Center City partnership of Metro Transit, Seattle Department of Transportation, Sound Transit, Seattle Office of Planning and Community Development, and the Downtown Seattle Association.

Extensive public outreach has included meetings with a 35-member advisory group representing a variety of region perspectives, over 80 briefings with stakeholder and community groups, broad public outreach including surveys and on-line engagement, and presentations to agency leadership (including a 5 member Executive Steering Committee, comprised of executive-level staff from each partner agency) and governing bodies, including the King County Council Transportation, Economy and Environment (Tree) committee and the Regional Transit committee (a joint-jurisdictional body that makes recommendations to the King County Council on countywide policies and plans for public transportation services operated by King County).

11. ART ELIGIBILITY

N/A , Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The One Center City program supports the Strategic Climate Action Plan strategies by increasing transit capacity, thereby resulting in a long-term increase in the use of transit county-wide. Project components that will be provided by Metro Transit, including passenger facilities infrastructure, will use Metro's standard set of amenities, which have been designed to use sustainable strategies. Green Building Reporting requirements will be followed for project components that are provided by Metro Transit.

14. OTHER CONSIDERATIONS (OPTIONAL)

This project request does not include commitments made by King County Metro management to use a portion of the existing CCMP 2019 Program capital project appropriation 1129633 to fund approximately \$5.5 M in expenses referred to as the CPS Layover Loop, as described in an email summary include in the backup tab.

CPS-1. Roadway channelization, striping, signage

CPS-2. Traffic signal and other ITS modifications

CPS-3. Civil street improvements (including: Pavement, Curbs, Grading, Bus Shelters foundations)

CPS-4. Traffic Control during construction

CPS-5. Removal and restoration of unused transit facilities

CPS-6. Safety improvements throughout all OCC project element

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC CCMP 2019 PROGRAM	1129633
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17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC AB REPL MAINT BLD HVAC (TDC AB VM TM NRV HVAC REPL)

1129634

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2022
Location	1270 6TH AVE S, SEATTLE 98134: Atlantic Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 04/30/18	\$250,249	(\$171,167)	\$0	\$0	\$79,082
2 Preliminary Design 05/01/18 - 10/31/18	\$550,040	(\$73,057)	\$0	\$0	\$476,983
3 Final Design 11/01/18 - 12/31/19	\$1,499,267	(\$588,608)	\$0	\$0	\$910,659
4 Implementation 01/01/20 - 06/30/22	\$0	\$9,012,463	\$0	\$0	\$9,012,463
5 Closeout 07/01/22 - 10/31/22	\$0	\$610,288	\$0	\$0	\$610,288
6 Acquisition 05/01/18 - 12/31/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$2,299,556	\$8,789,919	\$0	\$0	\$11,089,475

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$87,889	\$0	\$0	\$87,889

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$8,000,000	\$0	\$0	\$8,000,000
33340 - FEDERAL HIGHWAY ADMIN	\$789,919	\$0	\$0	\$789,919
Total Revenue	\$8,789,919	\$0	\$0	\$8,789,919

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC AB VM TM NRV HVAC REPL				1129634
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$79,082	\$0	\$0	\$0	\$79,082
2 Prelim Design	\$0	\$120,918	\$356,065	\$0	\$0	\$476,983
3 Final Design	\$0	\$0	\$910,659	\$0	\$0	\$910,659
4 Implementation	\$0	\$0	\$2,759,107	\$6,253,357	\$0	\$9,012,464
5 Closeout	\$0	\$0	\$0	\$610,288	\$0	\$610,288
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$200,000	\$4,025,831	\$6,863,645	\$0	\$11,089,476

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$79,082	\$18,816	\$250,249	\$79,082
2 Preliminary Design	\$0	\$476,983	\$1,967	\$550,040	\$120,918
3 Final Design	\$0	\$910,659	\$0	\$1,499,267	\$0
4 Implementation	\$0	\$9,012,463	\$0	\$0	\$0
5 Closeout	\$0	\$610,288	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$11,089,474	\$20,783	\$2,299,556	\$200,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$171,167	(\$171,167)	\$0	\$0
2 Preliminary Design	\$429,122	(\$73,057)	\$356,065	\$0
3 Final Design	\$1,499,267	(\$588,608)	\$910,659	\$0
4 Implementation	\$0	\$9,012,463	\$2,759,107	\$6,253,356
5 Closeout	\$0	\$610,288	\$0	\$610,288
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$2,099,556	\$8,789,919	\$4,025,831	\$6,863,644

NARRATIVES TDC AB VM TM NRV HVAC REPL 1129634

1. CURRENT 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.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC AB VM TM NRV HVAC REPL

1129634

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.

5. BUDGET REQUEST BASIS

2019-2020 appropriation is expected to support final design, 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.

6. FUNDING AND REVENUE DISCUSSION

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. Pre-Design is underway and expected to transition to design at the end of the year.

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

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will comply with King County Energy Plan requiring energy calculation of Life Cycle Cost Analysis (LCCA) and will reduce energy consumption.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC AB VM TM NRV HVAC REPL	1129634
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC ST LINK STATION INTEGR

1129636

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC ST LINK STATION INTEGR
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 12/31/27	\$90,217	\$4,296,227	\$5,047,715	\$4,986,055	\$14,420,214
2 Preliminary Design 12/31/27 - 12/31/27	\$150,058	(\$143,169)	\$0	\$0	\$6,889
3 Final Design 12/31/27 - 12/31/27	\$487,758	(\$480,604)	\$0	\$0	\$7,154
4 Implementation 12/31/27 - 12/31/27	\$991,634	(\$971,212)	\$0	\$0	\$20,422
5 Closeout 12/31/27 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/28 - 01/01/28	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,719,667	\$2,701,242	\$5,047,715	\$4,986,055	\$14,454,679

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$396,573	\$4,387,384	\$4,986,055	\$9,770,012
33436 - WA ST DEPT TRANSPORTATION	\$1,419,669	\$660,331	\$0	\$2,080,000
36999 - OTHER MISC REVENUE	\$885,000	\$0	\$0	\$885,000
Total Revenue	\$2,701,242	\$5,047,715	\$4,986,055	\$12,735,012

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC ST LINK STATION INTEGR					1129636
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$81,026	\$1,115,785	\$3,189,633	\$5,047,715	\$4,986,055	\$14,420,214	
2 Prelim Design	\$6,889	\$0	\$0	\$0	\$0	\$6,889	
3 Final Design	\$7,154	\$0	\$0	\$0	\$0	\$7,154	
4 Implementation	\$20,423	\$0	\$0	\$0	\$0	\$20,423	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$115,492	\$1,115,785	\$3,189,633	\$5,047,715	\$4,986,055	\$14,454,680	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0		\$218,765	\$90,217	\$1,196,811
2 Preliminary Design	\$0		\$45,817	\$150,058	\$6,889
3 Final Design	\$0		\$34,705	\$487,758	\$7,154
4 Implementation	\$0		\$24,710	\$991,634	\$20,423
5 Closeout	\$0		\$0	\$0	\$0
6 Acquisition	\$0		\$0	\$0	\$0
Total	\$0		\$323,997	\$1,719,667	\$1,231,277

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$1,106,594)	\$4,296,227	\$3,189,633	\$0
2 Preliminary Design	\$143,169	(\$143,169)	\$0	\$0
3 Final Design	\$480,604	(\$480,604)	\$0	\$0
4 Implementation	\$971,211	(\$971,212)	\$0	(\$1)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$488,390	\$2,701,242	\$3,189,633	(\$1)

NARRATIVES

TDC ST LINK STATION INTEGR

1129636

1. CURRENT PROJECT SCOPE

Sound Transit Link Integration - This program will provide King County Metro and Sound Transit (ST) with a coordinated effort to assist in the planning and design of Sound Transit's Link, Sounder, and bus rapid transit capital projects to ensure seamless integration among different modes. This includes planning of new light rail, commuter rail, and bus rapid transit stations and other passenger facilities. Well-designed bus-rail integration is a critical component of a successful regional high-capacity transit network. This scope also includes planning and design associated with the ST program for access improvements at existing Sound Move and ST2 stations. The access improvements projects include improvements to bus, pedestrian, and bicycle access to Sound Transit Move and Sound Transit 2 stations. As Sound Transit projects move through construction, Metro will develop separate project budgets to design and construct adjacent bus stop (station area) improvements. The Hubs Program (beginning in 2021) will execute the predesign through closeout phases of Metro's station area improvements.

2. PROGRAMMATIC PROJECT DISCUSSION

This program is ongoing.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC ST LINK STATION INTEGR

1129636

3. PROJECT JUSTIFICATION

It is essential for King County Metro to actively participate in the planning, environmental review, and design of Sound Transit's Link, Sounder, and bus rapid transit capital projects in order to deliver 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.

4. PROJECT BENEFITS/OUTCOMES

The primary benefit of this program is to ensure seamless integration between Sound Transit and King County Metro, providing improved access and better connections for our shared customers. Advance planning and coordination will yield better access and mobility outcomes than in the past through these collaborative efforts and improved design. By participating in Sound Transit's projects, Metro can also position itself to leverage Metro capital investments to provide even greater benefit to the regional transit network and its users.

5. BUDGET REQUEST BASIS

The budget request for 2019-2020 is a planning-level estimate for Metro staff participation in Sound Transit's capital program. 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. King County Metro's capital investments will be funded via separate projects in the Hubs Program. The 2018 budget is inclusive of ST integration planning activities and Northgate/U Link improvements design and construction. For 2019 Northgate/U Link improvements will become a new project with its own appropriation.

6. FUNDING AND REVENUE DISCUSSION

This is a local funds request with additional reimbursement from Sound Transit. Through a Transit Integration Agreement signed by Sound Transit and King County in May 2018, Sound Transit will reimburse King County Metro for up to two full time staff for 2018 and 2019, with annual review by both parties to update and amend the financial arrangement. The agreement will only reimburse time spent by traffic engineering, service planning, and civil engineering staff and only for ST3 projects. Sound Transit agreed to revisit the funding amount in January of 2019.

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Sound Transit's ST3 and ST2 capital projects are in various phases of planning, design, and construction. Metro's participation with regard to this program is at the planning level across all of these projects. This work began in 2017, is ongoing in 2018, and will continue for the 2019-2020 biennium and beyond due to the long horizon periods of Sound Transit capital projects. Metro does not 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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC ST LINK STATION INTEGR	1129636
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SOUTH BASE EXPANSION

1129642

TA, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2019
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 12/31/18	\$338,500	\$0	\$0	\$0	\$338,500
2 Preliminary Design 01/01/19 - 12/31/19	\$105,153	\$0	\$0	\$0	\$105,153
3 Final Design 12/31/19 - 12/31/19	\$300,000	\$0	\$0	\$0	\$300,000
4 Implementation 12/31/19 - 12/31/19	\$4,504,934	\$0	\$0	\$0	\$4,504,934
5 Closeout 12/31/19 - 12/31/19	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/19 - 12/31/19	\$42,000,000	(\$15,794,000)	\$0	\$0	\$26,206,000
Total Budget	\$47,248,587	(\$15,794,000)	\$0	\$0	\$31,454,587

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$15,794,000)	\$0	\$0	(\$15,794,000)
Total Revenue	(\$15,794,000)	\$0	\$0	(\$15,794,000)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SOUTH BASE EXPANSION				1129642
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$38,144	\$0	\$0	\$0	\$0	\$38,144
2 Prelim Design	\$0	\$0	\$206,000	\$0	\$0	\$206,000
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$405,989	\$2,920,633	\$0	\$0	\$0	\$3,326,622
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$72,989	\$22,079,367	\$0	\$0	\$0	\$22,152,356
Total Expense	\$517,122	\$25,000,000	\$206,000	\$0	\$0	\$25,723,122

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$238,144	\$83,490	\$338,500	\$38,144
2 Preliminary Design	\$0	\$206,000	\$38,807	\$105,153	\$0
3 Final Design	\$0	\$0	\$3,027	\$300,000	\$0
4 Implementation	\$0	\$405,989	\$505,473	\$4,504,934	\$3,326,622
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$22,072,989	\$22,146,159	\$42,000,000	\$22,152,356
Total	\$0	\$22,923,122	\$22,776,956	\$47,248,587	\$25,517,122

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$300,356	\$0	\$0	\$300,356
2 Preliminary Design	\$105,153	\$0	\$206,000	(\$100,847)
3 Final Design	\$300,000	\$0	\$0	\$300,000
4 Implementation	\$1,178,312	\$0	\$0	\$1,178,312
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$19,847,644	(\$15,794,000)	\$0	\$4,053,644
Total	\$21,731,465	(\$15,794,000)	\$206,000	\$5,731,465

NARRATIVES TDC SOUTH BASE EXPANSION 1129642

1. CURRENT 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 the Transit Division 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

N/A.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SOUTH BASE EXPANSION

1129642

3. PROJECT JUSTIFICATION

Metro's Long Range Plan forecasts a 70% increase in service by 2040. To support this service, the bus fleet will expand. This places capacity demands on all of Transit's existing seven bus bases, of which only Central Base and South Base have opportunities to add more property. At present, six of the seven bases are already at overcapacity, operating at tight maintenance levels in order to not impact current service delivery.

4. PROJECT BENEFITS/OUTCOMES

- 1) Expansion Parcel adjacent to South Base to support future expansion needs and interim base capacity needs.
- 2) 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 access to higher compensating jobs, higher education, housing, advanced medical care, commerce and recreation.
- 3) Support of Strategic Climate Action Plan by providing mass transit to growing communities, thereby reducing carbon pollution and maintaining sustainable transportation choices, and supporting zero emission fleets.
- 4) Support of economic growth by bringing new jobs to a diverse community.

5. BUDGET REQUEST BASIS

After the procurement of Group Health property, the base expansion in South King County will continue in two separate projects: 1134218 TDC INTERIM BASE and 1134223 TDC SOUTH ANNEX BASE. The disappropriated budget (\$15.8M) from this project is re-allocated as follows: \$10 M to 1134218 TDC INTERIM BASE, \$4.8 M to 1134223 TDC SOUTH ANNEX BASE, \$600K to 1134213 TDC EAGLE TRAILER LEASE, and \$400K to 1134217 TDC GH GARAGE REPAIR.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

NA

8. PROJECT STATUS

Property has been purchased in Q2 2018. Concept studies and alternatives for future use are underway in Q3 & Q4 2018, continuing into 2019.

9. ALTERNATIVES ANALYSIS

Alternatives considered were to do nothing and to expand other existing Metro bases. South Base and Central Base expansion were feasible, and expansion at the other Metro bases were considered to have fatal flaws.

10. OTHER AGENCY INVOLVEMENT

The Transit Division leads this project with assistance from the Prosecuting Attorney's Office. The latter will also lead any condemnation efforts, if this strategy is used. External agencies include FTA (review of property purchases) and the property's jurisdiction (entitlements). The FTA reviews property purchases on which FTA-supported projects may be located. In this case, subsequent capital projects needed to expand base functionality may have FTA financial participation and, therefore, trigger federal review of underlying land purchases.

11. ART ELIGIBILITY

NA, Art Eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will enable Transit to improve service to a growing minority, low-income, and English as a second language population in south King County.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides mass transit to growing communities, thereby reducing carbon pollution and maintaining sustainable transportation choices and supporting zero emission fleets.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC SOUTH BASE EXPANSION	1129642
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC YESLER WAY ELECTRIFIC

1129643

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	2, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$943,460	(\$800,000)	\$0	\$0	\$143,460
2 Preliminary Design	\$1,010,949	(\$900,000)	\$0	\$0	\$110,949
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$19,544	\$0	\$0	\$0	\$19,544
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,973,953	(\$1,700,000)	\$0	\$0	\$273,953

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$1,700,000)	\$0	\$0	(\$1,700,000)
Total Revenue	(\$1,700,000)	\$0	\$0	(\$1,700,000)

EXPENSE TDC YESLER WAY ELECTRIFIC 1129643

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$1,506	\$4,000	\$0	\$0	\$0	\$5,506
2 Prelim Design	\$1,379	\$120,000	\$0	\$0	\$0	\$121,379
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	\$22,429	\$124,000	\$0	\$0	\$0	\$146,429

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$3,481	\$943,460	\$5,506
2 Preliminary Design	\$0	\$0	\$60,792	\$1,010,949	\$121,379
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	\$83,817	\$1,973,953	\$146,429

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$937,954	(\$800,000)	\$0	\$137,954
2 Preliminary Design	\$889,570	(\$900,000)	\$0	(\$10,430)
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	\$1,827,524	(\$1,700,000)	\$0	\$127,524

NARRATIVES

TDC YESLER WAY ELECTRIFIC

1129643

1. CURRENT PROJECT SCOPE

Yesler Way Electrification - This project included the first two phases of a project that would construct approximately 0.6 miles of new trolley overhead wire and support structures along Yesler Way between Third Avenue and 8th 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. The information from this effort will provide direction to management on the scope and costs of the proposed improvements including the requirements to provide support structures on the bridge over I-5. With management approval the project would be programmed to complete the design and construct the project under the following year budget cycle (2019-2020).

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Routes 3 and 4 are two of Metro's most productive routes serving approximately 3.5 million riders annually. The routes currently experience poor on-time performance due to constrained operations through a congested choke point on James Street near the I-5 ramp. If this project moved forward, trolley routes 3 and 4 could be routed via Yesler Way to avoid heavy congestion and provide more reliable operations. The expected impact of this project is improved speed and reliability of routes 3 and 4, providing a more attractive service to Metro riders. This request is justified in the 2017-18 biennium in the context of a host of projects that will bring even more congestion to downtown Seattle surface streets in the near future, including the expansion of the Convention Center, construction of a new waterfront Alaskan Way corridor, and end of joint operations in the Downtown Seattle Transit Tunnel. This request would also allow Metro to plan to more directly serve the Yesler Terrace redevelopment project with electric trolley buses, which is consistent with Equity and Social Justice goals. Providing improved electric trolley bus service is also consistent with the Strategic Climate Action Plan goals of improving transit ridership and reliability.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC YESLER WAY ELECTRIFIC

1129643

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

In 2017 and 2018, Metro conducted public outreach and additional feasibility, travel time, and cost analysis of this project. That additional work identified substantial public concern about impacts of the project and that the potential travel time benefits would not be significant enough to justify the high cost of new infrastructure. Therefore, Metro is cancelling this project. The budget request disappropriates the bulk of the balance of the budget as this project has been discontinued.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Cancelled and being disappropriated.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC CNTRL/ATL BASE EXP

1129644

MPA Reporting, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2024
Location	1270 6TH AVE S, SEATTLE 98134: Atlantic/Central Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 06/30/19	\$873,029	\$503,445	\$0	\$0	\$1,376,474
2 Preliminary Design 07/01/19 - 06/30/20	\$0	\$602,953	\$0	\$0	\$602,953
3 Final Design 07/01/20 - 06/30/22	\$0	\$5,095,871	\$1,870,446	\$0	\$6,966,317
4 Implementation 07/01/22 - 06/30/24	\$1,351,723	(\$1,351,723)	\$22,298,549	\$68,959,935	\$91,258,484
5 Closeout 07/01/24 - 09/30/24	\$0	\$0	\$0	\$2,993,149	\$2,993,149
6 Acquisition 07/01/19 - 06/30/22	\$57,750,000	(\$30,431,825)	\$0	\$0	\$27,318,175
Total Budget	\$59,974,752	(\$25,581,279)	\$24,168,995	\$71,953,084	\$130,515,552

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$241,690	\$719,530	\$961,220

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$25,581,279)	\$24,168,995	\$71,953,084	\$70,540,800
Total Revenue	(\$25,581,279)	\$24,168,995	\$71,953,084	\$70,540,800

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC CNTRL/ATL BASE EXP				1129644
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$40,577	\$501,374	\$184,381	\$20,487	\$0	\$746,819
2 Prelim Design	\$7,207	\$0	\$542,658	\$60,295	\$0	\$610,160
3 Final Design	\$0	\$0	\$1,290,454	\$5,675,863	\$0	\$6,966,317
4 Implementation	\$528,235	\$0	\$0	\$22,298,549	\$68,959,935	\$91,786,719
5 Closeout	\$0	\$0	\$0	\$0	\$2,993,149	\$2,993,149
6 Acquisition	\$94,214	\$0	\$0	\$27,318,175	\$0	\$27,412,389
Total Expense	\$670,233	\$501,374	\$2,017,493	\$55,373,369	\$71,953,084	\$130,515,553

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$1,376,474	\$64,366	\$873,029	\$541,951
2 Preliminary Design	\$0	\$602,953	\$11,463	\$0	\$7,207
3 Final Design	\$0	\$6,966,317	\$14,264	\$0	\$0
4 Implementation	\$0	\$91,258,484	\$542,268	\$1,351,723	\$528,235
5 Closeout	\$0	\$2,993,149	\$0	\$0	\$0
6 Acquisition	\$0	\$27,318,175	\$225,828	\$57,750,000	\$94,214
Total	\$0	\$130,515,552	\$858,189	\$59,974,752	\$1,171,607

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$331,078	\$503,445	\$184,381	\$650,142
2 Preliminary Design	(\$7,207)	\$602,953	\$542,658	\$53,088
3 Final Design	\$0	\$5,095,871	\$1,290,454	\$3,805,417
4 Implementation	\$823,488	(\$1,351,723)	\$0	(\$528,235)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$57,655,786	(\$30,431,825)	\$0	\$27,223,961
Total	\$58,803,145	(\$25,581,279)	\$2,017,493	\$31,204,373

NARRATIVES TDC CNTRL/ATL BASE EXP 1129644

1. CURRENT 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 of land will extend the base property, thereby enabling Transit to realize the long range plan for service by supplying more base capacity. The activities will enable Transit to implement the 2013 Atlantic-Central Base Master Plan which calls for 1) increasing bus parking and bus maintenance and 2) relocating non-direct base functions that will be displaced.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC CNTRL/ATL BASE EXP

1129644

3. PROJECT JUSTIFICATION

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. Per Metro Long Range Plan, that means adding 70% more service hours than currently provided with an expanded bus fleet. High levels of growth are currently centered in the urban areas, particularly Seattle.

Except for Central and South bases, Transit's other five bases have little to no ability to expand. While the Long Range Plan urges the development of additional bases, the time-frame for building a new base and putting it into operation is approximately fifteen years. Thus, Transit's ability to meet all expansion needs in the next fifteen years rests with Central and South bases.

4. PROJECT BENEFITS/OUTCOMES

- 1) Additional parking, fueling, and washing capacity for 90 buses at Central
- 2) Support of Equity and Social Justice by adding much needed expanded and 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 access to commute options for higher compensating jobs, higher education, housing, advanced medical care, commerce and recreation.
- 3) Support of Strategic Climate Action Plan by providing mass transit to growing communities, thereby reducing carbon pollution footprint and maintaining sustainable transportation choices and supporting zero emission fleets.
- 4) Support of economic growth by bringing new jobs to a diverse community.

5. BUDGET REQUEST BASIS

The requested budget accounts for the activities and costs associated with negotiations, feasibility studies, title reports and ALTA surveys, environmental due diligence, entitlements and appraisals/review appraisals, and the purchase prices. Work will be conducted by internal staff and consultants. The budget includes costs associated with condemnation, if a purchase/sale agreement cannot be achieved by negotiation. Real estate consultants provided estimates of property value. External relocation experts were consulted for costs of typical relocations. Estimates for other external services, such as title, appraisal and environmental due diligence, were provided by internal staff with experience procuring and overseeing these services. Staff also provided estimates of staff time required to conduct all property purchase activities. The budget is being reduced based on recent changes to the site plan (less new land acquisition) based on the updated base planning efforts.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

With the completion of Central Base Expansion in 2023, there will be added 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. Work is currently underway for Central Base Expansion. National Environmental Policy Act (NEPA) study has been concluded, and Programming has begun.

Additional work for this effort includes alternatives analysis, retrofitting and/or tenant improvements, and construction of new facilities. Recent base planning activities have resulted in changes to planned expansion at the site.

9. ALTERNATIVES ANALYSIS

Alternatives considered were to do nothing or to expand other existing Metro bases. South Base and Central Base expansion were feasible, and expansion at the other Metro bases were considered to have fatal flaws.

10. OTHER AGENCY INVOLVEMENT

The Transit Division leads this project with assistance from the Prosecuting Attorney's Office. The latter will also lead any condemnation efforts. External agencies include FTA (review of property purchases) and City of Seattle (entitlements). The FTA (Federal Transit Administration) reviews property purchases on which FTA-supported projects may be located. In this case, subsequent capital projects needed to expand base functionality may have FTA financial participation and, therefore, trigger federal review of underlying land purchases. Since surrounding parcels being considered for acquisition are located in the City of Seattle, the city's land use and building codes determine whether and how Transit can utilize the properties for transit purposes.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC CNTRL/ATL BASE EXP

1129644

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

Transit service from the three bases that comprise Central Campus has the highest ridership and reaches many underserved communities where buses are the sole mode of travel in the Seattle proper area. There is a high demand for Seattle bus service. Sound Transit U-Link stations at minority and/or low-income communities compel more bus service for multi-modal connections. In addition, recent transportation studies indicate people who live in Seattle are driving less, some foregoing cars altogether, and relying on Metro and Sound Transit for mobility. Transit's ability to continuing serving Seattle underserved neighborhoods can only happen with expanding operational base capacity.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will create a transit base expansion that is able to support zero-emission buses.

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

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC MC RR EXPANSION

1129747

Master Project, Green Building Reporting

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 12/31/27	\$1,946,280	\$2,000,000	\$948,144	\$948,144	\$5,842,568
2 Preliminary Design 12/31/27 - 12/31/27	\$4,244,190	(\$3,000,000)	\$0	\$0	\$1,244,190
3 Final Design 12/31/27 - 12/31/27	\$6,856,049	(\$6,000,000)	\$0	\$0	\$856,049
4 Implementation 12/31/27 - 12/31/27	\$135,115	\$0	\$0	\$0	\$135,115
5 Closeout 12/31/27 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/28 - 01/01/28	\$465,000	\$0	\$0	\$0	\$465,000
Total Budget	\$13,646,634	(\$7,000,000)	\$948,144	\$948,144	\$8,542,922

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$7,000,000)	\$948,144	\$948,144	(\$5,103,712)
Total Revenue	(\$7,000,000)	\$948,144	\$948,144	(\$5,103,712)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC MC RR EXPANSION					1129747
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$76,333	\$2,148,005	\$3,238,204	\$957,722	\$957,722	\$7,377,986	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$1,431	\$0	\$0	\$0	\$0	\$1,431	
4 Implementation	\$135,115	\$0	\$0	\$0	\$0	\$135,115	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$111	\$0	\$0	\$0	\$0	\$111	
Total Expense	\$212,989	\$2,148,005	\$3,238,204	\$957,722	\$957,722	\$7,514,642	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$1,098,076	\$1,946,280	\$2,224,338
2 Preliminary Design	\$0	\$0	\$2,556	\$4,244,190	\$0
3 Final Design	\$0	\$0	\$1,761	\$6,856,049	\$1,431
4 Implementation	\$0	\$0	\$135,115	\$135,115	\$135,115
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$111	\$465,000	\$111
Total	\$0	\$0	\$1,237,619	\$13,646,634	\$2,360,995

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$278,058)	\$2,000,000	\$3,238,204	(\$1,516,262)
2 Preliminary Design	\$4,244,190	(\$3,000,000)	\$0	\$1,244,190
3 Final Design	\$6,854,618	(\$6,000,000)	\$0	\$854,618
4 Implementation	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$464,889	\$0	\$0	\$464,889
Total	\$11,285,639	(\$7,000,000)	\$3,238,204	\$1,047,435

NARRATIVES TDC MC RR EXPANSION 1129747

1. CURRENT PROJECT SCOPE

Metro Connects RapidRide Expansion - This program is tied to Metro's efforts to expand its RapidRide system from the existing 6 lines to a total of 13 lines by 2027. 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. Additionally, this budget covers the cost of the expansion program management including staff time.

2. PROGRAMMATIC PROJECT DISCUSSION

The METRO CONNECTS RapidRide Expansion Program includes 7 new RapidRide lines by 2027. Four lines will receive funding from the Move Seattle levy and be co-led with the City of Seattle.

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC MC RR EXPANSION

1129747

4. PROJECT BENEFITS/OUTCOMES

This project will contribute to the planning of 7 new RapidRide corridors. Historically RR corridors have been a successful way to increase ridership within a corridor area. Most of the previous 6 RapidRide lines have increased daily trips by more than 50% within the first few years of operations.

5. BUDGET REQUEST BASIS

This budget request is required to coordinate planning and management of seven 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. This budget request reflects the most updated project schedule. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being rescoped to represent planning and management activities and some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$7 M is being disappropriated from this project and reappropriated to the following: \$ 3 M to 1132325 TDC DELRIDGE BURIEN RR; \$2 M to 1132326 TDC RAINIER AVE MT BAKER DT RR; and \$250 K to 1132327 TDC SEATTLE RR LINE TBD. The remainder is being disappropriated.

6. FUNDING AND REVENUE DISCUSSION

This program is for program management, program planning and early work on yet to be future RapidRide corridors. This work is in support of the individual project budget requests for specific RapidRide lines.

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 METRO CONNECTS vision outlined a goal of 13 new lines by 2025. After a careful review of agency delivery capacity, available funding for capital, service hour constraints, and partner capacity, the current CIP proposes 7 new lines by 2027. 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

SDOT, ST, WSDOT and other local jurisdictions

11. ART ELIGIBILITY

Not art eligible, planning project only.

12. EQUITY AND SOCIAL JUSTICE IMPACT

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.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC MC RR EXPANSION	1129747
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC TR BUSINESS INTEL DB (TDC TR BUSINESS INTEL DATA)

1129801

IT Project, Baseline Required

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2019
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 06/30/18	\$489,177	\$47,110	\$0	\$0	\$536,287
2 Preliminary Design 06/30/18 - 06/30/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 07/01/18 - 12/31/18	\$1,189,587	(\$353,896)	\$0	\$0	\$835,691
4 Implementation 01/01/19 - 12/31/19	\$0	\$4,478,435	\$0	\$0	\$4,478,435
5 Closeout 01/01/20 - 03/31/20	\$0	\$22,619	\$0	\$0	\$22,619
6 Acquisition 07/01/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,678,764	\$4,194,268	\$0	\$0	\$5,873,032

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$4,194,268	\$0	\$0	\$4,194,268
Total Revenue	\$4,194,268	\$0	\$0	\$4,194,268

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC TR BUSINESS INTEL DATA				1129801
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$92,192	\$444,095	\$0	\$0	\$0	\$536,287
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$835,691	\$0	\$0	\$0	\$835,691
4 Implementation	\$0	\$0	\$4,478,435	\$0	\$0	\$4,478,435
5 Closeout	\$0	\$0	\$22,619	\$0	\$0	\$22,619
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$92,192	\$1,279,786	\$4,501,054	\$0	\$0	\$5,873,032

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$536,287	\$292,018	\$489,177	\$536,287
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$835,691	\$0	\$1,189,587	\$835,691
4 Implementation	\$0	\$4,478,435	\$0	\$0	\$0
5 Closeout	\$0	\$22,619	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$5,873,032	\$292,018	\$1,678,764	\$1,371,978

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$47,110)	\$47,110	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$353,896	(\$353,896)	\$0	\$0
4 Implementation	\$0	\$4,478,435	\$4,478,435	\$0
5 Closeout	\$0	\$22,619	\$22,619	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$306,786	\$4,194,268	\$4,501,054	\$0

NARRATIVES TDC TR BUSINESS INTEL DATA 1129801

1. CURRENT PROJECT SCOPE

Transit Business Intelligence Resource Data (TBIRD) - This project implements a new, enterprise-class reporting platform to replace several limited-function, siloed, legacy reporting tools. TBIRD's initial scope does not cover the build out of Transit's entire data warehouse but aims to develop a foundational data warehouse structure and populate data from four source systems (GIRO HASTUS, Infor EAM, INIT Mobile Statistics and Asset Works FleetFocus M5). The core focus of TBIRD is the transit service network and the systems and performance metrics related to that service, including on-time performance, ridership, fare collection, asset costs, incidents, accidents and other historical performance data.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC TR BUSINESS INTEL DATA

1129801

3. PROJECT JUSTIFICATION

The new platform will significantly advance Metro Transit's analytical capabilities to include data mining, data discovery, business intelligence and data visualization tools, including geo-spatial analysis and presentation. Staff across Transit will use TBIRD. The project will implement a technology platform which is intended to grow in the future with the addition of new data sources after the project itself is complete.

Metro Transit is highly dependent on multiple systems that collect or produce data about service delivery, including on-time performance, passenger counting, fare collection, customer complaints, incidents, accidents and other events. These data are analyzed in various ways throughout the organization: to report federally required performance metrics; to evaluate productivity and plan service enhancements; to determine capital investments such as fleet purchases and facility upgrades; to research complaints and respond to customers; to review operational trends and develop management priorities; and to provide decision makers with data and recommendations for informed policy decisions. Several applications that support these reporting needs are running on unsupported technology and need to be replaced. These applications have been implemented over many years, by different projects or initiatives, using older technology that is cumbersome to use, or no longer supported. The data are stored in different databases and cannot be analyzed in an integrated manner. Some systems collect data that are not readily accessible outside the operational system, or are available only by manual analysis, resulting in lost opportunities to derive potential insights or value. The lack of integration and outdated tools frequently limits Transit staff analysis and has stymied or constrained some potentially significant continuous improvement efforts.

In the 2009 Performance Audit, the King County Auditor recommended that Metro Transit create "cost reductions by improving planning via improved data analysis, revisions to its performance indicator reporting processes, and utilizing staff resources more efficiently." The lack of tools and access to data has hampered Transit's ability to fully respond to this finding. The TBIRD project will deliver an integrated, modern analytics platform that replaces legacy tools, incorporates multiple data sources, and provides new data and analytical requirements to meet the changing needs of the organization. This strategy and the project are aligned with KCIT's other business intelligence initiatives and goals.

4. PROJECT BENEFITS/OUTCOMES

The Transit Business Intelligence Resource Data (TBIRD) project will implement a new, enterprise-class reporting platform that replaces several limited-function legacy reporting tools. This project expects to realize the following benefits: (1) the new platform will significantly advance Transit's analytical capabilities to include data mining, data discovery, business intelligence and data visualization tools, geo-spatial analysis and presentation; (2) with TBIRD, Transit foresees using modern business intelligence tools, as well as continuous process improvements, to increase efficiencies and accountability in its bus services and operations; and (3) TBIRD will allow individual work groups and divisions within Transit to create their own reports, initiate data mining and discovery independent of KCIT, and prepare custom data analyses to improve their own groups' performance and identify opportunities for improvement.

The project will deliver capabilities in phases, with new data sources and tools coming online every six to twelve months. We have identified methods for provisioning four data sets into the cloud based data warehouse, and have scheduled an initial development period of 6 months, beginning in August of 2018. This project represents a new body of work for both Metro Transit and King County Information Technology and we intend to use the initial data warehouse development period to guide budgeting and schedule for the remainder of Metro Transits extensive (100 plus) catalog of data bearing systems.

5. BUDGET REQUEST BASIS

This is a planned phased appropriation project. The requested budget has been estimated based on the capacity of Metro and KCIT to manage the design and implementation of a data warehouse. Given the nature of this effort and the relative lack of experience at the County, Transit is taking a conservative approach to scope, with a goal of implementing as many data sources across Metro Transit as possible by the end of 2020, but Transit will request future funding in a separate project to complete the overall body of work.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC TR BUSINESS INTEL DATA

1129801

7. OPERATING BUDGET AND OTHER IMPACTS

Unknown at this time. Some software licensing and hardware support costs for legacy applications will be eliminated, but these savings will be offset by subscription and support costs for the new platform and business intelligence tools, which cannot be accurately determined at this time as costs are based on both storage and computational loads.

8. PROJECT STATUS

The project has completed its planning phase as of Q2 2018. We will develop the initial data warehouse structure and populate data from four source systems (GIRO HASTUS, Infor EAM, INIT Mobile Statistics and Asset Works FleetFocus M5) with implementation and rollout scheduled for end of January 2019. Proof of concept testing for business intelligence tools is currently underway.

9. ALTERNATIVES ANALYSIS

The KCIT Data Services team has reviewed alternatives for data warehouse architecture and design, and they are close to adopting a standard for cloud based, scalable data warehouse architecture. The TBIRD project plans to implement KCIT standard architecture and security models and build all data transfer functions on KCIT's standard platform, Informatica.

10. OTHER AGENCY INVOLVEMENT

The project will not directly involve other agencies. That said, other agencies such as Sound Transit, Seattle Department of Transportation and other jurisdictions are indirect stakeholders in the sense that they often request and use data about transit service and the performance of the transit network. A key project goal is to improve Transit's analytic capabilities and data accessibility, which will support future data requests from these partners.

11. ART ELIGIBILITY

Not Art eligible, technology project

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project is not required to complete an Equity Impact Review.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

CIO and PSB Critical Success Factors:

- CIO/PRB conditions

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

The TBIRD Project will support both the "Data Driven" and "Workforce Empowerment" objectives.

"Data Driven" – TBIRD will replace several unsupported and siloed reporting applications with an integrated, modern analytics platform. This will dramatically improve Transit's access to actionable data which supports improved decision making.

"Workforce Empowerment" - The project will democratize our data, allowing a wider audience within Transit to access information. In turn, this will enable a cross section of Metro Transit staff to identify and drive business improvements through data analysis currently unavailable to most teams.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC TR BUSINESS INTEL DATA

1129801

16. PROJECT COMPLEXITY

Medium business complexity due to: (1) rollout of new tools and technology to all business units with Metro Transit, and (2) new roles and responsibilities for operationalizing the Data Warehouse. Mitigation: The project will introduce an experienced vendor to host workshops and trainings for Metro Transit leaders and staff, focusing decisions on a scalable approach to adopting and implementing the capabilities for data driven decision making and analytics. An internal stakeholder group has been formed to collaborate on change management and long term operation of the system, in regards to business driven decisions that affect the availability of features within the data warehouse.

Medium technical complexity due to; (1) emerging technology for King County IT and Metro Transit and (2) a large volume of systems and data to incorporate into the data warehouse. Mitigation: The project team is fully engaged with KCIT standards development in this area. The project will adopt a common infrastructure architecture and security model in tandem with the Integrated Health data warehouse. The project team is adopting a bulk data loading strategy to rapidly connect large data systems to the data warehouse. Once systems become available, data scientist within Metro will partner with KCIT's data architect to design the interconnected Symantec layer of the warehouse. This approach allows a more efficient approach to data loading, allows access to data sooner, and will minimize the amount of rework required when building out the more expensive Symantec layers.

17. CAPACITY TO IMPLEMENT THE PROJECT

Prior Technology Projects: While King County has not built a data warehouse of this size and scope previously, the project team can adopt best practices and the latest technologies used and developed by the ongoing Oracle Electronic Business Suite and the Integrated Health data warehouse projects. Project team members continuously partner with their colleagues on these projects to identify opportunities for synergy and to standardize approaches. John Resha, Assistant General Manager for Finance and Administration, chairs this project. Chief Technology Officer Aaron Barak leads KCIT's data services team and is involved in guiding strategy for the project. KCIT and Metro Transit have allocated project management, technical, and subject matter expert staff to the project. County staff will be supplemented by contract technical staff as needed. The project includes a steering committee as well as several subject matter expert teams focused on sub parts of the project, including prioritizing data sets for implementation in the warehouse and beta testing business intelligence and analytics toolsets. The project is using a phased development approach coupled with an Agile (SCRUM) project management approach to manage and track the progress of work. Each phase will be used to inform overall budget and resource requirements to complete the data warehouse.

18. PROJECT RISKS

(High) - Implementing a new technology and practice. Business intelligence and advanced data analytics is a relatively new domain for King County. Some early initiatives are underway, such as the Business Resource Center's ERP Business Intelligence/Analytics Project, but it is still considered an emerging field at the county. Mitigation: KCIT is in the process of developing enterprise leadership, planning, and technical assistance for department initiatives. This project is fully aligned with these strategic efforts, and will be structured and staffed to engage KCIT staff and consultants and provide iterative feedback on guidelines, policies, and results that will contribute to its maturation.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC DSTT 9TH AVE RAMP FROM CPS

1131130

Department	TRANSPORTATION
Council District(s)	2
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2020
Location	Convention Place Center, Seattle.
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$4,000,000	\$0	\$0	\$4,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$4,000,000	\$0	\$0	\$4,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39512 - SALE OF LAND	\$4,000,000	\$0	\$0	\$4,000,000
Total Revenue	\$4,000,000	\$0	\$0	\$4,000,000

EXPENSE TDC DSTT 9TH AVE RAMP FROM CPS 1131130

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$0	\$0	\$4,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$4,000,000	\$4,000,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$4,000,000	\$4,000,000	\$0

NARRATIVES

TDC DSTT 9TH AVE RAMP FROM CPS

1131130

1. CURRENT PROJECT SCOPE

Downtown Seattle Transit Tunnel (DSTT) 9th Avenue Ramp from Convention Place Station (CPS) - This project funds work on the negotiations regarding the contract between King County and WSCC (led by consultant SOJ), cost of managing other sub-consultants on the contract and the review and monitoring of the design of the temporary access onto the Ramp via 9th Avenue to and from CPS. Work also includes review and monitoring of the schedule to ensure no conflicts exist with operations.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A.

3. PROJECT JUSTIFICATION

This project is needed to minimize impacts to Transit operations while facilitating the sale of the CPS site to WSCC.

4. PROJECT BENEFITS/OUTCOMES

Ramp to 9th Avenue supports continued use and access to surface streets from the DSTT.

5. BUDGET REQUEST BASIS

The budget request includes development of all agreements with external stakeholders, management of design and construction for the 9th avenue ramp and street improvement for layover on street, and construction of the ramp. 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. Approximately \$4 M is being reappropriated from project 1028624 TDC TOD CONVENTION PLACE to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC DSTT 9TH AVE RAMP FROM CPS	1131130
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7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

In progress - Interim access ramp construction beginning 2nd quarter 2018.

9. ALTERNATIVES ANALYSIS

Other alternatives offered removal of coaches from the tunnel and bringing them onto the surface streets.

10. OTHER AGENCY INVOLVEMENT

Sound Transit, WSDOT, SDOT, SDCI, and WSCC.

11. ART ELIGIBILITY

Not Art Eligible, project partially or wholly funded by King County but managed by others, whose art rules apply

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

This project is part of a larger multi-project effort at the Convention Place Station that involves four separate projects: 1) construction of replacement traction power substation (complete), 2) relocation of communications and fire/life/safety systems (1128656); 3) an interim access ramp to allow for continuous bi-directional bus service from the Downtown Seattle Transit Tunnel (DSTT) to 9th Avenue until the end of bus/train joint operations in the DSTT (1131130), and 4) oversight, planning, permitting and management of Washington State Convention Center (WSCC) construction activities, execution of the real property transaction, and implementation of closure of the Convention Place Station.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC COMFORT STATION 2 SODO

1131378

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	07/31/2023
Location	E3 Busway/5th Ave South of Holgate
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/20 - 03/31/20	\$0	\$8,777	\$0	\$0	\$8,777
2 Preliminary Design 04/01/20 - 07/31/21	\$0	\$141,896	\$166,062	\$0	\$307,958
3 Final Design 08/01/21 - 10/31/22	\$0	\$0	\$383,636	\$0	\$383,636
4 Implementation 11/01/22 - 07/31/23	\$0	\$1,507	\$1,694,930	\$0	\$1,696,437
5 Closeout 08/01/23 - 01/31/24	\$0	\$0	\$469,973	\$0	\$469,973
6 Acquisition 04/01/20 - 10/31/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$152,180	\$2,714,601	\$0	\$2,866,781

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$1,507	\$27,146	\$0	\$28,653

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$152,180	\$2,714,601	\$0	\$2,866,781
Total Revenue	\$152,180	\$2,714,601	\$0	\$2,866,781

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC COMFORT STATION 2 SODO					1131378
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$8,777	\$0	\$0	\$0	\$0	\$8,777	
2 Prelim Design	\$5,100	\$0	\$136,796	\$166,062	\$0	\$307,958	
3 Final Design	\$0	\$0	\$0	\$386,565	\$0	\$386,565	
4 Implementation	\$0	\$0	\$0	\$369,459	\$1,324,048	\$1,693,507	
5 Closeout	\$0	\$0	\$0	\$0	\$469,974	\$469,974	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$13,877	\$0	\$136,796	\$922,086	\$1,794,022	\$2,866,781	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$8,777	\$13,639	\$0	\$8,777
2 Preliminary Design	\$0	\$307,958	\$12,662	\$0	\$5,100
3 Final Design	\$0	\$383,636	\$1,648	\$0	\$0
4 Implementation	\$0	\$1,696,437	\$0	\$0	\$0
5 Closeout	\$0	\$469,973	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,866,781	\$27,949	\$0	\$13,877

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$8,777)	\$8,777	\$0	\$0
2 Preliminary Design	(\$5,100)	\$141,896	\$136,796	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$1,507	\$0	\$1,507
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$13,877)	\$152,180	\$136,796	\$1,507

NARRATIVES TDC COMFORT STATION 2 SODO 1131378

1. CURRENT 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.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC COMFORT STATION 2 SODO

1131378

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 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. 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

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. Approximately \$50K is being reappropriated from project 1127330 COMFORT STATIONS to fund or partially fund this project. 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

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. Preliminary design is underway in 2018 and construction is intended to start in early 2019.

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, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC COMFORT STATION 2 SODO	1131378
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC BB CB LIFT REPL

1131481

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2021
Location	1790 124TH AVE NE and 1270 6TH AVE S, BELLEVUE and SEATTLE 98005: Bellevue Base and Central Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 06/30/18	\$0	\$89,352	\$0	\$0	\$89,352
2 Preliminary Design 07/01/18 - 12/31/18	\$0	\$430,775	\$0	\$0	\$430,775
3 Final Design 01/01/19 - 12/31/19	\$0	\$654,678	\$0	\$0	\$654,678
4 Implementation 01/01/20 - 06/30/21	\$0	\$8,971,087	\$0	\$0	\$8,971,087
5 Closeout 07/01/21 - 10/31/21	\$0	\$1,087,662	\$0	\$0	\$1,087,662
6 Acquisition 07/01/18 - 12/31/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$11,233,554	\$0	\$0	\$11,233,554

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$111,223	\$0	\$0	\$111,223

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$11,233,554	\$0	\$0	\$11,233,554
Total Revenue	\$11,233,554	\$0	\$0	\$11,233,554

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC BB CB LIFT REPL					1131481
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$7,629	\$81,723	\$0	\$0	\$0	\$89,352	
2 Prelim Design	\$2,862	\$427,914	\$0	\$0	\$0	\$430,776	
3 Final Design	\$2,456	\$0	\$587,000	\$65,222	\$0	\$654,678	
4 Implementation	\$345,804	\$0	\$4,792,952	\$3,832,331	\$0	\$8,971,087	
5 Closeout	\$0	\$0	\$0	\$1,087,662	\$0	\$1,087,662	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$358,751	\$509,637	\$5,379,952	\$4,985,215	\$0	\$11,233,555	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$89,352	\$40,360	\$0	\$89,352
2 Preliminary Design	\$0	\$430,775	\$4,534	\$0	\$430,776
3 Final Design	\$0	\$654,678	\$6,509	\$0	\$2,456
4 Implementation	\$0	\$8,971,087	\$345,804	\$0	\$345,804
5 Closeout	\$0	\$1,087,662	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$11,233,554	\$397,207	\$0	\$868,388

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$89,352)	\$89,352	\$0	\$0
2 Preliminary Design	(\$430,776)	\$430,775	\$0	(\$1)
3 Final Design	(\$2,456)	\$654,678	\$587,000	\$65,222
4 Implementation	(\$345,804)	\$8,971,087	\$4,792,952	\$3,832,331
5 Closeout	\$0	\$1,087,662	\$0	\$1,087,662
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$868,388)	\$11,233,554	\$5,379,952	\$4,985,214

NARRATIVES TDC BB CB LIFT REPL 1131481

1. CURRENT PROJECT SCOPE

Bellevue Base Emergency Lift Replacement - This project supports replacement Of Stertil Koni Eco scissors lift (currently tagged out due to catastrophic failure) at Central Base (4 units) and Bellevue Base (4 units).

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC BB CB LIFT REPL

1131481

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. This project's assets have an average condition rating of poor - They have been tagged out by engineering due to a catastrophic failure.

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

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. Approximately \$900 K is being reappropriated from project 1129628 TDC BUILDING ASSET MGMT to fund or partially fund this project. 2019-2020 funding is expected to support the project through design and implementation, with the remaining implementation and close out occurring in 2021-2022. 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

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. This is an ongoing project but is being converted to a standalone 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

11. ART ELIGIBILITY

N/A, Art eligible

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BB CB LIFT REPL	1131481
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC NB I-5 RETAIN WALL

1131793

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	1
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2018
Location	I-5 and NE 163rd Ramp
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$27,319	\$0	\$0	\$27,319
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/17 - 12/31/17	\$0	\$26,779	\$0	\$0	\$26,779
4 Implementation 01/01/18 - 12/31/18	\$0	\$1,798,503	\$0	\$0	\$1,798,503
5 Closeout 01/01/19 - 12/31/19	\$0	\$65,811	\$0	\$0	\$65,811
6 Acquisition 01/01/18 - 01/01/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,918,412	\$0	\$0	\$1,918,412

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$18,994	\$0	\$0	\$18,994

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,918,412	\$0	\$0	\$1,918,412
Total Revenue	\$1,918,412	\$0	\$0	\$1,918,412

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC NB I-5 RETAIN WALL					1131793
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$27,319	\$0	\$0	\$0	\$0	\$27,319	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$26,779	\$0	\$0	\$0	\$0	\$26,779	
4 Implementation	\$47,805	\$1,731,704	\$18,994	\$0	\$0	\$1,798,503	
5 Closeout	\$0	\$0	\$65,811	\$0	\$0	\$65,811	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$101,903	\$1,731,704	\$84,805	\$0	\$0	\$1,918,412	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$27,319	\$27,319	\$0	\$27,319
2 Preliminary Design	\$0	\$0	\$193	\$0	\$0
3 Final Design	\$0	\$26,779	\$58,240	\$0	\$26,779
4 Implementation	\$0	\$1,798,503	\$124,777	\$0	\$1,779,509
5 Closeout	\$0	\$65,811	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,918,412	\$210,529	\$0	\$1,833,607

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$27,319)	\$27,319	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$26,779)	\$26,779	\$0	\$0
4 Implementation	(\$1,779,509)	\$1,798,503	\$18,994	\$0
5 Closeout	\$0	\$65,811	\$65,811	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$1,833,607)	\$1,918,412	\$84,805	\$0

NARRATIVES

TDC NB I-5 RETAIN WALL		1131793
1. CURRENT PROJECT SCOPE		
North Base Interstate 5 Retaining Wall - This project will repair and upgrade the retaining wall under I-5 that provides access to Metro's North Base. This retaining wall failed in 2015.		
2. PROGRAMMATIC PROJECT DISCUSSION		
N/A		
3. PROJECT JUSTIFICATION		
The retaining wall failed October 2015 and now is a risk to the I-5 roadway above and transit operations below. The wall needs to be repaired and upgraded. Without repairs, the area could become unusable and block off access to North Base. The detour would be significant, would affect operations and last for up to two years.		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC NB I-5 RETAIN WALL

1131793

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

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, approximately \$1.8 M is being reappropriated from project 1129627 TDC SITE ASSET MGMT to fund or partially fund this project. The budget is based on 1987 agreement with WSDOT for repair and maintenance of the wall.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This is an ongoing project that is being converted to a standalone. First phase to repair the wall is complete. The second phase which provides a structural coating is planned for 2019.

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

11. ART ELIGIBILITY

N/A, Art eligible

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC MADISON RR

1132324

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	2, 4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2021
Location	Madison Ave Corridor, Seattle
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$34,331	\$0	\$0	\$34,331
3 Final Design 01/01/18 - 06/30/19	\$0	\$424,517	\$0	\$0	\$424,517
4 Implementation 07/01/19 - 06/30/21	\$0	\$8,935,290	\$0	\$0	\$8,935,290
5 Closeout 07/01/21 - 12/31/21	\$0	\$1,144,548	\$0	\$0	\$1,144,548
6 Acquisition 01/01/18 - 06/30/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$10,538,686	\$0	\$0	\$10,538,686

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$104,343	\$0	\$0	\$104,343

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$10,538,686	\$0	\$0	\$10,538,686
Total Revenue	\$10,538,686	\$0	\$0	\$10,538,686

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC MADISON RR				1132324
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$34,331	\$0	\$0	\$0	\$0	\$34,331
3 Final Design	\$35,215	\$276,373	\$112,930	\$0	\$0	\$424,518
4 Implementation	\$2,311	\$0	\$5,564,759	\$3,263,878	\$0	\$8,830,948
5 Closeout	\$0	\$0	\$104,342	\$1,144,548	\$0	\$1,248,890
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$71,856	\$276,373	\$5,782,031	\$4,408,426	\$0	\$10,538,686

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$2,769	\$0	\$0
2 Preliminary Design	\$0	\$34,331	\$44,708	\$0	\$34,331
3 Final Design	\$0	\$424,517	\$70,818	\$0	\$311,588
4 Implementation	\$0	\$8,935,290	\$2,311	\$0	\$2,311
5 Closeout	\$0	\$1,144,548	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$10,538,686	\$120,606	\$0	\$348,230

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$34,331)	\$34,331	\$0	\$0
3 Final Design	(\$311,588)	\$424,517	\$112,930	(\$1)
4 Implementation	(\$2,310)	\$8,935,290	\$5,564,759	\$3,368,221
5 Closeout	\$0	\$1,144,548	\$104,342	\$1,040,206
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$348,229)	\$10,538,686	\$5,782,031	\$4,408,426

NARRATIVES TDC MADISON RR 1132324

1. CURRENT PROJECT SCOPE

RapidRide Madison/G Line - This project extends from downtown Seattle to through First Hill to the Central Area via Madison Street. This project would plan, design and implement the necessary infrastructure improvements to launch RapidRide service. These infrastructure projects include Passenger Facilities, Roadway, Signal and 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 (launch of the service). This budget does not include vehicles.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC MADISON RR

1132324

3. PROJECT JUSTIFICATION

This project is part of the METRO CONNECTS RapidRide Expansion Program. Of the seven new lines anticipated by 2027, four will be partially funded and co-led by the City of Seattle, including the Madison RapidRide G Line. This project supports Metro's strategic service goals and is identified in METRO CONNECTS as a RapidRide corridor in the 2025 network. The project will result in improved service and ridership along the corridor and support regional growth. The Madison RapidRide G 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

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. Approximately \$4 M is being reappropriated from project 1129632 TDC MOVE SEATTLE RR EXP to fund or partially fund this project. 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

The G Line is funded jointly between SDOT, ST and Metro, with SDOT being the lead agency. SDOT is expecting \$60 million in FTA funds as part of a Small Starts grant award. SDOT will primarily provide the grant match. The budget included in this request is to install Metro assets on the corridor and to launch the service. This includes all staff time associated with the RR project planning, design and implementation.

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 design stage and is being led by the City of Seattle. This project is ongoing and through this budget process is being converted to a standalone project.

9. ALTERNATIVES ANALYSIS

N/A (not a new project).

10. OTHER AGENCY INVOLVEMENT

This project will require the involvement of the City of Seattle to lead design and construction of all roadway civil elements of the project. SDOT is the lead agency for the capital corridor delivery of this project.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC MADISON RR	1132324
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC DELRIDGE BURIEN RR

1132325

Baseline Required, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2021
Location	Delridge to Burien Corridor
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$19,605	\$0	\$0	\$19,605
2 Preliminary Design 01/01/18 - 06/30/18	\$0	\$2,832,795	\$0	\$0	\$2,832,795
3 Final Design 07/01/18 - 12/31/19	\$0	\$4,866,229	\$0	\$0	\$4,866,229
4 Implementation 01/01/20 - 06/30/21	\$0	\$46,415,389	\$0	\$0	\$46,415,389
5 Closeout 07/01/21 - 12/31/21	\$0	\$2,258,060	\$0	\$0	\$2,258,060
6 Acquisition 01/01/18 - 12/31/19	\$0	\$798,763	\$0	\$0	\$798,763
Total Budget	\$0	\$57,190,841	\$0	\$0	\$57,190,841

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$566,246	\$0	\$0	\$566,246

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$56,890,841	\$0	\$0	\$56,890,841
33436 - WA ST DEPT TRANSPORTATION	\$300,000	\$0	\$0	\$300,000
Total Revenue	\$57,190,841	\$0	\$0	\$57,190,841

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC DELRIDGE BURIEN RR				1132325
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$19,605	\$0	\$0	\$0	\$0	\$19,605
2 Prelim Design	\$710,023	\$2,099,999	\$22,773	\$0	\$0	\$2,832,795
3 Final Design	\$0	\$0	\$4,866,229	\$0	\$0	\$4,866,229
4 Implementation	\$0	\$0	\$15,747,013	\$30,668,376	\$0	\$46,415,389
5 Closeout	\$0	\$0	\$0	\$2,258,060	\$0	\$2,258,060
6 Acquisition	\$0	\$0	\$798,763	\$0	\$0	\$798,763
Total Expense	\$729,628	\$2,099,999	\$21,434,778	\$32,926,436	\$0	\$57,190,841

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$19,605	\$21,367	\$0	\$19,605
2 Preliminary Design	\$0	\$2,832,795	\$1,487,285	\$0	\$2,810,022
3 Final Design	\$0	\$4,866,229	\$0	\$0	\$0
4 Implementation	\$0	\$46,415,389	\$0	\$0	\$0
5 Closeout	\$0	\$2,258,060	\$0	\$0	\$0
6 Acquisition	\$0	\$798,763	\$0	\$0	\$0
Total	\$0	\$57,190,841	\$1,508,652	\$0	\$2,829,627

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$19,605)	\$19,605	\$0	\$0
2 Preliminary Design	(\$2,810,022)	\$2,832,795	\$22,773	\$0
3 Final Design	\$0	\$4,866,229	\$4,866,229	\$0
4 Implementation	\$0	\$46,415,389	\$15,747,013	\$30,668,376
5 Closeout	\$0	\$2,258,060	\$0	\$2,258,060
6 Acquisition	\$0	\$798,763	\$798,763	\$0
Total	(\$2,829,627)	\$57,190,841	\$21,434,778	\$32,926,436

NARRATIVES TDC DELRIDGE BURIEN RR 1132325

1. CURRENT PROJECT SCOPE

RapidRide Delridge/Burien/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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC DELRIDGE BURIEN RR

1132325

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. 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. Approximately \$3 M is being reappropriated from project 1129747 TDC MC RR EXPANSION to fund or partially fund this project.

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, grants. The remaining 30% of the cost estimate assumed by METRO CONNECTS is assumed to come from partner agency contributions and or projects carried out by partners.

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, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC DELRIDGE BURIEN RR	1132325
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC RAINIER RR (TDC RAINIER AVE MT BAKER DT RR)

1132326

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	2
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	11/30/2021
Location	Rainier Ave Corridor
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/18 - 06/30/19	\$0	\$5,097,090	\$0	\$0	\$5,097,090
3 Final Design 07/01/19 - 11/30/20	\$0	\$902,210	\$0	\$0	\$902,210
4 Implementation 12/01/20 - 11/30/21	\$0	\$52,892,440	\$0	\$0	\$52,892,440
5 Closeout 12/01/21 - 05/31/22	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/18 - 11/30/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$58,891,740	\$0	\$0	\$58,891,740

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$583,087	\$0	\$0	\$583,087

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$58,891,740	\$0	\$0	\$58,891,740
Total Revenue	\$58,891,740	\$0	\$0	\$58,891,740

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC RAINIER AVE MT BAKER DT RR				1132326
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$31,581	\$1,393,238	\$3,672,271	\$0	\$0	\$5,097,090
3 Final Design	\$3,577	\$0	\$898,633	\$0	\$0	\$902,210
4 Implementation	\$0	\$0	\$1,708,543	\$5,661,296	\$45,522,601	\$52,892,440
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$35,158	\$1,393,238	\$6,279,447	\$5,661,296	\$45,522,601	\$58,891,740

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$19,229	\$0	\$0
2 Preliminary Design	\$0	\$5,097,090	\$51,112	\$0	\$1,424,819
3 Final Design	\$0	\$902,210	\$11,392	\$0	\$3,577
4 Implementation	\$0	\$52,892,440	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$58,891,740	\$81,733	\$0	\$1,428,396

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$1,424,819)	\$5,097,090	\$3,672,271	\$0
3 Final Design	(\$3,577)	\$902,210	\$898,633	\$0
4 Implementation	\$0	\$52,892,440	\$1,708,543	\$51,183,897
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$1,428,396)	\$58,891,740	\$6,279,447	\$51,183,897

NARRATIVES

TDC RAINIER AVE MT BAKER DT RR

1132326

1. CURRENT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC RAINIER AVE MT BAKER DT RR

1132326

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 Rainier RapidRide Line. The project will result in improved service and ridership along the corridor and support regional growth. The Rainier 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

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. 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. Approximately \$2 M is being reappropriated from project 1129747 TDC MC RR EXPANSION to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

Rainier RapidRide is jointly funded and implemented by SDOT and Metro with some of the funds coming from the Move Seattle Levy.

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 Planning stage and is being led by the City of Seattle. This project is ongoing and through this budget process is being converted to a standalone project.

9. ALTERNATIVES ANALYSIS

SDOT Is working to develop a Locally Preferred Alternative, as part of that they are conducting an alternatives analysis. SDOT is the co-lead agency for the capital corridor delivery of this project.

10. OTHER AGENCY INVOLVEMENT

This project will require the involvement of the City of Seattle to lead design and construction of all roadway civil elements of the project.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

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.

14. OTHER CONSIDERATIONS (OPTIONAL)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC RAINIER AVE MT BAKER DT RR	1132326
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC ROOSEVELT RR

1132327

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	2, 4
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2025
Location	Roosevelt, U District, Wallingford, Ballard Corridor
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 12/31/19	\$0	\$76,258	\$0	\$0	\$76,258
2 Preliminary Design 01/01/20 - 12/31/20	\$0	\$144,094	\$0	\$0	\$144,094
3 Final Design 01/01/21 - 12/31/22	\$0	\$0	\$518,410	\$0	\$518,410
4 Implementation 01/01/23 - 12/31/24	\$0	\$2,204	\$5,237	\$27,003,498	\$27,010,939
5 Closeout 01/01/25 - 06/30/25	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/20 - 12/31/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$222,556	\$523,647	\$27,003,498	\$27,749,701

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$2,204	\$5,237	\$270,035	\$277,476

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$222,556	\$523,647	\$27,003,498	\$27,749,701
Total Revenue	\$222,556	\$523,647	\$27,003,498	\$27,749,701

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC ROOSEVELT RR					1132327
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$506	\$43,496	\$32,256	\$0	\$0	\$76,258	
2 Prelim Design	\$36,136	\$0	\$107,959	\$0	\$0	\$144,095	
3 Final Design	\$0	\$0	\$0	\$523,647	\$0	\$523,647	
4 Implementation	\$0	\$0	\$2,204	\$0	\$27,003,497	\$27,005,701	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$36,641	\$43,496	\$142,419	\$523,647	\$27,003,497	\$27,749,700	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$76,258	\$506	\$0	\$44,002
2 Preliminary Design	\$0	\$144,094	\$58,479	\$0	\$36,136
3 Final Design	\$0	\$523,310	\$0	\$0	\$0
4 Implementation	\$0	\$26,941,463	\$0	\$0	\$0
5 Closeout	\$0	\$1,543,463	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$29,228,588	\$58,985	\$0	\$80,138

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$44,002)	\$76,258	\$32,256	\$0
2 Preliminary Design	(\$36,136)	\$144,094	\$107,959	(\$1)
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$2,204	\$2,204	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$80,138)	\$222,556	\$142,419	(\$1)

NARRATIVES TDC ROOSEVELT RR 1132327

1. CURRENT PROJECT SCOPE

Roosevelt/K Line RapidRide - This project would build a yet to be specified RapidRide corridor within the City of Seattle. Currently the city has several candidate corridors (Roosevelt, Routes, 40 , 44 & 48). Metro is working with SDOT to convert one these efforts to a RapidRide corridor for an opening date of 2025. 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC ROOSEVELT RR

1132327

3. PROJECT JUSTIFICATION

Once selected, this project will be 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 this future line. The project will result in improved service and ridership along the corridor and support regional growth. RapidRide lines are 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. This budget accounts for Metro Assets, trolley wire expansion/modification (if needed) and, staff time during the project and costs associated with service launch. 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. Approximately \$250K is being reappropriated from project 1129747 TDC MC RR EXPANSION to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

This future RapidRide line will be jointly funded by SDOT and Metro with some of the funds coming from the Move Seattle Levy.

7. OPERATING BUDGET AND OTHER IMPACTS

This capital project will create assets which need to be maintained along one of the candidate corridors. These assets include shelters, real time information signs, trash bins and ORCA fare collection equipment. RapidRide service cost impacts are discussed elsewhere as part of the fixed route service budgets.

8. PROJECT STATUS

This project is currently in pre-planning and a candidate corridor will be selected based on an assessment of the candidate corridors within the City. This project is ongoing and through this budget process is being converted to a standalone project.

9. ALTERNATIVES ANALYSIS

An alternatives analysis will be conducted during the pre-design phase.

10. OTHER AGENCY INVOLVEMENT

This project will require the involvement of the City of Seattle to co-lead design and construction of all roadway civil elements of the project. SDOT is the co-lead agency for the capital corridor delivery of this project and a funding partner.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

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.

14. OTHER CONSIDERATIONS (OPTIONAL)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC ROOSEVELT RR	1132327
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC MONTLAKE HUB

1132367

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	2
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	10/31/2019
Location	Pacific and Montlake Blvd Area, U District
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 04/30/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 05/01/18 - 10/31/18	\$0	\$77,770	\$0	\$0	\$77,770
3 Final Design 11/01/18 - 04/30/19	\$0	\$84,338	\$0	\$0	\$84,338
4 Implementation 05/01/19 - 10/31/19	\$0	\$2,218,120	\$0	\$0	\$2,218,120
5 Closeout 11/01/19 - 01/31/20	\$0	\$28,297	\$0	\$0	\$28,297
6 Acquisition 05/01/18 - 04/30/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$2,408,525	\$0	\$0	\$2,408,525

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$23,847	\$0	\$0	\$23,847

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$2,408,525	\$0	\$0	\$2,408,525
Total Revenue	\$2,408,525	\$0	\$0	\$2,408,525

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC MONTLAKE HUB					1132367
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0	
2 Prelim Design	\$6,984	\$70,786	\$0	\$0	\$0	\$77,770	
3 Final Design	\$0	\$27,869	\$56,469	\$0	\$0	\$84,338	
4 Implementation	\$0	\$0	\$2,218,120	\$0	\$0	\$2,218,120	
5 Closeout	\$0	\$0	\$28,298	\$0	\$0	\$28,298	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$6,984	\$98,655	\$2,302,887	\$0	\$0	\$2,408,526	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$77,770	\$12,474	\$0	\$77,770
3 Final Design	\$0	\$84,338	\$2,620	\$0	\$27,869
4 Implementation	\$0	\$2,218,120	\$0	\$0	\$0
5 Closeout	\$0	\$28,297	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,408,525	\$15,094	\$0	\$105,639

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$77,770)	\$77,770	\$0	\$0
3 Final Design	(\$27,869)	\$84,338	\$56,469	\$0
4 Implementation	\$0	\$2,218,120	\$2,218,120	\$0
5 Closeout	\$0	\$28,297	\$28,298	(\$1)
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$105,639)	\$2,408,525	\$2,302,887	(\$1)

NARRATIVES

TDC MONTLAKE HUB

1132367

1. CURRENT PROJECT SCOPE

Montlake Triangle Hub - This project plans, designs, and implements a set of capital facility improvements in the vicinity of the Montlake Triangle, at Montlake Blvd. and NE Pacific Street. Project elements include passenger facilities, new bus stops, roadway and signal improvements and pedestrian enhancements that facilitate the integration of all modes at the important University of Washington Link station. Improvements made as part of this project will include: 1) New bus stops on Montlake Blvd NE, which will shorten the walking distance between University of Washington (UW) Station and buses, 2) A transit-only lane and signal changes on northbound Montlake Blvd NE, allowing buses to serve stops in front of UW Station and then turn left onto NE Pacific PI before continuing to the University District, and 3) A realigned intersection at NE Pacific St and NE Pacific PI, allowing vehicles to travel straight from Pacific PI into the UW Medical Center.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC MONTLAKE HUB

1132367

3. PROJECT JUSTIFICATION

This is a project of the One Center City program of mobility improvements. The Montlake Triangle project will improve the transfer environment, bus stops, and pedestrian connections in the vicinity of the University of Washington Link station. The project provides additional facilities that will be required beginning in September 2019 with revisions to the routing of some routes now serving this vicinity, as well as new route(s) to be added. The project also supports future increases to bus capacity at this important transit hub.

4. PROJECT BENEFITS/OUTCOMES

- Creates improved opportunities for transfer connections between bus and rail transit
- Allows for increased transit service connecting the Eastside to the University of Washington and Link light rail, with fast, frequent trips to Downtown Seattle and beyond
- Includes bus stop amenities, including shelters and signage, with the potential for off-board fare payment

5. BUDGET REQUEST BASIS

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. Approximately \$100 K is being reappropriated from project 1129633 TDC CCMP 2019 PROGRAM to fund or partially fund this project. This budget represents King County's in-kind contribution of staff and equipment towards the implementation of this \$5.3 M project, which will be partially funded by other project partners. It is currently assumed that the Seattle Department of Transportation, as a One Center City/ project partner, will design and construct all improvements.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

The project is currently in the pre-design phase under consultant contract (SDOT-held contract). The project is expected to be complete in 2019. The project is undergoing conversion from a sub project to a stand alone project.

9. ALTERNATIVES ANALYSIS

The project developed and reviewed a set of alternatives, described in the Technical Report Titled: One Center City Montlake Hub Alternatives Analysis, September 2017. This option perform the best across a variety of metrics that include transit and vehicular travel time impacts, improvements to the passenger experience, and pedestrian enhancements. The alternatives were vetted through additional stakeholder engagement by WSDOT, Sound Transit, University of Washington, and Eastside jurisdictions.

10. OTHER AGENCY INVOLVEMENT

This is a project of the One Center City program of mobility improvements described in detail at: onecentercity.org. The OCC program represents a \$30M + investment in capital improvements by the funding agencies of King County, the Seattle Department of Transportation, and Sound Transit. The OCC program also includes the Seattle Office of Planning and Community Development (OPCD) and the Downtown Seattle Association (DSA), as non-funding agency partners. The project was vetted through a stakeholder group comprising Metro, the Seattle Department of Transportation (SDOT), Washington State Department of Transportation (WSDOT), Sound Transit (ST), the University of Washington, and Eastside jurisdictions.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC MONTLAKE HUB

1132367

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The One Center City program supports the Strategic Climate Action Plan strategies by increasing transit capacity, thereby resulting in a long-term increase in the use of transit county-wide. Project components that will be provided by King County, including passenger facilities infrastructure, will use Metro's standard set of amenities, which have been designed to use sustainable strategies. Green Building reporting requirements will be followed for project components that are provided by King County.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC OCC OFF BOARD FARE EQ

1132532

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	03/31/2019
Location	Downtown Seattle
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 03/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 04/01/18 - 06/30/18	\$0	\$792,393	\$0	\$0	\$792,393
3 Final Design 07/01/18 - 11/30/18	\$0	\$68,911	\$0	\$0	\$68,911
4 Implementation 12/01/18 - 03/31/19	\$0	\$2,193,282	\$0	\$0	\$2,193,282
5 Closeout 04/01/19 - 06/30/19	\$0	\$28,014	\$0	\$0	\$28,014
6 Acquisition 04/01/18 - 11/30/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$3,082,600	\$0	\$0	\$3,082,600

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$30,521	\$0	\$0	\$30,521

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$2,116,420	\$0	\$0	\$2,116,420
33340 - FEDERAL HIGHWAY ADMIN	\$966,180	\$0	\$0	\$966,180
Total Revenue	\$3,082,600	\$0	\$0	\$3,082,600

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC OCC OFF BOARD FARE EQ				1132532
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$2,186	\$790,207	\$0	\$0	\$0	\$792,393
3 Final Design	\$0	\$68,911	\$0	\$0	\$0	\$68,911
4 Implementation	\$0	\$542,002	\$1,651,281	\$0	\$0	\$2,193,283
5 Closeout	\$0	\$0	\$28,014	\$0	\$0	\$28,014
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$2,186	\$1,401,120	\$1,679,295	\$0	\$0	\$3,082,601

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$792,393	\$25,895	\$0	\$792,393
3 Final Design	\$0	\$68,911	\$3,757	\$0	\$68,911
4 Implementation	\$0	\$2,193,282	\$236	\$0	\$542,002
5 Closeout	\$0	\$28,014	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,082,600	\$29,888	\$0	\$1,403,306

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$792,393)	\$792,393	\$0	\$0
3 Final Design	(\$68,911)	\$68,911	\$0	\$0
4 Implementation	(\$542,002)	\$2,193,282	\$1,651,281	(\$1)
5 Closeout	\$0	\$28,014	\$28,014	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$1,403,306)	\$3,082,600	\$1,679,295	(\$1)

NARRATIVES

TDC OCC OFF BOARD FARE EQ

1132532

1. CURRENT PROJECT SCOPE

Off Board Fare Collection Equipment - This project plans, designs, and implements the provision of new off-board fare equipment at bus stops on Third Avenue in Downtown Seattle. This equipment will enable King County to extend the successful practice of Metro's RapidRide all-door boarding to all routes using Third Ave. This will improve transit speeds that result from faster customer boarding. Buses can operate more quickly in and out of each bus stop, thereby speeding travel and increasing the overall capacity of the Third Ave transit corridor. Improvements made as part of this project will include: 1) off board fare collection equipment at bus stops on Third Ave between Jefferson Street and Pine Street and 2) all civil and electrical construction and installation of all equipment.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC OCC OFF BOARD FARE EQ

1132532

3. PROJECT JUSTIFICATION

The capacity of Third Avenue through downtown Seattle is constrained by a number of factors including dwell-time, the period of time that a bus serves the bus stop actively loading and unloading passengers. The RapidRide program has successfully shown that providing fare validation equipment on the sidewalk within the bus stops can speed boarding and lower dwell time. More buses can get in and out of the stops quicker, thereby improving capacity. In addition to the benefits of speeding the boarding process, a better customer experience is provided and riders benefit from avoiding queues at the stop. This is a project of the One Center City (OCC) program of mobility improvements.

4. PROJECT BENEFITS/OUTCOMES

- Speeds buses and gains capacity on the constrained Third Ave transit corridor.
- Results in an enhanced customer experience

5. BUDGET REQUEST BASIS

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. Approximately \$1.4 M is being reappropriated from project 1129633 TDC CCMP 2019 PROGRAM to fund or partially fund this project. Included in the cost estimates are King County's expenses for staff, equipment, and contracts procured by King County for design and implementation phase activities.

6. FUNDING AND REVENUE DISCUSSION

This project element has been awarded about \$1M external funding through a Federal Transit Administration grant: FTA WA-90-x513, award 114707.

7. OPERATING BUDGET AND OTHER IMPACTS

The project requires additional fare enforcement officers, to be submitted as a separate operating budget request in the 2019-20 operating budget process, by King County Transit Security program. The project increases maintenance requirements by adding locations where off-board fare validation equipment is required, however less than a 5% increase in the total number of such locations that currently being maintained by King County.

8. PROJECT STATUS

The project is currently in the pre-design phase under consultant contract. The project is undergoing conversion from a sub project to a stand alone project.

9. ALTERNATIVES ANALYSIS

During the development of the RapidRide program, in 2007, a number of alternatives were developed and evaluated for the means of providing off-board fare equipment. The type of equipment chosen for RapidRide is expected to be used for this initiative. The alternatives for RapidRide off board fare equipment were vetted through broad jurisdictional and stakeholder involvement.

10. OTHER AGENCY INVOLVEMENT

This is a project of the One Center City (OCC) program of mobility improvements described in detail at: onecentercity.org. The OCC program represents a \$30M + investment in capital improvements by the funding agencies of King County, the Seattle Department of Transportation, and Sound Transit. The OCC program also includes the Seattle Office of Planning and Community Development (OPCD) and the Downtown Seattle Association (DSA), as non-funding agency partners. King County will lead all aspects of delivering this OCC program element.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC OCC OFF BOARD FARE EQ

1132532

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The One Center City program supports the Strategic Climate Action Plan strategies by increasing transit capacity, thereby resulting in a long-term increase in the use of transit county-wide. Project components that will be provided by King County, including passenger facilities infrastructure, will use Metro's standard set of amenities, which have been designed to use sustainable strategies. Green Building reporting requirements will be followed for project components that are provided by King County.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SR520 TROLLEY INFR REPL

1132794

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	2
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2023
Location	Montlake Bridge and SR 520 Vacinity
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/18 - 12/31/18	\$0	\$422,411	\$0	\$0	\$422,411
3 Final Design 01/01/19 - 12/31/19	\$0	\$518,901	\$0	\$0	\$518,901
4 Implementation 01/01/20 - 06/30/23	\$0	\$2,003,069	\$0	\$0	\$2,003,069
5 Closeout 07/01/23 - 12/31/23	\$0	\$311,397	\$0	\$0	\$311,397
6 Acquisition 01/01/18 - 12/31/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$3,255,778	\$0	\$0	\$3,255,778

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$3,255,778	\$0	\$0	\$3,255,778
Total Revenue	\$3,255,778	\$0	\$0	\$3,255,778

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC SR520 TROLLEY INFR REPL					1132794
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0	
2 Prelim Design	\$0	\$422,411	\$0	\$0	\$0	\$422,411	
3 Final Design	\$0	\$0	\$518,901	\$0	\$0	\$518,901	
4 Implementation	\$0	\$0	\$421,012	\$1,266,068	\$315,988	\$2,003,068	
5 Closeout	\$0	\$0	\$0	\$0	\$311,397	\$311,397	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$422,411	\$939,913	\$1,266,068	\$627,385	\$3,255,777	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$16,134	\$0	\$0
2 Preliminary Design	\$0	\$422,411	\$0	\$0	\$422,411
3 Final Design	\$0	\$518,901	\$5,681	\$0	\$0
4 Implementation	\$0	\$2,003,069	\$0	\$0	\$0
5 Closeout	\$0	\$311,397	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,255,778	\$21,815	\$0	\$422,411

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$422,411)	\$422,411	\$0	\$0
3 Final Design	\$0	\$518,901	\$518,901	\$0
4 Implementation	\$0	\$2,003,069	\$421,012	\$1,582,057
5 Closeout	\$0	\$311,397	\$0	\$311,397
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$422,411)	\$3,255,778	\$939,913	\$1,893,454

NARRATIVES

1. CURRENT PROJECT SCOPE

SR 520/Montlake Bridge Trolley Infrastructure Replacement - This project is in support of the replacement of the SR 520/Montlake bridge. Trolley infrastructure modifications will need to be installed. Project is to coordinate and work with WSDOT on the SR520 West Approach Bridge South and Montlake Lid project. The scope is to coordinate all the efforts around the trolley work on the Montlake Ave Bridge including temporary "pan" locations, de-energizing the system, design and construction of a new trolley support system and installation of new wire and track work.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This project is required to continue trolley bus service across the new Montlake Avenue Bridge.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SR520 TROLLEY INFR REPL

1132794

4. PROJECT BENEFITS/OUTCOMES

This will address a safety issue and restore the trolley infrastructure to full functionality. This project will allow Metro to continue electric trolley bus service on Montlake Ave.

5. BUDGET REQUEST BASIS

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. Approximately \$400 K is being reappropriated from project 1116112 to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

We are in predesign while WSDOT completes their solicitation and selection of their design/build contractor. They will begin design in 2019.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

WSDOT led project

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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC MAJOR SPOT IMPR

1133179

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC MAJOR SPOT IMPR
Substantial Completion	12/31/2021
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$122,782	\$0	\$0	\$122,782
2 Preliminary Design 01/01/19 - 12/31/19	\$0	\$399,693	\$0	\$0	\$399,693
3 Final Design 01/01/20 - 03/31/21	\$0	\$307,453	\$500,000	\$0	\$807,453
4 Implementation 04/01/21 - 12/31/21	\$0	\$421,567	\$861,348	\$0	\$1,282,915
5 Closeout 01/01/22 - 04/30/22	\$0	\$0	\$0	\$80,016	\$80,016
6 Acquisition 01/01/19 - 03/31/21	\$0	\$546,364	\$0	\$0	\$546,364
Total Budget	\$0	\$1,797,859	\$1,361,348	\$80,016	\$3,239,223

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$381,181	\$1,361,348	\$80,016	\$1,822,545
33340 - FEDERAL HIGHWAY ADMIN	\$513,597	\$0	\$0	\$513,597
33436 - WA ST DEPT TRANSPORTATION	\$903,080	\$0	\$0	\$903,080
Total Revenue	\$1,797,858	\$1,361,348	\$80,016	\$3,239,222

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC MAJOR SPOT IMPR					1133179
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$122,782	\$0	\$0	\$122,782	
2 Prelim Design	\$0	\$0	\$399,693	\$0	\$0	\$399,693	
3 Final Design	\$0	\$0	\$34,960	\$772,493	\$0	\$807,453	
4 Implementation	\$0	\$0	\$0	\$1,282,915	\$0	\$1,282,915	
5 Closeout	\$0	\$0	\$0	\$0	\$80,016	\$80,016	
6 Acquisition	\$0	\$0	\$0	\$546,364	\$0	\$546,364	
Total Expense	\$0	\$0	\$557,435	\$2,601,772	\$80,016	\$3,239,223	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$122,782	\$0	\$0	\$0
2 Preliminary Design	\$0	\$399,693	\$0	\$0	\$0
3 Final Design	\$0	\$807,453	\$0	\$0	\$0
4 Implementation	\$0	\$1,282,914	\$0	\$0	\$0
5 Closeout	\$0	\$80,016	\$0	\$0	\$0
6 Acquisition	\$0	\$546,364	\$0	\$0	\$0
Total	\$0	\$3,239,222	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$122,782	\$122,782	\$0
2 Preliminary Design	\$0	\$399,693	\$399,693	\$0
3 Final Design	\$0	\$307,453	\$34,960	\$272,493
4 Implementation	\$0	\$421,567	\$0	\$421,567
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$546,364	\$0	\$546,364
Total	\$0	\$1,797,859	\$557,435	\$1,240,424

NARRATIVES TDC MAJOR SPOT IMPR 1133179

1. CURRENT PROJECT SCOPE

Major Spot Improvements - This project will design and construct spot improvements to reduce bus delay and increase transit performance at six prioritized locations. Within the city of Seattle, the proposed improvements are located at NE 65th and 62nd Ave NE, Fremont Ave and N 35th St, 8th Ave and Roxbury St, and 22nd Ave W from Gilman to Thorndyke Ave intersections. Improvements are location-specific and can include turn radius improvements, bus activated left-turn signals, channelization improvements, or a combination of these. The remaining two intersection improvement locations are SR 900 and S 129th St as well as 148th Ave NE and NE 51st.

2. PROGRAMMATIC PROJECT DISCUSSION

This program includes up to six specific spot improvement locations as described in the scope.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC MAJOR SPOT IMPR

1133179

3. PROJECT JUSTIFICATION

Buses 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.

4. PROJECT BENEFITS/OUTCOMES

Reduce bus delays at the congested intersection.

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

8. PROJECT STATUS

New project.

9. ALTERNATIVES ANALYSIS

The alternative study will be conducted for SR 900 and S 129th St as required by the Washington State Department of Transportation to justify the roundabout configuration for the improvements.

10. OTHER AGENCY INVOLVEMENT

Washington Department of Transportation (WSDOT) and the cities of Seattle, Redmond and others as projects are identified.

11. ART ELIGIBILITY

Not Art Eligible, roads, airport runways, sewers and solid waste landfills

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

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.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC MAJOR SPOT IMPR	1133179
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC CSC FRAME STRAIGHTENER (TDC CSC FRAME RACK)

1133368

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	01/31/2019
Location	12100 E MARGINAL WY S, Tukwila 98168: Component Supply Center
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 02/28/18	\$0	\$18,400	\$0	\$0	\$18,400
2 Preliminary Design 03/01/18 - 04/30/18	\$0	\$48,970	\$0	\$0	\$48,970
3 Final Design 05/01/18 - 09/30/18	\$0	\$64,702	\$0	\$0	\$64,702
4 Implementation 10/01/18 - 01/31/19	\$0	\$360,787	\$0	\$0	\$360,787
5 Closeout 02/01/19 - 04/30/19	\$0	\$205,822	\$0	\$0	\$205,822
6 Acquisition 03/01/18 - 09/30/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$698,681	\$0	\$0	\$698,681

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$698,681	\$0	\$0	\$698,681
Total Revenue	\$698,681	\$0	\$0	\$698,681

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC CSC FRAME RACK					1133368
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$18,400	\$0	\$0	\$0	\$18,400	
2 Prelim Design	\$0	\$48,970	\$0	\$0	\$0	\$48,970	
3 Final Design	\$0	\$64,702	\$0	\$0	\$0	\$64,702	
4 Implementation	\$0	\$291,898	\$68,889	\$0	\$0	\$360,787	
5 Closeout	\$0	\$0	\$205,822	\$0	\$0	\$205,822	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$423,970	\$274,711	\$0	\$0	\$698,681	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$18,400	\$9,691	\$0	\$18,400
2 Preliminary Design	\$0	\$48,970	\$10,989	\$0	\$48,970
3 Final Design	\$0	\$64,702	\$8,059	\$0	\$64,702
4 Implementation	\$0	\$360,787	\$231	\$0	\$291,898
5 Closeout	\$0	\$205,822	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$698,680	\$28,970	\$0	\$423,970

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$18,400)	\$18,400	\$0	\$0
2 Preliminary Design	(\$48,970)	\$48,970	\$0	\$0
3 Final Design	(\$64,702)	\$64,702	\$0	\$0
4 Implementation	(\$291,898)	\$360,787	\$68,889	\$0
5 Closeout	\$0	\$205,822	\$205,822	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$423,970)	\$698,681	\$274,711	\$0

NARRATIVES

TDC CSC FRAME RACK

1133368

1. CURRENT 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

N/A

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC CSC FRAME RACK

1133368

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. 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. Approximately \$400K is being reappropriated from project 1129628 TDC BUILDING ASSET MGMT to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

The project is ongoing from 2017-2018 and currently in the design phase.

9. ALTERNATIVES ANALYSIS

Three alternatives will be considered: 1) do nothing, 2) send vehicles to a third party repair shop, 3) repair buses in-house.

10. OTHER AGENCY INVOLVEMENT

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

17. CAPACITY TO IMPLEMENT THE PROJECT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC CSC FRAME RACK	1133368
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC TROLLEY OH - BALLARD (TDC TROLLEY OH-BALLARD)

1133586

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	4
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	08/31/2019
Location	Ballard
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/18 - 10/31/18	\$0	\$141,613	\$0	\$0	\$141,613
4 Implementation 11/01/18 - 08/31/19	\$0	\$535,502	\$0	\$0	\$535,502
5 Closeout 09/01/19 - 12/31/19	\$0	\$71,908	\$0	\$0	\$71,908
6 Acquisition 01/01/18 - 10/31/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$749,023	\$0	\$0	\$749,023

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$749,023	\$0	\$0	\$749,023
Total Revenue	\$749,023	\$0	\$0	\$749,023

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC TROLLEY OH-BALLARD					1133586
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$141,613	\$0	\$0	\$0	\$141,613	
4 Implementation	\$0	\$125,044	\$410,458	\$0	\$0	\$535,502	
5 Closeout	\$0	\$0	\$71,908	\$0	\$0	\$71,908	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$266,657	\$482,366	\$0	\$0	\$749,023	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$1,807	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$141,613	\$15,372	\$0	\$141,613
4 Implementation	\$0	\$535,502	\$1,191	\$0	\$125,044
5 Closeout	\$0	\$71,908	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$749,023	\$18,370	\$0	\$266,657

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$141,613)	\$141,613	\$0	\$0
4 Implementation	(\$125,044)	\$535,502	\$410,458	\$0
5 Closeout	\$0	\$71,908	\$71,908	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$266,657)	\$749,023	\$482,366	\$0

NARRATIVES

TDC TROLLEY OH-BALLARD		1133586
1. CURRENT PROJECT SCOPE		
Trolley Overhead Ballard - This project is in support of the City of Seattle bike trail and paving project in Ballard. This trolley project involving changes to the trolley overhead infrastructure is required to accommodate City of Seattle Bike Trail and Road Paving project in Ballard. The project will involve changes to approximately 26 trolley poles and associated hardware.		
2. PROGRAMMATIC PROJECT DISCUSSION		
N/A		
3. PROJECT JUSTIFICATION		
This trolley overhead project is required to accommodate a City of Seattle bike lane extension and roadway improvement project.		
4. PROJECT BENEFITS/OUTCOMES		
Ongoing operation of the Route 44 trolley in Ballard.		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC TROLLEY OH-BALLARD

1133586

5. BUDGET REQUEST BASIS

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. Approximately \$300K is being reappropriated from project 1116112 to fund or partially fund this project. Budget estimate based on trolley engineering cost estimate.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

The project is in the planning and pre-design phase.

9. ALTERNATIVES ANALYSIS

N/A due to roadway Right-of-Way constraints.

10. OTHER AGENCY INVOLVEMENT

Metro and the City of Seattle have entered into a Letter Agreement to address the design and construction of trolley poles and foundations.

11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Continued operation of the trolley system supports the 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC NORTHGATE TC DEMO

1133920

Baseline Required

Department	TRANSPORTATION
Council District(s)	1
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	02/28/2021
Location	10200 1ST AVE NE, SEATTLE 98115: Northgate Transit Center / Park & Ride
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 05/31/18	\$0	\$138,835	\$0	\$0	\$138,835
2 Preliminary Design 06/01/18 - 07/31/19	\$0	\$265,073	\$0	\$0	\$265,073
3 Final Design 08/01/19 - 08/31/20	\$0	\$342,478	\$0	\$0	\$342,478
4 Implementation 09/01/20 - 02/28/21	\$0	\$1,235,376	\$0	\$0	\$1,235,376
5 Closeout 03/01/21 - 08/31/21	\$0	\$237,105	\$0	\$0	\$237,105
6 Acquisition 06/01/18 - 08/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$2,218,867	\$0	\$0	\$2,218,867

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$2,218,867	\$0	\$0	\$2,218,867
Total Revenue	\$2,218,867	\$0	\$0	\$2,218,867

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC NORTHGATE TC DEMO				1133920
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$20,000	\$118,835	\$0	\$0	\$138,835
2 Prelim Design	\$0	\$0	\$265,073	\$0	\$0	\$265,073
3 Final Design	\$0	\$0	\$308,231	\$34,248	\$0	\$342,479
4 Implementation	\$0	\$0	\$685,202	\$550,174	\$0	\$1,235,376
5 Closeout	\$0	\$0	\$0	\$237,105	\$0	\$237,105
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$20,000	\$1,377,341	\$821,527	\$0	\$2,218,868

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$138,835	\$1,976	\$0	\$20,000
2 Preliminary Design	\$0	\$265,073	\$0	\$0	\$0
3 Final Design	\$0	\$342,478	\$0	\$0	\$0
4 Implementation	\$0	\$1,235,376	\$0	\$0	\$0
5 Closeout	\$0	\$237,105	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,218,867	\$1,976	\$0	\$20,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$20,000)	\$138,835	\$118,835	\$0
2 Preliminary Design	\$0	\$265,073	\$265,073	\$0
3 Final Design	\$0	\$342,478	\$308,231	\$34,247
4 Implementation	\$0	\$1,235,376	\$685,202	\$550,174
5 Closeout	\$0	\$237,105	\$0	\$237,105
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$20,000)	\$2,218,867	\$1,377,341	\$821,526

NARRATIVES TDC NORTHGATE TC DEMO 1133920

1. CURRENT 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 TOD Program, previously part of a common appropriation.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC NORTHGATE TC DEMO

1133920

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. 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. Approximately \$2.2 M is being reappropriated from project 1116057 TD NORTHGATE TOD BUDGET to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This project is currently in the planning phase.

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

Key agencies involved in include Sound Transit, City of Seattle's Department of Transportation and Department of Planning & Development, Public Health - Seattle King County, Puget Sound Regional Council and Washington State Department of Transportation.

11. ART ELIGIBILITY

Not Art Eligible - Demolition

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Demolition activities will follow King County's Green Building Ordinance.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC NORTHGATE TC DEMO	1133920
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC TECH PROGRAM MGMT

1134100

Master Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC TECH PROGRAM MGMT
Substantial Completion	01/01/2029
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/28	\$0	\$1,049,742	\$1,048,306	\$1,049,742	\$3,147,790
2 Preliminary Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
4 Implementation 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
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	\$0	\$1,049,742	\$1,048,306	\$1,049,742	\$3,147,790

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,049,742	\$1,048,306	\$1,049,742	\$3,147,790
Total Revenue	\$1,049,742	\$1,048,306	\$1,049,742	\$3,147,790

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC TECH PROGRAM MGMT				1134100
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$1,049,742	\$1,048,306	\$1,049,742	\$3,147,790
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	\$1,049,742	\$1,048,306	\$1,049,742	\$3,147,790

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$1,049,742	\$1,049,742	\$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	\$1,049,742	\$1,049,742	\$0

NARRATIVES	TDC TECH PROGRAM MGMT	1134100
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1. CURRENT PROJECT SCOPE

Technology Program Management - This project involves planning for programs and projects within the technology sub portfolio. Program management activities will ensure adequate coordination with Operations and Vehicle Maintenance Divisions, Technology Project Delivery, Operations Systems, Fleet Purchasing, and Fixed Assets and other groups internal to Metro to meet their needs. The project scope of work will also include prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. Project also involves monitoring projects for progress and changes in scope, schedule and budget; adapting other projects within the programs to maintain the program benefits; and tracking interdependencies and coordinate with projects in other programs. An important element of this work will be understanding the scope and business requirements of the existing projects and participation in the Technology Steering Committee. This ongoing work will feed a Metro-wide process for consideration of Technology needs and priorities for development of future budgets' investment in capital technology projects.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC TECH PROGRAM MGMT

1134100

2. PROGRAMMATIC PROJECT DISCUSSION

The Technology sub portfolio contains the following programs: Asset Management; Customer Information Management; Data Analytics and Reporting; Networks, Tools, and Communications; Safety and Security; Service Delivery; and Service Development.

3. PROJECT JUSTIFICATION

Coordination of technology with Metro programs is critical to keeping Metro's operating systems current with state of technology, ensuring reliable operations of our mobility and customer services, and supporting all transit business needs. 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 to completion. Benefits include setting projects on a path of steady progress towards completion and 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.

5. BUDGET REQUEST BASIS

The request is based on staffing in the capital planning and program management organization chart responsible for the Planning and Portfolio Coordination duties within the Technology sub portfolio. A modest amount of professional services are estimated to augment staff expertise. A PPM IV and one business analyst will conduct program management activities.

6. FUNDING AND REVENUE DISCUSSION

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

NA

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art Eligible - Planning project.

12. EQUITY AND SOCIAL JUSTICE IMPACT

ESJ consideration is 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.

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC TECH PROGRAM MGMT	1134100
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC ONLINE REDUCD FARE REG

1134101

IT Project, Baseline Required

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	02/29/2020
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 05/01/19 - 07/31/19	\$0	\$51,429	\$0	\$0	\$51,429
2 Preliminary Design 08/01/19 - 09/30/19	\$0	\$80,709	\$0	\$0	\$80,709
3 Final Design 10/01/19 - 11/30/19	\$0	\$123,852	\$0	\$0	\$123,852
4 Implementation 12/01/19 - 02/29/20	\$0	\$599,769	\$0	\$0	\$599,769
5 Closeout 03/01/20 - 04/30/20	\$0	\$15,079	\$0	\$0	\$15,079
6 Acquisition 08/01/19 - 11/30/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$870,838	\$0	\$0	\$870,838

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$870,838	\$0	\$0	\$870,838
Total Revenue	\$870,838	\$0	\$0	\$870,838

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC ONLINE REDUCD FARE REG					1134101
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$51,429	\$0	\$0	\$51,429	
2 Prelim Design	\$0	\$0	\$80,709	\$0	\$0	\$80,709	
3 Final Design	\$0	\$0	\$123,852	\$0	\$0	\$123,852	
4 Implementation	\$0	\$0	\$599,770	\$0	\$0	\$599,770	
5 Closeout	\$0	\$0	\$15,079	\$0	\$0	\$15,079	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$870,839	\$0	\$0	\$870,839	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$51,429	\$0	\$0	\$0
2 Preliminary Design	\$0	\$80,709	\$0	\$0	\$0
3 Final Design	\$0	\$123,852	\$0	\$0	\$0
4 Implementation	\$0	\$599,769	\$0	\$0	\$0
5 Closeout	\$0	\$15,079	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$870,838	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$51,429	\$51,429	\$0
2 Preliminary Design	\$0	\$80,709	\$80,709	\$0
3 Final Design	\$0	\$123,852	\$123,852	\$0
4 Implementation	\$0	\$599,769	\$599,770	(\$1)
5 Closeout	\$0	\$15,079	\$15,079	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$870,838	\$870,839	(\$1)

NARRATIVES

TDC ONLINE REDUCD FARE REG

1134101

1. CURRENT PROJECT SCOPE

Online Reduced Fare Registration - This project supports the development of an online HIPAA & PPI compliant application/service for reduced fare passes. Currently, customers who apply for a Regional Reduced Fare Permit based on their disability or a low-income ORCA LIFT card are required to do so in person in order to validate their eligibility. This project will design and implement a web-based application would allow our customers to enroll and prove their eligibility online, where they can choose the type of pass/permit needed (low-income, youth, senior, or disabled), enter their personal information, and upload their documentation and photo online. Once implemented, all reduced fare programs - including low-income and disabled - will be available online.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC ONLINE REDUCD FARE REG

1134101

3. PROJECT JUSTIFICATION

While other reduced fare types - senior and youth - for example- can apply for reduced fare status in person or by mail with a completed application and proof of age, our low-income and differently-abled customers must apply and provide proof of income or disability in person at the King Street Center Customer Service office or one of our authorized service centers. Because low-income and disabled customers often have time or mobility constraints that can complicate their efforts to prove their eligibility for these reduced fares, Metro Transit proposes a web-based portal or application which would allow these customers to apply online. The project is in line with King County's vision for Equity and Social Justice (ESJ). In 2017, the King County Council mandated that ORCA lift registrations be increased and made more accessible to the public by increasing outreach. Providing an online application for reduced fare programs would increase accessibility and registrations while following King County's ESJ goals and supporting Metro's goals for excellent customer service.

This project supports the following Metro Transit Goals: Goal 2: Human Potential: Provide public transportation products and services that add value throughout King County and that facilitate access to jobs, education, and other destinations; and Goal 5: Service Excellence: Promote robust public engagement that informs, involves, and empowers people and communities and increase customer and public access to understandable, accurate and transparent information.

4. PROJECT BENEFITS/OUTCOMES

The project's main benefits are external and customer facing. The ORCA system does not currently support an online application process for certain reduced fares and cards. The current proof of eligibility requirement places an unfair burden on some of the most vulnerable people in our county, the disabled and low-income. Providing an online application tool would: (1) substantially increase accessibility while following King County's Equity and Social Justice (ESJ) goals and supporting Metro's goals for excellent customer service, (2) reduce barriers for senior, disabled and low-income riders who are currently required to apply in-person and (3) allow customers to apply on their own time, after work, evening or on weekends.

Once this project is complete, we anticipate an increase in the number of low-income ORCA LIFT and RRFp registrations processed online and a corresponding reduction of in-person customers in our Customer Service Center. We believe we will see an increase in the first year following implementation. For measurement purposes, we currently receive zero online applications for these fare categories as the ability to apply for a reduced fare product/card does not currently exist in the ORCA card system. The baseline for ORCA LIFT registration is currently at an average of 1,500 per month and the RRFp baseline average is 2,000 per month. Once the project is complete, we expect to see a 10% of ORCA LIFT and 25% of RRFp registrations move to the online platform.

5. BUDGET REQUEST BASIS

Budget estimates for the project are based on past experience with designing, developing, and testing of similar web projects. Transit will add functionality to the existing ORCA card purchase system. The budget is based on what it would take to design and deliver new functionality to an existing web-based system. This request covers all project phases from planning through closeout. It will cover the following project activities: project management, requirements and solution analysis, solution implementation, and project closeout.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Development of an online application is anticipated to reduce Customer Communication & Service's budget for the verifying agencies who are currently being paid for their services. The amount will depend on how quickly people start using the online service. We will still need to utilize these verification services to process certain financial and medical documents for customer eligibility, whether in person or online. This project is also expected to reduce the costs related to ORCA card inventory. Agencies are required to keep cards on hand to distribute to the customers who apply in person. These cards have a "hard" expiration date encoded in the card's chip which requires the stale inventory to be returned and destroyed then replaced with card inventory with a longer expiration date. The online application process will allow Metro Transit to reduce their on-hand or pre-issued ORCA card inventory which will lower the per card cost of the program.

8. PROJECT STATUS

Project is a new proposal and has not started.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC ONLINE REDUCD FARE REG

1134101

9. ALTERNATIVES ANALYSIS

Our current assumption (which will be revisited in the project planning and design stages) is that KCIT will either make updates to the current ORCA Lift Registry database or create a new database for the project. An alternative would be to explore an off the shelf product, but this would more than likely add additional time and increased costs to adapt the program to meet our needs.

10. OTHER AGENCY INVOLVEMENT

Although the ORCA cards issued are valid on all of the ORCA partners, the online application process would still follow the same requirements for verification as the other ORCA agencies. We are currently not planning on involving the partner agencies in the development of the application.

11. ART ELIGIBILITY

Not Art eligible, technology project

12. EQUITY AND SOCIAL JUSTICE IMPACT

This online application will be a system improvement that provides tangible benefits to our most vulnerable customers, including low-income, senior, youth, and people with disabilities. It would also expand access (determinants of equity) to transportation and increase mobility for these populations. Providing an online application process will allow the reduced fare customer the same opportunity and access to public transportation that a standard adult ORCA rider currently enjoys. The in-person requirement to prove eligibility adds an additional financial burden for the customer because they may need to take time off their work to drive to an enrollment site or - in the case of disabled riders - travel to our customer service center downtown where they will more than likely need to pay for parking.

An equity impact review is required for this project and will be completed as part of the project's planning phase.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

CIO and PSB Critical Success Factors and Conditions:

- 1) Evaluate and document changes to the current business process for impacts. Changes need to be agreed upon by Transit and other impacted agencies. Jointly (Transit, PH, DCHS, ...) and community orgs present to PSB and/or PRB.
- 2) KCIT engagement to build the application.
- 3) ART review is required; Security review is required.
- 4) Provide to PRB an updated Roadmap should any project on the roadmap be delayed and extended.
- 5) Complete an Equity Impact Review (EIR) by December 2018.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

This project will support both the "Digital Civic Engagement" and the "IT Mobility" objectives.

"Digital Civic Engagement" - Free residents and employees to interact and transact business when and where most appropriate and convenient. Providing an online application will substantially increase accessibility. This project will reduce barriers for senior, disabled and low-income people who are currently required to apply in-person. The change would also allow customers to apply on their own time, after work, evening or on weekends.

"IT Mobility" - Leverage IT platforms and tools to increase the opportunities, convenience, and audience engagement with Metro Transit's services. This project will help remove the barrier of in-person verification for remote areas of the county like Vashon, Enumclaw and the Eastside and promote public transportation. The policy of the "in-person" application process and the current system limitations is placing an unfair added barrier on a population of people who already are struggling with poverty, age, and/or disabilities. Providing online access to the reduced fare cards will not only help remove barriers for the customer, providing greater opportunities and convenience for our riders, but will also move Metro in the direction of equal treatment and accessibility to public transportation.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC ONLINE REDUCD FARE REG

1134101

16. PROJECT COMPLEXITY

Medium technical complexity due to the fact that processing eligibility paperwork can include sensitive personally identifiable information, including medical history and proof of income. Depending on how we implement this project, we may need to adhere to PCI-DSS guidelines and HIPAA requirements. Mitigation: The more work we do in the planning stages for this project the better, as it will help us clearly define what sorts of data and personal information need special protection. Resolving the issue of sensitive information early in the project will allow us to approach development with a clear understanding of what we need to implement.

Medium Business Complexity due to the fact that: (1) the system is highly visible and directly customer facing and (2) the project will impact other regional transit agencies using ORCA reduced fare plans. Mitigation: We do not plan on involving the partner agencies in the development of the application at this time, which will help simplify its complexity as we will be working on our own systems. Also, the online application process will follow the same requirements for verification as the other ORCA agencies, again reducing complexity by not changing key functionality or processes that support the system.

17. CAPACITY TO IMPLEMENT THE PROJECT

King County Metro and KCIT have the capacity to manage and complete this project. We have sufficient technical project managers on our Transit team to handle this project alongside our other commitments. As for KCIT, much of the work will involve the existing CCS team with some database expertise from a KCIT database specialist. Additionally, KCIT recently hired a data security and risk lead who will be able to offer in-house consultation for any HIPAA or PCI issues, should they arise.

18. PROJECT RISKS

1. (Low) - Overall project risk is expected to be relatively low because we are adding to an existing system and not impacting the business processes of our fellow regional Transit agencies. Mitigation: This is low risk, but we will coordinate our implementation very closely with KCIT and the CSS group. Also, we intend to restrict the business process impacts to Metro Transit so we will not need to integrate with other agencies.
2. (Medium) - As this project will develop system functionality that collects and manages sensitive data, we will need to identify and secure data covered by HIPAA or other data regulations. Appropriate standards for data security must be incorporated into the design and implementation of the project, increasing its complexity. KCIT recently hired a Data and Security professional who has been made aware of the potential HIPAA implications and will be available to review and assess our plans. Mitigation: We will identify the data elements that require special security measures early in the planning stage. We will also work closely with KCIT's new data security professional who has been made aware of the potential HIPAA implications and will be available to review and assess our plans.
3. (Medium) - Potential for Fraud: How will Transit ensure there is no fraud? Mitigation: While we can never eliminate all fraud, we can take concrete steps early in the project to make it more difficult. We intend to continue the verification process for these passes and fares, although there may be some process changes we'll need to make. We intend to consult with the Performance, Strategy, and Budget (PSB) team as well as with KCIT's new data security specialist. Also, we will research fraud mitigation strategies for this type of process during the planning and design stages of the project. Finally, we anticipate that our current customer service agents have seen attempts at fraud even with the in-person requirement and intend to work with them to get insight into how we currently review and assess the documentation requirements. If necessary, we will hire an online security consultant to advise us on common approaches to minimize fraud.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC HASTUS UPGR FROM V2014

1134104

IT Project, Baseline Required

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2021
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 07/01/19 - 09/30/19	\$0	\$204,704	\$0	\$0	\$204,704
2 Preliminary Design 10/01/19 - 12/31/19	\$0	\$874,704	\$0	\$0	\$874,704
3 Final Design 01/01/20 - 06/30/20	\$0	\$2,227,109	\$0	\$0	\$2,227,109
4 Implementation 07/01/20 - 06/30/21	\$0	\$2,988,481	\$0	\$0	\$2,988,481
5 Closeout 07/01/21 - 09/30/21	\$0	\$11,310	\$0	\$0	\$11,310
6 Acquisition 10/01/19 - 06/30/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$6,306,308	\$0	\$0	\$6,306,308

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$6,306,308	\$0	\$0	\$6,306,308
Total Revenue	\$6,306,308	\$0	\$0	\$6,306,308

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC HASTUS UPGR FROM V2014					1134104
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$204,704	\$0	\$0	\$204,704	
2 Prelim Design	\$0	\$0	\$874,704	\$0	\$0	\$874,704	
3 Final Design	\$0	\$0	\$2,227,109	\$0	\$0	\$2,227,109	
4 Implementation	\$0	\$0	\$1,506,522	\$1,481,959	\$0	\$2,988,481	
5 Closeout	\$0	\$0	\$0	\$11,310	\$0	\$11,310	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$4,813,039	\$1,493,269	\$0	\$6,306,308	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$204,704	\$0	\$0	\$0
2 Preliminary Design	\$0	\$874,704	\$0	\$0	\$0
3 Final Design	\$0	\$2,227,109	\$0	\$0	\$0
4 Implementation	\$0	\$2,988,482	\$0	\$0	\$0
5 Closeout	\$0	\$11,310	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$6,306,308	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$204,704	\$204,704	\$0
2 Preliminary Design	\$0	\$874,704	\$874,704	\$0
3 Final Design	\$0	\$2,227,109	\$2,227,109	\$0
4 Implementation	\$0	\$2,988,481	\$1,506,522	\$1,481,959
5 Closeout	\$0	\$11,310	\$0	\$11,310
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$6,306,308	\$4,813,039	\$1,493,269

NARRATIVES TDC HASTUS UPGR FROM V2014 1134104

1. CURRENT PROJECT SCOPE

HASTUS Upgrade From Version 2014 - This project upgrades Metro Transit's scheduling and operational support system (HASTUS) from the 2014 version currently in use to the 2018, newest version. The upgrade will primarily involve the vendor (GIRO) applying Metro Transit's existing customizations to the base HASTUS module. These customizations have been added to the base HASTUS application over a number of years and continue to be required to meet our specific business requirements and labor agreements. While GIRO will shoulder nearly all of the development work and configuration, Metro Transit staff will test the updated system extensively to verify that all required functionality works correctly.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC HASTUS UPGR FROM V2014

1134104

3. PROJECT JUSTIFICATION

The current HASTUS system is mission critical to Transit, and was last upgraded from version 2006 to version 2014 after a lengthy upgrade project. A more frequent upgrade cycle is recommended to help avoid the complexities and delays experienced with the previous upgrade. In addition, a substantial number of system improvements have been made by the HASTUS vendor each year since 2014. Upgrading to a more recent HASTUS version will offer additional Metro Transit additional functionality and improved system performance that will benefit both our operations and scheduling groups.

This project supports Metro Transit Goal 5: Service Excellence - Improve satisfaction with Metro's products and services and the way they are delivered. HASTUS plays a critical role in improving transit services by supporting complex scheduling and route assignments.

4. PROJECT BENEFITS/OUTCOMES

The HASTUS Upgrade will support one of Metro Transit's key technology investments by updating an older version of the HASTUS application to the latest version for additional functionality, better performance, and improved stability. This project expects to realize the following benefits: (1) integrate Metro Transit's customizations with the base application for improved stability and performance and (2) maintain and support our technical investments by upgrading and improving older technology. Upgrading Metro Transit's mission critical HASTUS system at a regular cadence will help mitigate the risks of an inherently complex system upgrade and increase the likelihood of success. The updates and system changes will tend to be smaller, easier to adapt, test, and validate. This will also allow business owners and support staff to easily leverage the benefits of new features, functionality, and options with the upgrade. An upgraded, modern HASTUS implementation benefits Transit internal operations by providing business continuity and more effective tools for scheduling efficient and reliable transit service as well as managing daily transit base operations and staffing.

The success metrics for this upgrade are straightforward: We will have achieved success when the current system is upgraded to the latest version and fully operational, with all current (and pending) custom functionality integrated into the base system.

5. BUDGET REQUEST BASIS

The requested budget will fund the effort to upgrade from HASTUS version 2014 to HASTUS version 2018. The budget funds the effort from project start up and planning through implementation and includes the cost of the upgraded HASTUS software, vendor services from GIRO (the HASTUS vendor), KCIT staff time, and Transit staff to support the project. Costs for the upgraded HASTUS software and contractor services have been estimated by the contractor; other costs were estimated based on the previous HASTUS Upgrade.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Operating costs are not expected to increase substantially due to the upgrade.

8. PROJECT STATUS

Project is a new proposal and has not started.

9. ALTERNATIVES ANALYSIS

Conducting the HASTUS Upgrade in a timely manner as proposed increases the likelihood of success and provides county and contract staff with ample opportunity to prepare for the effort. Delaying the system upgrade would increase the complexity, risk, and resource requirements of the effort. HASTUS is one of Metro's mission critical systems and it would not be practical at the present time to entertain alternative software packages as Metro Transit has invested heavily in system customizations and intends to use a new HASTUS module to support the Service Planning team as well as two other proposed projects that rely on HASTUS data or functionality.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art eligible, IT Project

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC HASTUS UPGR FROM V2014

1134104

12. EQUITY AND SOCIAL JUSTICE IMPACT

An equity impact review is required for this project and will be completed as part of the project's planning phase.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

The HASTUS Upgrade - as well as the HASTUS Program as a whole - will participate in an external quality assurance effort, to be funded by project contingency. This effort will analyze and assess how well the project is managed and offer best practices advice that we will use to inform our implementation.

CIO and PSB Critical Success Factors and Conditions:

- 1) Agency Director, PSB and CIO will need to sign off on any customizations.
- 2) EIR is required.
- 3) External QA is required.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

The HASTUS Upgrade project supports the "Data Driven" objective. "Data Driven": Once completed, this project will provide Metro Transit staff with the latest HASTUS functionality and backend database for increased data utilization and analysis as well as a HASTUS platform that is fully integrated across modules that share - and utilize - common data elements. The project will increase Transit staff's ability to utilize, analyze, and report on HASTUS data for more effective business processes and decisions

16. PROJECT COMPLEXITY

Medium business complexity: HASTUS is a large, multifaceted system that supports a significant portion of Metro Transit's service planning, development, and operational needs. Several teams rely on this application and have overlapping needs, which could complicate the implementation and testing of the system. Mitigation: The project team intends to work closely with the vendor and current staff to ensure a seamless implementation. While the upgrade is very expansive and labor-intensive, Metro Transit, KCIT and GIRO have knowledge and experience with the necessary technical work from the previous upgrade. HASTUS user groups will be heavily involved in planning upgrade activities to mitigate potential operational impacts on the production system and Transit staff.

Medium technical complexity due to the need to integrate customizations made over the past decade into the base HASTUS system. Mitigation: Transit has already implemented these customizations alongside the core application and needs to integrate them into the base system for better stability and ease of support. In the future, Transit intends to eliminate or limit customizations to the HASTUS System and will try to adapt Metro Transit's tools and processes to existing application functionality. In addition, Transit will pay special attention to the customizations that are being integrating with the core platform as this is a prime area for bugs and integration problems. Transit will rely on business users as well as KCIT analysts to thoroughly test these areas before releasing the upgrade to production.

17. CAPACITY TO IMPLEMENT THE PROJECT

The proposed capital budget for this project addresses lessons learned from the previous HASTUS Upgrade 2014 project, including capital funding for scheduling and Transit operations as well as dedicated technical leads for design review, testing, and implementation support. A steering committee and full-time Transit project manager will also monitor and manage the project from cradle to implementation.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC HASTUS UPGR FROM V2014

1134104

18. PROJECT RISKS

1. (Medium) - Dedicated availability of technical and transit staff to support the project, based on prior experience with the previous HASTUS system upgrade. Mitigation: The proposed capital budget mitigates these risks by proposing significant technical and transit business resources, as well as contingency to address unanticipated changes to scope or schedule.
2. (High) - Transit intends to manage other HASTUS related projects in parallel with the system upgrade. This will introduce complexity to the core implementation effort as well as require careful planning and coordination of resources. Mitigation: Metro Transit recognizes that this project is but one of several related HASTUS projects that Transit wants to implement over the coming biennium. Metro intends to retain an external quality assurance team to analyze and assess how well the upgrade is managed as well as evaluate the health of the HASTUS program as a whole. In addition, the project will need to monitor the progress of related projects scheduled for completion prior to the upgrade, and coordinate the various technical efforts within the HASTUS environment among stakeholders.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC FARE ENFORC ENHANCMTS

1134106

IT Project, Baseline Required

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	09/30/2020
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 05/01/19 - 07/31/19	\$0	\$25,043	\$0	\$0	\$25,043
2 Preliminary Design 07/31/19 - 07/31/19	\$0	\$0	\$0	\$0	\$0
3 Final Design 08/01/19 - 01/31/20	\$0	\$231,298	\$0	\$0	\$231,298
4 Implementation 02/01/20 - 09/30/20	\$0	\$523,835	\$0	\$0	\$523,835
5 Closeout 10/01/20 - 12/31/20	\$0	\$11,310	\$0	\$0	\$11,310
6 Acquisition 08/01/19 - 01/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$791,486	\$0	\$0	\$791,486

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$791,486	\$0	\$0	\$791,486
Total Revenue	\$791,486	\$0	\$0	\$791,486

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC FARE ENFORC ENHANCMTS					1134106
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$25,043	\$0	\$0	\$25,043	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$231,298	\$0	\$0	\$231,298	
4 Implementation	\$0	\$0	\$523,835	\$0	\$0	\$523,835	
5 Closeout	\$0	\$0	\$11,310	\$0	\$0	\$11,310	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$791,486	\$0	\$0	\$791,486	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$25,043	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$231,298	\$0	\$0	\$0
4 Implementation	\$0	\$523,835	\$0	\$0	\$0
5 Closeout	\$0	\$11,310	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$791,485	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$25,043	\$25,043	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$231,298	\$231,298	\$0
4 Implementation	\$0	\$523,835	\$523,835	\$0
5 Closeout	\$0	\$11,310	\$11,310	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$791,486	\$791,486	\$0

NARRATIVES TDC FARE ENFORC ENHANCMTS 1134106

1. CURRENT PROJECT SCOPE

Fare Enforcement Enhancements - This project replaces and modernizes the Portable Fare Transaction Processors (PFTP), the handheld devices used by fare enforcement officers (FEOs) to validate fare payments, with lightweight Android devices and software that will facilitate the automated data-push of citations to the cloud each night. Transit intends to leverage an existing City of Seattle contract with Gtechna (the software vendor) and will thereby implement the same architecture and business processes currently utilized by our business partner, Sound Transit.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC FARE ENFORC ENHANCMTS

1134106

3. PROJECT JUSTIFICATION

Fare Enforcement conducts almost 300,000 fare payment inspections per year and increases are projected with new routes and off-board fare payment. Fare Enforcement Officers (FEOs) currently carry telephones, cameras, as well as the PFTP device, which is large, bulky, and unwieldy. Replacing the PFTPs with new Android devices will allow the FEOs to use a single device, which when combined with VIX software, will be able to scan ORCA cards for proof of payment. The implementation of new devices and software will reduce customer interaction times and automate data collection. Reduced interaction times will allow an increase in the number of rider interactions as well as support better productivity from the FEOs. Finally, updating the devices and automating the data feed will save the FEOs approximately 4 hours a week of manual data entry. This project supports the following Metro Transit Goal: Goal 5: Service Excellence - Establish a culture of customer service and deliver services that are responsive to community needs.

4. PROJECT BENEFITS/OUTCOMES

The Fare Enforcement Enhancements Project expects to realize the following benefits:

- Manual Data Entry by Fare Enforcement Officers will be eliminated.
- Repair costs for end of life and fragile Portable Fare Transaction Devices (PFTPs) will be eliminated.
- With new enforcement devices, Fare Enforcement can procure new hardware on demand as the Rapid Ride program expands (PFTPs are no longer manufactured).
- New equipment will streamline FEO contact with the public and allow for increased numbers of fare scans each day.
- Fare Enforcement Officers will have a smaller technology profile (reduce number of devices FEOs carry).
- Fare Enforcement Officers can spend more time working in the field each week.

The success of this project will be measured with the following metrics:

- Manual Data Entry: FEOs currently spend at least four hours each week performing manual data entry in FEO offices. After implementation, manual data entry should be nearly eliminated.
- Equipment repair and maintenance costs: Equipment repair costs are expected to decrease by at least 80%. Current baseline is \$4,000-5,000 annually.
- Rider Contacts: Each FEO should interact with 500 riders each day. The current average is 400 contacts a day per FEO.
- Required Equipment: The amount of equipment that FEOs are required to carry will decrease by 75%. Currently, each FEO carries 4 devices, which will be replaced by a single Android device.

5. BUDGET REQUEST BASIS

The current budget request is based on vendor quotations for new hardware and software.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Project is a new proposal and not started.

9. ALTERNATIVES ANALYSIS

The alternative is to do nothing and continue using end of life equipment, thereby contributing to significant ongoing inefficiencies for the Fare Enforcement program.

10. OTHER AGENCY INVOLVEMENT

We will coordinate with Sound Transit and Community Transit when we replace the handheld devices.

11. ART ELIGIBILITY

Not Art eligible, technology project

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC FARE ENFORC ENHANCMTS

1134106

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will complete an Equity Impact Review (required for this project) by December 2018.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

CIO and PSB Critical Success Factors and Conditions:

- 1) KCIT ART review is required.
- 2) SaaS solution should be evaluated for implementation.
- 3) Engage KCIT Procurement for contracting.
- 4) Provide to PRB an updated roadmap should any project on the roadmap be delayed and extended.
- 5) Complete a lifecycle and a cost-benefit analyses of purchasing devices that will not be compatible with ngOrca expected in 2022.
- 6) Complete an Equity Impact Review (EIR) by December 2018.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

The Fare Enforcement Enhancements Project is consistent with County technology goals in the following ways:

Workforce Empowerment:

- Significant and continuous business process improvement
- More positive work environment
- Improved citizen value through higher levels of services and engagement

Data Driven:

- Better decisions in all aspects of government leads to a better run government
- Better response to rapidly changing business needs within and across agencies
- Better enables ability to partner with external collaborators
- Improved workplace efficiency through better performing business applications and reporting

16. PROJECT COMPLEXITY

Low technical complexity due to: (1) the focus of this project is to replace the current FEO hardware and integrate with VIX software to allow ORCA card scanning and (2) no integration is required with other county, city, or state systems. Mitigation: Talk with our fellow transit agencies and discuss lessons learned in order to proactively guard against known issues, problems, and challenges.

Low business complexity due to: (1) Fare Enforcement Team is also enthusiastic to modernize their approach and is highly receptive to a positive change in business practices and (2) FEOs will need training on the new hardware devices and may need to revisit their existing business processes. Mitigation: Work closely with Fare Enforcement to understand their current processes and challenges. Use that information to develop training and quick start programs that will minimize the challenges that come with new equipment or new processes.

17. CAPACITY TO IMPLEMENT THE PROJECT

FEO staff are eager to assist with the project and has promised full cooperation. A Metro Transit project manager as well as KCIT and vendor support will be available given current resourcing levels.

18. PROJECT RISKS

The project is not particularly risky in either a business or technical sense. The biggest risk is the obsolescence of the current PFTPs and their rates of failure. There is, however, a significant risk to not executing this project: the current hardware is beyond end of life and subject to failure/repair on a regular basis. The ability to procure the number of legacy devices currently needed is also problematic. Not moving forward with this project limits Metro's ability to expand the Fare Enforcement Program and increase productivity with modern business processes.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC EL SIGN IN FOR OPRORS

1134108

IT Project, Baseline Required

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	09/30/2019
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 02/28/19	\$0	\$31,301	\$0	\$0	\$31,301
2 Preliminary Design 02/28/19 - 02/28/19	\$0	\$0	\$0	\$0	\$0
3 Final Design 03/01/19 - 05/31/19	\$0	\$103,952	\$0	\$0	\$103,952
4 Implementation 06/01/19 - 09/30/19	\$0	\$612,640	\$0	\$0	\$612,640
5 Closeout 10/01/19 - 11/30/19	\$0	\$7,540	\$0	\$0	\$7,540
6 Acquisition 03/01/19 - 05/31/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$755,433	\$0	\$0	\$755,433

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$755,433	\$0	\$0	\$755,433
Total Revenue	\$755,433	\$0	\$0	\$755,433

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC EL SIGN IN FOR OPRTORS					1134108
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$31,301	\$0	\$0	\$31,301	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$103,952	\$0	\$0	\$103,952	
4 Implementation	\$0	\$0	\$612,640	\$0	\$0	\$612,640	
5 Closeout	\$0	\$0	\$7,540	\$0	\$0	\$7,540	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$755,433	\$0	\$0	\$755,433	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$31,301	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$103,952	\$0	\$0	\$0
4 Implementation	\$0	\$612,640	\$0	\$0	\$0
5 Closeout	\$0	\$7,540	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$755,432	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$31,301	\$31,301	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$103,952	\$103,952	\$0
4 Implementation	\$0	\$612,640	\$612,640	\$0
5 Closeout	\$0	\$7,540	\$7,540	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$755,433	\$755,433	\$0

NARRATIVES

TDC EL SIGN IN FOR OPRTORS		1134108
1. CURRENT 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 Labor 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		
N/A		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC EL SIGN IN FOR OPRTORS

1134108

3. PROJECT JUSTIFICATION

In 2017 Metro Transit worked with the U.S. Department of Labor to identify and address deficient pay practices for Transit Operators. In September of 2017 Metro and the DOL entered into a settlement agreement that included back pay for staff, business practice changes, and a commitment to implement an electronic time recording system for Transit operators. This project is necessary to comply with a December 2017 settlement agreement reached between Metro and the United States Department of Labor concerning improper time recording and pay practices. By implementing the system, Metro Transit will be able to reduce manual data entry work and eliminate four special duty staff positions currently entering this information.

4. PROJECT BENEFITS/OUTCOMES

The project will implement hardware and software to ensure compliance with relevant federal and state mandates for wage and hour practices, ensure timely and accurate reporting, and streamline business processes required to track and manage transit operations costs. This project will address one of the agreements in the Metro Transit/Federal Department of Labor negotiated settlement from fall 2017. The project will deliver improvements to the existing operations time tracking system (HASTUS) to ensure that the system is accurate, easily accessible, automated, and environmentally responsible. The solution will automate the majority of current manual data entry. The solution supports business process changes that have eliminated the "15" minute extra requirement by electronically restricting early sign-ins to a three minute window prior to the new pre-trip time. At completion of the project, four special duty staff positions currently used to manually enter operations timekeeping data will be eliminated, with those staff returning their regular positions.

5. BUDGET REQUEST BASIS

Metro Transit worked with the KCIT Business Analysis service to document requirements, identify available technologies to meet the business need, and estimate costs for this project. The estimate assumes purchase of hardware and in-house (KCIT) design, implementation and integration support. The project will require: 1) a project manager, 2) software solutions, 3) vendor services, 4) network (Wireless) infrastructure, and 5) workstation deployment to implement the solution. This request covers all project phases from planning through closeout and will cover the following project activities: project management, requirements and solution analysis, solution implementation, and project closeout.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

The project will result in annual costs between \$68,000 and \$165,000 for KCIT hardware and software support, depending on which models are chosen for kiosks. This will be offset by a reduction of four special duty positions currently needed to manually enter the required timekeeping data that the system will collect.

8. PROJECT STATUS

Project is a new proposal and has not started.

9. ALTERNATIVES ANALYSIS

Multiple options were initially evaluated, including three vendor solutions. As the primary requirement is interoperability with the HASTUS software system, it was determined that using GIRO (HASTUS vendor) to configure HASTUS functionality is the least risky approach for a successful solution.

10. OTHER AGENCY INVOLVEMENT

The project will coordinate with the King County Information Technology department and the Business Resource Center to negotiate any necessary support or changes to integrated systems during planning. Direct impacts should be limited, this technology solution will implement new tools but use existing software and data points.

11. ART ELIGIBILITY

Not Art eligible, technology project

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will complete the Equity Impact Review (EIR) process (required for this project) by December 31, 2018.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC EL SIGN IN FOR OPRTORS

1134108

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

The Electronic Sign-In for Operators project - as well as the HASTUS Program as a whole - will participate in an external quality assurance effort, to be funded by project contingency. This effort will analyze and assess how well the project is managed and offer best practices and advice that we will use to inform our implementation.

CIO and PSB Critical Success Factors and Conditions:

- 1) Engage BRC, Records Mgmt. to evaluate for impacts and coordination and collaboration needs; report outcomes to PRB.
- 2) Provide to PRB an updated Roadmap should any project on the roadmap be delayed and extended.
- 3) EIR is required.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

This project supports the Workforce Empowerment objective. The solution, when delivered, will allow Transit operators to directly input their start and end times and provide coded justification for overtime worked, removing several layers of paper forms and secondary input.

16. PROJECT COMPLEXITY

This project has low technical complexity; it will use existing software with commercially available hardware to support a new data entry method. This project has moderate business complexity; the project affects the daily work practices of all transit operators and involves changes to work rules. Mitigation: The Transit operations training team will be used to roll out training to all affected staff.

17. CAPACITY TO IMPLEMENT THE PROJECT

Metro and KCIT resources are available for this work. This work will be prioritized with GIRO (HASTUS Vendor) to ensure that necessary vendor resources are available. This project has been sequenced against other HASTUS projects for prioritization and to ensure that vendor support limitations are adequately managed.

18. PROJECT RISKS

This project's main risk involves rolling out a new business process and tools to a large number of staff with varying levels of technical competence. To mitigate this, the solution has been designed to use a combination of badge swipe and touch screen technologies. Screens will be designed with simple menus and will be relatively self-explanatory. The Transit operations training group will work with the project to develop effective training and support materials, which will be provided to staff immediately before implementation.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC COMFORT STAT MGMT SYS

1134110

IT Project, Baseline Required

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	03/31/2020
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 03/31/19	\$0	\$56,332	\$0	\$0	\$56,332
2 Preliminary Design 04/01/19 - 05/31/19	\$0	\$91,268	\$0	\$0	\$91,268
3 Final Design 06/01/19 - 08/31/19	\$0	\$284,902	\$0	\$0	\$284,902
4 Implementation 09/01/19 - 03/31/20	\$0	\$406,099	\$0	\$0	\$406,099
5 Closeout 04/01/20 - 06/30/20	\$0	\$22,619	\$0	\$0	\$22,619
6 Acquisition 04/01/19 - 08/31/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$861,220	\$0	\$0	\$861,220

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$861,220	\$0	\$0	\$861,220
Total Revenue	\$861,220	\$0	\$0	\$861,220

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC COMFORT STAT MGMT SYS					1134110
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$56,332	\$0	\$0	\$56,332	
2 Prelim Design	\$0	\$0	\$91,268	\$0	\$0	\$91,268	
3 Final Design	\$0	\$0	\$284,902	\$0	\$0	\$284,902	
4 Implementation	\$0	\$0	\$406,099	\$0	\$0	\$406,099	
5 Closeout	\$0	\$0	\$22,619	\$0	\$0	\$22,619	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$861,220	\$0	\$0	\$861,220	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$56,332	\$0	\$0	\$0
2 Preliminary Design	\$0	\$91,268	\$0	\$0	\$0
3 Final Design	\$0	\$284,902	\$0	\$0	\$0
4 Implementation	\$0	\$406,099	\$0	\$0	\$0
5 Closeout	\$0	\$22,619	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$861,220	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$56,332	\$56,332	\$0
2 Preliminary Design	\$0	\$91,268	\$91,268	\$0
3 Final Design	\$0	\$284,902	\$284,902	\$0
4 Implementation	\$0	\$406,099	\$406,099	\$0
5 Closeout	\$0	\$22,619	\$22,619	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$861,220	\$861,220	\$0

NARRATIVES

1. CURRENT PROJECT SCOPE

Comfort Stations Management for Operators (CoSMOS) - This project will provide modern, sustainable tools to support more effective planning, scheduling, and management of restroom facilities for operators (comfort stations) along Metro Transit routes. Through this project, comfort station data will be added to Transit's current HASTUS system where it can be accessed by service planners and schedulers to plan and schedule Transit service and provide effective monitoring and reporting of comfort station locations and accessibility statistics. The HASTUS scheduling process will be configured to improve operators' access to comfort stations, and new reports will be developed to assess policy compliance.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC COMFORT STAT MGMT SYS

1134110

3. PROJECT JUSTIFICATION

Metro Transit currently plans and manages comfort station data (operator restrooms) using a mix of spreadsheets, HASTUS (Transit enterprise scheduling software) data, and highly manual, inefficient processes. A recently conducted Lean process improvement effort with Transit staff, the HASTUS vendor GIRO, and Transit senior management analyzed the current manual methods used for planning and scheduling comfort station access for transit operators. The group recommended incorporating comfort station data directly into HASTUS, where it will leverage Metro Transit's use of the recently acquired HASTUS Geo functionality that utilizes GIS map data and stop-based scheduling. The effort is considered a high priority for Metro Transit due to its potential benefits for ensuring that transit service planning and scheduling meets service guidelines for comfort station access. Once implemented, this tool will help Metro Transit: meet its own service guidelines for Comfort Stations and meet Department of Labor guidance ensuring that transit operators will have ready access to Comfort Stations during their routes.

4. PROJECT BENEFITS/OUTCOMES

This project expects to realize the following benefits:

- Adding comfort station data, including GIS location and comfort station hours of operation, to HASTUS will enable effective data management and improved restroom access for approximately 4,600 transit operators.
- Transit staff will be able to identify trips which are out of compliance during the process of developing route schedules, allowing management to add new stations as necessary.
- Metro Transit will be better able to comply with Department of Labor & Industry regulations for transit operator access to restrooms. By ensuring that operators have adequate time to use Comfort Stations, Metro will improve transit operator safety and morale, and foster Metro's relationship with the transit operators' labor union, Amalgamated Transit Union Local 587.
- The system will allow the creation, modification and tracking of comfort station location and operating hours.
- The system will generate necessary reports to allow staff to monitor and assess performance over time.

Because this functionality will be completely new, Metro does not have a clear baseline against which to easily measure the success of the project. After implementation, Metro will develop a baseline against the service plan for the period prior to project implementation. To do this, Metro will create reporting functionality that will allow measurement of the percentage of trips that include appropriate comfort station identification. Ultimately, the project will be successful if 90%-95% of each week's scheduled trips followed by a scheduled layover have restroom access.

5. BUDGET REQUEST BASIS

The requested budget will fund the effort to add comfort station data to HASTUS for improved data management, service scheduling, and reporting. The budget will fund the project from initiation and planning through implementation and includes the cost of contractor services from GIRO, KCIT staff time, and Transit staff to support the project. Project costs were developed from estimates by GIRO, KCIT, and Transit project management staff.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

No additional operating budget impacts have been identified to date, as the project does not add new HASTUS licensing requirements or County staffing requirements.

8. PROJECT STATUS

Project is a new proposal and has not started

9. ALTERNATIVES ANALYSIS

Adding Comfort Station data to HASTUS is the preferred strategy as it leverages KCM's existing system and contractor and County expertise. The "do nothing" alternative would indefinitely delay the benefits of the project, including improved management of comfort station data, more effective scheduling and planning, and improved reporting and monitoring of service guidelines and DOL requirements.

10. OTHER AGENCY INVOLVEMENT

None expected at this time

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC COMFORT STAT MGMT SYS

1134110

11. ART ELIGIBILITY

Not Art eligible, technology project

12. EQUITY AND SOCIAL JUSTICE IMPACT

An equity impact review is required for this project. It will be completed as part of the project's planning phase.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

Pending funding request approval, the Comfort Station project - as well as the HASTUS Program as a whole - will participate in an external quality assurance effort, funded by project contingency release. This effort will analyze and assess how well the project is managed and offer best practices and advice that we will use to inform our implementation.

PSB-CIO Critical Success Factors and Conditions:

- 1) Confirm to PRB that a contract amendment is needed to accomplish this scope.
- 2) Provide to PRB an updated Roadmap should any project on the roadmap be delayed and extended.
- 3) EIR is required.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

This project supports the King County Strategic Information Technology Plan "Data Driven" objective. Specifically, the project will allow Transit service schedulers to utilize HASTUS to store, track, and analyze Comfort Station data with newly created reports, ensuring compliance with DOL and Union regulations.

16. PROJECT COMPLEXITY

The project is assessed as relatively low on both technical and business complexity, based on initial high level business and technical requirements that were discussed and analyzed by Transit staff and GIRO, the HASTUS contractor. The project scope and business impacts are relatively small as they affect a small number of HASTUS users within Transit. Technical complexity is also low, because the technical issues are well-understood and we are modifying a vendor product that has been in use at King County Metro for many years.

17. CAPACITY TO IMPLEMENT THE PROJECT

The proposed capital budget includes requested resources for Transit project management and Scheduling staff, as well as KCIT and GIS technical support to implement the project. A project steering committee will be formed in the project start up/planning phase of the effort.

18. PROJECT RISKS

The availability of sufficient, qualified technical and transit staff to support the project is a potential risk. Transit will mitigate this risk by proposing sufficient technical and transit business resources in the capital budget as well as adequate contingency to address unanticipated issues.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC FAREBOX REPL STUDY

1134161

Baseline Required

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	05/01/2020
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 04/30/20	\$0	\$356,964	\$0	\$0	\$356,964
2 Preliminary Design 04/30/20 - 04/30/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 04/30/20 - 04/30/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 04/30/20 - 04/30/20	\$0	\$0	\$0	\$0	\$0
5 Closeout 04/30/20 - 04/30/20	\$0	\$0	\$0	\$0	\$0
6 Acquisition 04/30/20 - 04/30/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$356,964	\$0	\$0	\$356,964

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$356,964	\$0	\$0	\$356,964
Total Revenue	\$356,964	\$0	\$0	\$356,964

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC FAREBOX REPL STUDY					1134161
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$356,964	\$0	\$0	\$356,964	
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	\$356,964	\$0	\$0	\$356,964	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$356,964	\$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	\$356,964	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$356,964	\$356,964	\$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	\$356,964	\$356,964	\$0

NARRATIVES

TDC FAREBOX REPL STUDY

1134161

1. CURRENT 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. This study would include first-hand data collection as necessary in addition to review of existing data sources and public outreach to analyze topics such as: evaluation of existing cash collection system including the costs associated with handling and processing cash payments on-board fixed-route vehicles; best practices review of peer agencies nationally and internationally with regard to speeding boarding, improving equity, and reducing costs associated with fare collection; identification of scenarios for evaluation, including replacement of farebox infrastructure or alternative scenarios; evaluation of scenarios with an emphasis on equity impacts and implications; and decision-making and identification of capital or operating projects as necessary to implement recommended solutions.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC FAREBOX REPL STUDY

1134161

3. PROJECT JUSTIFICATION

METRO CONNECTS envisions a dramatic expansion of service, in addition to a vastly improved customer experience, where service is fast and reliable, easy to understand and use, and where the agency applies innovative and creative thinking to keep pace with changing technology and customer expectations. Fare payment is one of the first contacts that many customers have with Metro service, and making sure fares are easy to pay is a critical component of customer service. Additionally, fare payment today can contribute significantly to service delays, as individuals board through a single door and present valid payment, either visually verified by the operator, validated by an ORCA reader, or by using the farebox to pay with cash or a paper ticket.

Existing fare payment infrastructure such as the fareboxes are over 20 years old. These fareboxes require significant maintenance (\$400,000 annually in 2013), and several components (motherboard, logic board, bill transporter, and coin validator) are no longer made by the manufacturer. Metro has not conducted analysis of this issue since a brief review was carried out in 2013. Detailed study is required to understand the costs, benefits, and considerations associated with possible paths forward.

4. PROJECT BENEFITS/OUTCOMES

The primary outcome of this project will be a clear path forward with respect to Metro's aging fareboxes. If a decision is made to replace the fareboxes, this study will produce the information needed to develop a capital or technology project for the 2021-2022 biennium. If a decision is made to pursue an alternative path, a plan outlining the necessary policy changes, capital projects, technology projects, operating changes, or other program components will be developed, with accompanying schedule and budget.

5. BUDGET REQUEST BASIS

The total budget request is to conduct an assessment of alternatives and to develop an implementation plan for the selected alternative. This effort is envisioned to be a consultant-led effort with Metro support. A project manager, project planner, and support from subject matter experts will make up the Metro support team. This planning effort could result in capital, technology, or operating projects in the 2021-2022 biennium and beyond. This is a planning level estimate based on previous experience in conducting similar projects.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

As part of the project's program development, no impacts to the operating budget are anticipated. During this phase, operating budget impacts (additions or reductions to operating and maintenance requirements) will be identified at the planning level for project capital budgets that will be developed for the 21/22 biennium. Any change in fare collection on-board fixed-route vehicles, or even a no-action scenario, will have implications for operating and vehicle maintenance costs.

8. PROJECT STATUS

The initial work in the 2019-2020 biennium will only include capital planning functions. The implementation plan will form the basis of subsequent project capital budgets and cash flows beginning in 2021.

9. ALTERNATIVES ANALYSIS

This project will examine at least two alternatives as part of the study.

10. OTHER AGENCY INVOLVEMENT

Partner agencies in the region have a range of policy and practice around fareboxes and will be involved as key stakeholders in this process. Metro has full jurisdiction of the relevant planning decisions.

11. ART ELIGIBILITY

Not Art Eligible, capital planning project

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC FAREBOX REPL STUDY	1134161
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC EASTGATE MOBILITY HUB

1134192

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	6
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2021
Location	14200 EASTGATE WY, Bellevue 98006: Eastgate P&R Bellevue
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 08/31/19	\$0	\$130,897	\$0	\$0	\$130,897
2 Preliminary Design 09/01/19 - 04/30/20	\$0	\$237,600	\$0	\$0	\$237,600
3 Final Design 05/01/20 - 12/31/20	\$0	\$641,650	\$0	\$0	\$641,650
4 Implementation 01/01/21 - 12/31/21	\$0	\$1,990,087	\$0	\$0	\$1,990,087
5 Closeout 01/01/22 - 06/30/22	\$0	\$115,347	\$0	\$0	\$115,347
6 Acquisition 09/01/19 - 12/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$3,115,581	\$0	\$0	\$3,115,581

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$31,156	\$0	\$0	\$31,156

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$3,115,581	\$0	\$0	\$3,115,581
Total Revenue	\$3,115,581	\$0	\$0	\$3,115,581

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC EASTGATE MOBILITY HUB					1134192
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$130,897	\$0	\$0	\$130,897	
2 Prelim Design	\$0	\$0	\$213,840	\$23,760	\$0	\$237,600	
3 Final Design	\$0	\$0	\$577,485	\$64,165	\$0	\$641,650	
4 Implementation	\$0	\$0	\$0	\$1,990,087	\$0	\$1,990,087	
5 Closeout	\$0	\$0	\$0	\$115,347	\$0	\$115,347	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$922,222	\$2,193,359	\$0	\$3,115,581	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$130,897	\$0	\$0	\$0
2 Preliminary Design	\$0	\$237,600	\$0	\$0	\$0
3 Final Design	\$0	\$641,650	\$0	\$0	\$0
4 Implementation	\$0	\$1,990,087	\$0	\$0	\$0
5 Closeout	\$0	\$115,347	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,115,580	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$130,897	\$130,897	\$0
2 Preliminary Design	\$0	\$237,600	\$213,840	\$23,760
3 Final Design	\$0	\$641,650	\$577,485	\$64,165
4 Implementation	\$0	\$1,990,087	\$0	\$1,990,087
5 Closeout	\$0	\$115,347	\$0	\$115,347
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$3,115,581	\$922,222	\$2,193,359

NARRATIVES

TDC EASTGATE MOBILITY HUB

1134192

1. CURRENT 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. Project elements will work together to improve circulation at and around the facility, and to improve accommodations for existing and new first/last mile access modes.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC EASTGATE MOBILITY HUB

1134192

3. PROJECT JUSTIFICATION

This project is an initiative of Metro's Connecting to Transit program. The program is developing a range of projects and pilots to get more value out of existing and committed capital and service investments by expanding first/last mile access to the transit system. By better accommodating existing and emerging first and last mile access modes, this project will reduce travelers' reliance on personal vehicles and bring more travelers within easy reach of the frequent transit service and critical connections available at Eastgate Park and Ride. Project elements will work together to improve circulation at and around the facility, and to improve accommodations for existing and new first/last mile access modes. These improvements will enhance functionality of Eastgate Park and Ride, transitioning it from a primarily peak period, car-to-bus transfer facility into an all-day, multi-modal mobility hub.

Metro Connects calls upon the use of innovation, partnerships, technology and shared modes – including transportation network companies, and other types of mobility providers and services to provide first/last mile solutions that improve access to Metro's fixed route services. Metro is developing new ways of partnering and doing business, and working to integrate innovative modes in the public transportation landscape. Metro has prioritized Eastgate as the first site for a mobility hub project because within a single facility, it embodies a full range of the opportunities and complexities Metro could encounter across other park and ride sites. These factors include: complex ownership and operational arrangements, fixed-route service provided by multiple transit agencies, high demand for parking from transit customers as well as unauthorized users, interest in service integration from operators of private and employer shuttles, and a jurisdictional vision for future TOD (transit-oriented development) in the area. Lessons learned from implementation at Eastgate will be applied to other Metro mobility hubs in subsequent projects.

4. PROJECT BENEFITS/OUTCOMES

This project will make transit more predictable and easier to navigate for customers by providing wayfinding and real-time information about transit arrivals and mobility services. It may expand first/last mile access options for all travelers, especially those who do not travel during peak times. It will improve safety and access to pedestrians and cyclists. It will provide transit riders with improved waiting areas, walkways and signage. It may create a safer, more seamless trip experience, regardless of the modes a traveler is transferring to and from. Long-range, it may catalyze transit-oriented development around Eastgate, consistent with the City of Bellevue's Comprehensive Plan and METRO CONNECTS' vision for compact development near transit.

5. BUDGET REQUEST BASIS

The budget request for this project was based on the standard planning, design and construction unit costs for representative facility elements including specific bicycle and pedestrian improvements, lighting, signage, and passenger amenities.

6. FUNDING AND REVENUE DISCUSSION

Metro anticipates applying for grant funding for use in 2021-2022.

7. OPERATING BUDGET AND OTHER IMPACTS

This project presents no impacts to the 2019-2020 operating budget. Impacts to subsequent biennia will depend upon the specific elements identified for implementation and what operational support will be needed to sustain them.

8. PROJECT STATUS

This project is in the early planning phase as Metro coordinates with the City of Bellevue and other stakeholders. Currently, Metro and the City of Bellevue are engaged in a planning/visioning effort. Planning work is expected to continue throughout 2018, followed by pre-design, final design and implementation complete in 2022.

9. ALTERNATIVES ANALYSIS

Alternatives will be developed and evaluated during planning for this project.

10. OTHER AGENCY INVOLVEMENT

Metro will coordinate closely with the City of Bellevue, WSDOT (the Washington State Department of Transportation) and Sound Transit on this project.

11. ART ELIGIBILITY

NA, Art Eligible

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC EASTGATE MOBILITY HUB

1134192

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project favorably impacts the following SCAP goals:

Goal Area 1 - Transportation and Land Use

- Transportation Choices: Strategy E - Expand pedestrian connectivity and bicycle parking at transit stations and park-and-ride lots to increase access to transit.
- Alternative Vehicles, Fuels and Technologies: Strategy A - Collaborate with private industry, community groups, utilities, and other agencies to build demand/markets and infrastructure for alternative vehicles, fuels and technologies.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC FACILITY IMPR PLANNING

1134193

Master Project

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/28	\$0	\$2,011,733	\$3,183,643	\$3,144,753	\$8,340,129
2 Preliminary Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
4 Implementation 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
5 Closeout 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/29 - 01/01/29	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$2,011,733	\$3,183,643	\$3,144,753	\$8,340,129

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$2,011,733	\$3,183,643	\$3,144,753	\$8,340,129
Total Revenue	\$2,011,733	\$3,183,643	\$3,144,753	\$8,340,129

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC FACILITY IMPR PLANNING					1134193
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$2,011,733	\$3,183,643	\$3,144,753	\$8,340,129	
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	\$2,011,733	\$3,183,643	\$3,144,753	\$8,340,129	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$2,011,733	\$2,011,733	\$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	\$2,011,733	\$2,011,733	\$0

NARRATIVES

TDC FACILITY IMPR PLANNING

1134193

1. CURRENT 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 complimentary manner; and tracking interdependencies and coordinating with projects in other programs.

2. PROGRAMMATIC PROJECT DISCUSSION

The Facility Improvements Sub Portfolio contains the following programs: Operational Capacity Growth, Access to Transit, Layovers, Comfort Stations and Operational Facility Improvements.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC FACILITY IMPR PLANNING

1134193

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

The budget 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

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

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art Eligible, capital planning project

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC FACILITY IMPR PLANNING	1134193
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC REDMOND LAYOVER

1134196

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	3
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	10/01/2022
Location	16201 NE 83RD ST, REDMOND 98052: Redmond Transit Center
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 09/30/19	\$0	\$180,292	\$0	\$0	\$180,292
2 Preliminary Design 10/01/19 - 09/30/21	\$0	\$63,331	\$0	\$0	\$63,331
3 Final Design 10/01/21 - 09/30/22	\$0	\$271,948	\$0	\$0	\$271,948
4 Implementation 09/30/22 - 09/30/22	\$0	\$0	\$0	\$0	\$0
5 Closeout 09/30/22 - 09/30/22	\$0	\$0	\$0	\$0	\$0
6 Acquisition 10/01/19 - 09/30/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$515,571	\$0	\$0	\$515,571

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$515,571	\$0	\$0	\$515,571
Total Revenue	\$515,571	\$0	\$0	\$515,571

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC REDMOND LAYOVER					1134196
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$180,292	\$0	\$0	\$180,292	
2 Prelim Design	\$0	\$0	\$63,331	\$0	\$0	\$63,331	
3 Final Design	\$0	\$0	\$22,094	\$249,853	\$0	\$271,947	
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	\$265,717	\$249,853	\$0	\$515,570	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$180,292	\$0	\$0	\$0
2 Preliminary Design	\$0	\$63,331	\$0	\$0	\$0
3 Final Design	\$0	\$271,948	\$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	\$515,571	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$180,292	\$180,292	\$0
2 Preliminary Design	\$0	\$63,331	\$63,331	\$0
3 Final Design	\$0	\$271,948	\$22,094	\$249,854
4 Implementation	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$515,571	\$265,717	\$249,854

NARRATIVES TDC REDMOND LAYOVER 1134196

1. CURRENT 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

N/A

3. PROJECT JUSTIFICATION

This project will provide improvements to the speed and reliability of service and the operator environment by creating layover facilities in an optimal area near the Redmond Transit Center. Additionally this project contributes to Transit Oriented Development (TOD) and partnership goals by co-locating development of Layover Facilities with desirable and compatible land uses. This facility would be located at the terminus of the East Link rail project and would provide long term capacity for bus/rail integration.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC REDMOND LAYOVER

1134196

4. PROJECT BENEFITS/OUTCOMES

This project will increase service efficiency and improve the working environment for Bus Operators.

5. BUDGET REQUEST BASIS

The initial cost is a commitment to reimburse for land option payment in the event purchase is not successful or project is not feasible. Rough Order Magnitude estimate of consultant cost for layover siting with larger development.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

This project will reduce operating cost for travel time that would be incurred if traveling to a less optimally located layover facility.

8. PROJECT STATUS

This standalone project is ongoing from 2017-2018. The partnership is well established and ongoing coordination is in place. The property negotiation, being led by the partner, is underway.

9. ALTERNATIVES ANALYSIS

Site is optimally located and a partnership will be more cost effective than siting on property that Metro must purchase, construct and maintain alone.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art Eligible, project to be owned, developed, and constructed by others, whose art rules will apply.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SAFE ROUTES TO TR INV RR

1134197

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/19 - 12/31/24	\$0	\$4,939,489	\$2,251,655	\$3,494,026	\$10,685,170
5 Closeout 12/31/24 - 12/31/24	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/19 - 01/01/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$4,939,489	\$2,251,655	\$3,494,026	\$10,685,170

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$49,395	\$22,517	\$34,940	\$106,852

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$3,062,858	\$1,302,479	\$2,487,045	\$6,852,382
33340 - FEDERAL HIGHWAY ADMIN	\$951,631	\$0	\$0	\$951,631
33436 - WA ST DEPT TRANSPORTATION	\$925,000	\$0	\$0	\$925,000
36999 - OTHER MISC REVENUE	\$0	\$949,176	\$1,006,981	\$1,956,157
Total Revenue	\$4,939,489	\$2,251,655	\$3,494,026	\$10,685,170

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SAFE ROUTES TO TR INV RR				1134197
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,939,489	\$4,251,655	\$4,494,026	\$10,685,170
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$1,939,489	\$4,251,655	\$4,494,026	\$10,685,170

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$4,939,489	\$1,939,489	\$3,000,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$4,939,489	\$1,939,489	\$3,000,000

NARRATIVES TDC SAFE ROUTES TO TR INV RR 1134197

1. CURRENT 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.

2. PROGRAMMATIC PROJECT DISCUSSION

Safe Routes to Transit is Metro's program to develop and fund bike and walk improvements to reach transit services and facilities. This program will create an on-going stream to support access to transit improvements for RapidRide and other transit corridors in partnership with jurisdictions. Some grant funds are awarded and future grants will be sought. Funding for this program had historically been via the operating budget.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SAFE ROUTES TO TR INV RR

1134197

3. PROJECT JUSTIFICATION

Metro Transit'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 without dependence on driving. Some requested funds for 2019-2020 are revenue-backed from awarded grants. Future years assume revenue from other grants and partner cities, leveraging approximately 50% of costs.

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

The budget request cost estimates come from local city capital improvement programs and WSDOT published estimates for pedestrian and bicycle infrastructure improvements. Expenditures are assumed in the year before the corridor opens. The estimates include the 6 future Metro-funded RapidRide corridors and do not include SDOT-funded RapidRide corridors.

6. FUNDING AND REVENUE DISCUSSION

This project is funded by awarded State Regional Mobility Park & Ride Efficiency & Access grant (\$1.5M for this scope element to June 2019); awarded federal TAP grant (\$1.133M) for RR H Line SW 100th St; awarded state Eastside Bike share grant (\$175K to June 2019). Future grants expected and partnerships with jurisdictions at 50% match.

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Starting new program with 2019-2020 budget. Future projects are anticipated to help deliver high quality access to our services.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

City partners and King County Roads for use of their rights-of-way, Sound Transit for coordination with their Station Access planning.

11. ART ELIGIBILITY

NA, Art Eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC SAFE ROUTES TO TR INV RR	1134197
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC BASE SECURITY (TDC BASE SECURITY 2021-22)

1134198

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC BASE SECURITY 2021-22
Substantial Completion	
Location	All Transit Bases
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/21 - 06/30/21	\$0	\$0	\$60,491	\$0	\$60,491
2 Preliminary Design 07/01/21 - 12/31/21	\$0	\$0	\$133,271	\$0	\$133,271
3 Final Design 01/01/22 - 06/30/22	\$0	\$0	\$150,423	\$0	\$150,423
4 Implementation 07/01/22 - 06/30/23	\$0	\$0	\$1,490,916	\$0	\$1,490,916
5 Closeout 07/01/23 - 12/31/23	\$0	\$0	\$228,914	\$0	\$228,914
6 Acquisition 07/01/21 - 06/30/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$2,064,015	\$0	\$2,064,015

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$2,064,015	\$0	\$2,064,015
Total Revenue	\$0	\$2,064,015	\$0	\$2,064,015

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC BASE SECURITY 2021-22				1134198
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$60,491	\$0	\$60,491
2 Prelim Design	\$0	\$0	\$0	\$133,271	\$0	\$133,271
3 Final Design	\$0	\$0	\$0	\$150,423	\$0	\$150,423
4 Implementation	\$0	\$0	\$0	\$740,568	\$750,348	\$1,490,916
5 Closeout	\$0	\$0	\$0	\$0	\$228,914	\$228,914
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$1,084,753	\$979,262	\$2,064,015

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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	\$0
Total	\$0	\$0	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 BASE SECURITY 2021-22 1134198

1. CURRENT PROJECT SCOPE

Base Security 2021-2022 - This project is a placeholder for security investments that will be identified for 2021-2022. Activities to be funded include retrofit or installation of new security components in Transit facilities throughout the Metro system. The level of placeholder funding is consistent with past investments and is needed in order to maintain physical security at transit facilities. Specific investments will be defined in the next budget cycle.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BASE SECURITY 2021-22	1134198
4. PROJECT BENEFITS/OUTCOMES		
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC CB BODY TO VM CONVERT

1134199

Baseline Required, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	10/31/2021
Location	1270 6TH AVE S, SEATTLE 98134: Central Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/19 - 04/30/20	\$0	\$521,838	\$0	\$0	\$521,838
4 Implementation 05/01/20 - 10/31/21	\$0	\$6,896,385	\$0	\$0	\$6,896,385
5 Closeout 11/01/21 - 01/31/22	\$0	\$316,924	\$0	\$0	\$316,924
6 Acquisition 01/01/19 - 04/30/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$7,735,147	\$0	\$0	\$7,735,147

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$76,586	\$0	\$0	\$76,586

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$7,735,147	\$0	\$0	\$7,735,147
Total Revenue	\$7,735,147	\$0	\$0	\$7,735,147

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC CB BODY TO VM CONVERT				1134199
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$469,654	\$52,184	\$0	\$521,838
4 Implementation	\$0	\$0	\$2,439,511	\$4,456,873	\$0	\$6,896,384
5 Closeout	\$0	\$0	\$0	\$316,923	\$0	\$316,923
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$2,909,165	\$4,825,980	\$0	\$7,735,145

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$521,838	\$0	\$0	\$0
4 Implementation	\$0	\$6,898,385	\$0	\$0	\$0
5 Closeout	\$0	\$316,924	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$7,737,147	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$521,838	\$469,654	\$52,184
4 Implementation	\$0	\$6,896,385	\$2,439,511	\$4,456,874
5 Closeout	\$0	\$316,924	\$0	\$316,924
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$7,735,147	\$2,909,165	\$4,825,982

NARRATIVES

TDC CB BODY TO VM CONVERT

1134199

1. CURRENT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC CB BODY TO VM CONVERT

1134199

3. PROJECT JUSTIFICATION

Operational Capacity Growth planning requires the maximization of Central base parking capacity. Current Vehicle Maintenance Capacity is constraining the ability to utilize all available bus parking on property, due to the lack of Vehicle Maintenance Bays available in the Central Vehicle Maintenance Building. Four bays in Central Vehicle Maintenance are utilized for body work and must be relocated in order to convert those bays into Vehicle Maintenance bays to support the required increased capacity of central base. The four new vehicle maintenance bays will enable the full realization of available parking and support vehicle maintenance work from buses in the future expansion site. Utilization of existing Metro property is also being considered as part of 1129644 TDC CNTRL/ATL BASE EXP.

4. PROJECT BENEFITS/OUTCOMES

Four additional vehicle maintenance bays inside the Central Vehicle Maintenance Building.

5. BUDGET REQUEST BASIS

A full engineering analysis of the required components to convert Central Base Body Shop bays to vehicle maintenance bays, including rough order of magnitude (ROM) costing from subject matter experts, was performed in 2009. Escalation was applied to this costing, as well as additional premiums for current market conditions in the region.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

With the completion of Central Base Expansion in 2023, 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

New project.

9. ALTERNATIVES ANALYSIS

Alternatives considered were to do nothing and to expand other existing Metro bases. South Base and Central Base expansion were feasible; and expansion at the other Metro bases were considered to have fatal flaws.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

Transit service from the three bases that comprise Central Campus has the highest ridership and reaches many underserved communities where buses are the sole mode of travel in the Seattle proper area. There is a high demand for bus service within Seattle. Sound Transit U-Link stations at minority and/or low-income communities compel more bus service for multi-modal connections. In addition, recent transportation studies indicate people who live in Seattle are driving less, some foregoing cars altogether, and relying on Metro and Sound Transit for mobility. Transit's ability to continuing serving Seattle underserved neighborhoods can only happen with expanding operational base capacity.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC CB BODY TO VM CONVERT

1134199

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

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC CC BODY SHOP WELL CNTR

1134200

Baseline Required, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2024
Location	12100 E MARGINAL WY S, Tukwila 98168: Component Supply Center
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/19 - 12/31/19	\$0	\$524,991	\$58,332	\$0	\$583,323
3 Final Design 01/01/20 - 12/31/21	\$0	\$2,314,346	\$3,522,732	\$0	\$5,837,078
4 Implementation 01/01/22 - 06/30/24	\$0	\$28,393	\$30,942,563	\$48,182,962	\$79,153,918
5 Closeout 07/01/24 - 09/30/24	\$0	\$0	\$0	\$2,737,670	\$2,737,670
6 Acquisition 01/01/19 - 12/31/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$2,867,730	\$34,523,627	\$50,920,632	\$88,311,989

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$28,976	\$853,859	\$0	\$882,835

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$2,867,730	\$34,523,627	\$50,920,632	\$88,311,989
Total Revenue	\$2,867,730	\$34,523,627	\$50,920,632	\$88,311,989

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC CC BODY SHOP WELL CNTR				1134200
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$524,991	\$58,332	\$0	\$583,323
3 Final Design	\$0	\$0	\$2,314,346	\$3,558,904	\$0	\$5,873,250
4 Implementation	\$0	\$0	\$28,393	\$30,906,391	\$48,182,962	\$79,117,746
5 Closeout	\$0	\$0	\$0	\$0	\$2,737,670	\$2,737,670
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$2,867,730	\$34,523,627	\$50,920,632	\$88,311,989

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$583,323	\$0	\$0	\$0
3 Final Design	\$0	\$5,837,661	\$0	\$0	\$0
4 Implementation	\$0	\$79,153,919	\$0	\$0	\$0
5 Closeout	\$0	\$2,737,670	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$88,312,573	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$524,991	\$524,991	\$0
3 Final Design	\$0	\$2,314,346	\$2,314,346	\$0
4 Implementation	\$0	\$28,393	\$28,393	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$2,867,730	\$2,867,730	\$0

NARRATIVES TDC CC BODY SHOP WELL CNTR 1134200

1. CURRENT PROJECT SCOPE

Central Campus Body Shop and Wellness Center project - This project includes the construction of a 4-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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC CC BODY SHOP WELL CNTR

1134200

3. PROJECT JUSTIFICATION

Operational Capacity Growth program planning requires the maximization of Central Base bus and non-revenue vehicle parking capacity. Current vehicle maintenance capacity is constraining the ability to utilize all available bus parking on the property, due to the lack of vehicle maintenance bays available in the Central Vehicle Maintenance building. Four (4) bays in Central Vehicle Maintenance are currently utilized for body work and said body work must be relocated in order to convert the body work bays into vehicle maintenance bays. To regain much needed body shop capacity in the central business district, a Central Campus Body Shop must be constructed to support the displaced body work. Utilization of existing Metro property is being studied as part of this project - 1129644 TDC CNTRL/ATL BASE EXP.

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. Per the Metro Long Range Plan, that means adding 70% more service hours than currently provided, which requires an expanded bus fleet. High levels of growth are currently centered in the urban areas, particularly Seattle.

Except for Central and South Bases, Metro's other five (5) bases have little to no ability to expand. While the Long Range Plan urges the development of additional bases, the time-frame for building a new base and putting it into operation is approximately 15 years. Thus, Metro's ability to meet all expansion needs in the next 15 years rests with Central and South Bases.

4. PROJECT BENEFITS/OUTCOMES

Expanded Emergency Operations Center, expanded Security Monitoring Center, permanent Central Campus Wellness Center, and a 4-bay Central Campus Body Shop Facility.

5. BUDGET REQUEST BASIS

The requested budget accounts for the activities and costs associated with negotiations, feasibility studies, title reports and ALTA surveys, environmental due diligence, entitlements, appraisals/review appraisals, and the purchase prices. Work will be conducted by internal staff with support from consultants.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

With the completion of Central Base expansion in 2023, 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

New project

9. ALTERNATIVES ANALYSIS

Alternatives considered were to do nothing or to expand other existing Metro bases. South Base and Central Base expansion were feasible and expansion at the other existing Metro bases were considered to have fatal flaws.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

N/A, Art eligible

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC CC BODY SHOP WELL CNTR

1134200

12. EQUITY AND SOCIAL JUSTICE IMPACT

Transit service from the three bases that comprise Central Campus has the highest ridership and reaches many underserved communities where buses are the sole mode of travel in the Seattle proper area. There is a high demand for bus service within Seattle. Sound Transit U-Link stations at minority and/or low-income communities compel more bus service for multi-modal connections. In addition, recent transportation studies indicate people who live in Seattle are driving less, some foregoing cars altogether, and relying on Metro and Sound Transit for mobility. Transit's ability to continuing serving Seattle underserved neighborhoods can only happen with expanding operational base capacity.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

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

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC COMFORT STATION KENT

1134201

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	5
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	02/28/2022
Location	Kent Sounder Station
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/01/20 - 08/31/20	\$0	\$27,800	\$3,089	\$0	\$30,889
2 Preliminary Design 09/01/20 - 02/28/21	\$0	\$78,406	\$62,955	\$0	\$141,361
3 Final Design 03/01/21 - 08/31/21	\$0	\$0	\$208,748	\$0	\$208,748
4 Implementation 09/01/21 - 02/28/22	\$0	\$1,062	\$1,277,366	\$0	\$1,278,428
5 Closeout 03/01/22 - 08/31/22	\$0	\$0	\$345,252	\$0	\$345,252
6 Acquisition 09/01/20 - 08/31/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$107,268	\$1,897,410	\$0	\$2,004,678

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$1,062	\$18,974	\$0	\$20,036

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$107,268	\$1,897,410	\$0	\$2,004,678
Total Revenue	\$107,268	\$1,897,410	\$0	\$2,004,678

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC COMFORT STATION KENT				1134201
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$27,800	\$3,089	\$0	\$30,889
2 Prelim Design	\$0	\$0	\$78,406	\$62,955	\$0	\$141,361
3 Final Design	\$0	\$0	\$0	\$208,748	\$0	\$208,748
4 Implementation	\$0	\$0	\$0	\$1,278,428	\$0	\$1,278,428
5 Closeout	\$0	\$0	\$0	\$345,252	\$0	\$345,252
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$106,206	\$1,898,472	\$0	\$2,004,678

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$30,889	\$0	\$0	\$0
2 Preliminary Design	\$0	\$141,361	\$0	\$0	\$0
3 Final Design	\$0	\$208,748	\$0	\$0	\$0
4 Implementation	\$0	\$1,278,428	\$0	\$0	\$0
5 Closeout	\$0	\$345,252	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,004,678	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$27,800	\$27,800	\$0
2 Preliminary Design	\$0	\$78,406	\$78,406	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$1,062	\$0	\$1,062
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$107,268	\$106,206	\$1,062

NARRATIVES TDC COMFORT STATION KENT 1134201

1. CURRENT PROJECT SCOPE

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.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC COMFORT STATION KENT

1134201

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.

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

The budget request is based on cost metrics for the three comfort station projects that have progressed to construction in 2018, scaled up for this two bathroom facility. Funding is intended for planning and pre-design efforts in 2020. Additional funding for implementation to be requested in subsequent biennium.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget to be impacted by additional maintenance for the new comfort station.

8. PROJECT STATUS

This is a new standalone project.

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's participation is anticipated at this Kent Rail Station location.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The King County Green Building Ordinance is being followed, which 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. The project has the opportunity to advance Metro's sustainable infrastructure goals.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC COMFORT STATION KENT	1134201
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC COMFORT ST FUTURE #1 LBC

1134203

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	09/30/2020
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 03/31/19	\$0	\$29,989	\$0	\$0	\$29,989
2 Preliminary Design 04/01/19 - 09/30/19	\$0	\$125,484	\$0	\$0	\$125,484
3 Final Design 10/01/19 - 03/31/20	\$0	\$169,796	\$0	\$0	\$169,796
4 Implementation 04/01/20 - 09/30/20	\$0	\$586,358	\$0	\$0	\$586,358
5 Closeout 10/01/20 - 03/31/21	\$0	\$221,749	\$0	\$0	\$221,749
6 Acquisition 04/01/19 - 03/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,133,376	\$0	\$0	\$1,133,376

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$11,222	\$0	\$0	\$11,222

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,133,376	\$0	\$0	\$1,133,376
Total Revenue	\$1,133,376	\$0	\$0	\$1,133,376

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC COMFORT ST FUTURE #1 LBC				1134203
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$29,989	\$0	\$0	\$29,989
2 Prelim Design	\$0	\$0	\$125,484	\$0	\$0	\$125,484
3 Final Design	\$0	\$0	\$152,816	\$16,980	\$0	\$169,796
4 Implementation	\$0	\$0	\$528,844	\$57,514	\$0	\$586,358
5 Closeout	\$0	\$0	\$88,326	\$133,422	\$0	\$221,748
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$925,459	\$207,916	\$0	\$1,133,375

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$29,989	\$0	\$0	\$0
2 Preliminary Design	\$0	\$125,484	\$0	\$0	\$0
3 Final Design	\$0	\$169,796	\$0	\$0	\$0
4 Implementation	\$0	\$586,358	\$0	\$0	\$0
5 Closeout	\$0	\$221,749	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,133,376	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$29,989	\$29,989	\$0
2 Preliminary Design	\$0	\$125,484	\$125,484	\$0
3 Final Design	\$0	\$169,796	\$152,816	\$16,980
4 Implementation	\$0	\$586,358	\$528,844	\$57,514
5 Closeout	\$0	\$221,749	\$88,326	\$133,423
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,133,376	\$925,459	\$207,917

NARRATIVES TDC COMFORT ST FUTURE #1 LBC 1134203

1. CURRENT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC COMFORT ST FUTURE #1 LBC

1134203

3. PROJECT JUSTIFICATION

Transit participated in an eco-charrette with the International Living Futures Institute resulting in a recommendation that the comfort station project pursue Living Building Challenge Certification. Metro is committed to improving the availability of operator comfort stations by providing restroom facilities at operator layovers, and is consistent with Metro's strategy of "Enabling Employees To Do Top Quality Work". Following a State of Washington Labor & Industries (L&I) audit in 2014, Metro established its Comfort Station Policy and included it in the mitigation to improve restroom access. This policy defines acceptable facilities and the maximum distance from layovers. Permanent, constructed facilities are planned only when other alternatives, like 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 and a facility that achieves Living Building Challenge Certification. Benefit also includes development of a design for comfort stations that is LBC or highly sustainable that may be replicated in other projects.

5. BUDGET REQUEST BASIS

The budget request is to fund LBC enhancements to a standard Metro comfort station, and to conduct a pilot project case study. The funding addresses the LBC enhancements that will be added to a selected future comfort station project. The budget estimate is conceptual at this time with the funding request for 2019 to conduct the planning and pre-design efforts to establish the LBC implementation plan.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

The annual budget for maintenance of a typical comfort station is approximately \$30,000, but the impact of a Living Building Comfort Station is unknown.

8. PROJECT STATUS

This is a new standalone project.

9. ALTERNATIVES ANALYSIS

Alternatives Analysis will be completed during the design phase to assess higher efficiency alternatives and decision-making for construction activities that include energy and water consuming equipment. Permanent, constructed facilities are planned only when other alternatives, like use agreements with commercial establishments, are not available. Metro Transit participated in an eco-charrette with the International Living Futures Institute, which resulted in a recommendation that the comfort station project pursue the highest level Living Building Challenge Certification.

10. OTHER AGENCY INVOLVEMENT

Some imperatives required for Living Building Challenge Certification are being pursued at the County level and coordinated through the King County Green Tools Program. These include developing a materials pallet to standardize landscaping and maintenance choices and practices; Urban Agriculture and Habitat Exchange petals can be done at the county-level more efficiently and with greater impact; JUST label for King County/owner to cover all projects; possibly sharing a materials specialist and/or database for purchasing non-Red List materials (a requirement for certification). For Metro Transit projects, King County may need to work with jurisdictions on code requirements to build the LBC projects.

11. ART ELIGIBILITY

N/A, Art eligible

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC COMFORT ST FUTURE #1 LBC

1134203

12. EQUITY AND SOCIAL JUSTICE IMPACT

The Living Building Challenge includes criteria for Equity. There are several imperatives required for Living Building Certification. There is an opportunity for the County to attain a JUST Label, 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 (Policy guidance incorporates the ESJ Shared Values into analysis and decision-making for operations and service delivery) of the Plans, Policies, and Budgets area of the ESJ strategic plan.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

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. This is one of the two projects Metro Transit is proposing to pursue for certification. Achieving the Living Building Challenge certification for an Operator Comfort Station will be congruent with King County's efforts to deliver carbon-neutral services via electric buses, bus charging stations, and Green Direct energy. The project has the opportunity to advance Metro's sustainable infrastructure 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC COMFORT ST SLU ALOHA ST

1134205

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	2, 4
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2022
Location	TBD, Aloha Street
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/21 - 03/31/21	\$0	\$0	\$39,769	\$0	\$39,769
2 Preliminary Design 04/01/21 - 12/31/21	\$0	\$0	\$200,439	\$0	\$200,439
3 Final Design 01/01/22 - 06/30/22	\$0	\$0	\$228,516	\$0	\$228,516
4 Implementation 07/01/22 - 12/31/22	\$0	\$0	\$777,737	\$0	\$777,737
5 Closeout 01/01/23 - 06/30/23	\$0	\$0	\$272,142	\$0	\$272,142
6 Acquisition 04/01/21 - 06/30/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$1,518,603	\$0	\$1,518,603

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$15,186	\$0	\$15,186

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$1,518,603	\$0	\$1,518,603
Total Revenue	\$0	\$1,518,603	\$0	\$1,518,603

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC COMFORT ST SLU ALOHA ST				1134205
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$39,769	\$0	\$39,769
2 Prelim Design	\$0	\$0	\$0	\$200,439	\$0	\$200,439
3 Final Design	\$0	\$0	\$0	\$228,516	\$0	\$228,516
4 Implementation	\$0	\$0	\$0	\$777,737	\$0	\$777,737
5 Closeout	\$0	\$0	\$0	\$0	\$272,142	\$272,142
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$1,246,461	\$272,142	\$1,518,603

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$39,769	\$0	\$0	\$0
2 Preliminary Design	\$0	\$200,439	\$0	\$0	\$0
3 Final Design	\$0	\$228,516	\$0	\$0	\$0
4 Implementation	\$0	\$762,702	\$0	\$0	\$0
5 Closeout	\$0	\$272,142	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,503,568	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

1. CURRENT 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

NA

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC COMFORT ST SLU ALOHA ST	1134205
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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.

5. BUDGET REQUEST BASIS

The estimate is based on the analysis of the proposed location and cost of similar past efforts. There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

The annual budget for maintenance of a comfort station is approximately \$30,000.

8. PROJECT STATUS

New.

9. ALTERNATIVES ANALYSIS

Alternative locations were considered.

10. OTHER AGENCY INVOLVEMENT

Some coordination with the City of Seattle Department of Transportation is anticipated.

11. ART ELIGIBILITY

NA, Art Eligible.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC DT SEATTLE LF EASTLAKE

1134206

MPA Reporting, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	4
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	11/30/2020
Location	East of Eastlake btwn Harrison and Roy
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/18 - 09/30/18	\$0	\$1,359,279	\$0	\$0	\$1,359,279
3 Final Design 10/01/18 - 04/30/20	\$0	\$2,247,441	\$0	\$0	\$2,247,441
4 Implementation 05/01/20 - 11/30/20	\$0	\$14,113,550	\$0	\$0	\$14,113,550
5 Closeout 12/01/20 - 06/30/21	\$0	\$504,878	\$0	\$0	\$504,878
6 Acquisition 01/01/18 - 04/30/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$18,225,148	\$0	\$0	\$18,225,148

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$180,447	\$0	\$0	\$180,447

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$17,083,764	\$0	\$0	\$17,083,764
33436 - WA ST DEPT TRANSPORTATION	\$1,141,384	\$0	\$0	\$1,141,384
Total Revenue	\$18,225,148	\$0	\$0	\$18,225,148

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC DT SEATTLE LF EASTLAKE				1134206
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$1,359,279	\$0	\$0	\$0	\$1,359,279
3 Final Design	\$0	\$0	\$2,247,441	\$0	\$0	\$2,247,441
4 Implementation	\$0	\$180,447	\$13,933,103	\$0	\$0	\$14,113,550
5 Closeout	\$0	\$0	\$71,983	\$432,895	\$0	\$504,878
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$1,539,726	\$16,252,527	\$432,895	\$0	\$18,225,148

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$1,359,279	\$0	\$0	\$1,359,279
3 Final Design	\$0	\$2,247,441	\$0	\$0	\$0
4 Implementation	\$0	\$14,113,550	\$0	\$0	\$180,447
5 Closeout	\$0	\$504,878	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$18,225,148	\$0	\$0	\$1,539,726

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$1,359,279)	\$1,359,279	\$0	\$0
3 Final Design	\$0	\$2,247,441	\$2,247,441	\$0
4 Implementation	(\$180,447)	\$14,113,550	\$13,933,103	\$0
5 Closeout	\$0	\$504,878	\$71,983	\$432,895
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$1,539,726)	\$18,225,148	\$16,252,527	\$432,895

NARRATIVES TDC DT SEATTLE LF EASTLAKE 1134206

1. CURRENT 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 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC DT SEATTLE LF EASTLAKE

1134206

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

The budget estimate is based on professional consultant estimates with additional knowledge of similar projects. Funding for this request is for design and implementation in 2019-2020. 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. Approximately \$17 M is being reappropriated from project 1129343 TDC DT LAYOVER DESIGN to fund or partially fund this project.

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

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, Art eligible

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC DT SEATTLE LF EASTLAKE	1134206
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC DT SEATTLE LF PLANNING

1134209

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	01/01/2021
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/20	\$0	\$658,478	\$0	\$0	\$658,478
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
5 Closeout 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/21 - 01/01/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$658,478	\$0	\$0	\$658,478

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$658,478	\$0	\$0	\$658,478
Total Revenue	\$658,478	\$0	\$0	\$658,478

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC DT SEATTLE LF PLANNING					1134209
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$592,631	\$65,848	\$0	\$658,479	
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	\$592,631	\$65,848	\$0	\$658,479	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$658,478	\$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	\$658,478	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$658,478	\$592,631	\$65,847
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	\$658,478	\$592,631	\$65,847

NARRATIVES

TDC DT SEATTLE LF PLANNING

1134209

1. CURRENT PROJECT SCOPE

Downtown Seattle Layover Planning - This project will continue the existing partnership with the Seattle Department of Transportation to study opportunities for off-street layover to replace recently lost off-street layover at Convention Place Station, as well as displaced on-street layover. The scope will include site feasibility analysis, concept site evaluation, site schematics/conceptual costing, traffic/transit analysis, planning level financial analysis, site acquisition strategy, partner negotiation, stakeholder and steering committee coordination, land use and regulatory analysis, initial environmental review, and public outreach.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC DT SEATTLE LF PLANNING

1134209

3. PROJECT JUSTIFICATION

Throughout downtown Seattle, many curb zones are currently designated for bus layover for Metro, Community Transit, and Sound Transit. Many of these zones are competing for space in the right-of-way with other uses, including green street improvements, protected bike facilities, bike share stations, commercial loading, passenger loading, and vehicle parking. This pressure is most acute in dense urban areas because of the heavy demand for layover resulting from the large amount of transit service in these areas. Adequate and accessible layover bus layover is an essential component of transit service and system reliability. The 2040 service network identified in METRO CONNECTS anticipates up to a 50% increase in the demand for layover spaces. Metro will need to make significant investments in new, off-street facilities to meet this demand.

4. PROJECT BENEFITS/OUTCOMES

The objective of this project is to evaluate the layover environment in north and south downtown Seattle and provide recommendations for replacement off-street facilities. Recommendations approved by the Interagency Steering Committee would result in capital facility projects. Benefits of off-street layover are numerous and focus heavily on the Transit Core Mission. They include:

- Helping to keep buses on time and reliable throughout the day
- Freeing street space for other uses
- Moving "out of service" buses into off-street hubs instead of scattering them around city streets
- Improving workplace quality, safety, and security by providing safe and reliable restrooms and break areas for bus drivers and supervisors
- Supporting future extensions of bus service to new neighborhoods

5. BUDGET REQUEST BASIS

This budget will perform feasibility studies, concept level capital planning, interagency coordination, partnership negotiations, and public outreach. This effort is envisioned to be a Metro led effort with consultant support. A project manager from Mobility/Capital Planning plus subject matter experts from Design and Construction would be key staff during the duration of the project. This planning effort would result in capital projects for the 2021-2022 biennium and beyond. This is a planning level estimate based on previous experience in conducting feasibility analysis, interagency coordination, and outreach.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

This planning only phase would not result in impacts to the operating budget.

8. PROJECT STATUS

This is a new project. This project is designed to enable the necessary capital planning functions in the 2019-2020 biennium in order to continue the ongoing study process and partnership with the Seattle Department of Transportation. This effort will continue to locate, evaluate, and recommend new off-street layover projects that help maintain, grow and deliver the transit system according to METRO CONNECTS. Prior study efforts determined that thirty to thirty-five spaces are necessary in the north and ten to twenty spaces are necessary in the south downtown Seattle areas.

9. ALTERNATIVES ANALYSIS

This capital planning effort is inclusive of the program's alternatives analysis for off-street layover site feasibility and site control. Prior work has evaluated north and south downtown Seattle sites. This effort will develop new evaluation criteria and framework to find new off-street opportunities.

10. OTHER AGENCY INVOLVEMENT

The program is a joint effort between King County Metro and Seattle Department of Transportation. All sites to be developed will be reviewed and approved by the Interagency Steering Committee, comprised of senior management from King County Metro and City of Seattle, prior to moving to the pre-design phase. Other stakeholders include the Downtown Seattle Association and individual property owners.

11. ART ELIGIBILITY

Not Art Eligible, capital planning project

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC DT SEATTLE LF PLANNING	1134209
12. EQUITY AND SOCIAL JUSTICE IMPACT		
13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT		
Capital projects resulting from this program would incorporate sustainable design, construction, and operating and maintenance practices. Projects would comply with the Green Building and Sustainable Development Ordinance 17709 and strive to attain Platinum Level on the King County sustainable infrastructure 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC DT SEATTLE LF TAYLOR (TDC DT SEATTLE LF NORTH AREA)

1134212

MPA Reporting, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	4
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	03/31/2025
Location	223 Taylor Avenue, SEATTLE 98109: 223 Taylor Avenue, Seattle
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/18 - 01/31/22	\$0	\$813,201	\$372,145	\$0	\$1,185,346
3 Final Design 02/01/22 - 05/31/24	\$0	\$0	\$897,417	\$1,433,308	\$2,330,725
4 Implementation 06/01/24 - 03/31/25	\$0	\$67,406	\$13,372	\$3,989,614	\$4,070,392
5 Closeout 04/01/25 - 09/30/25	\$0	\$0	\$0	\$410,790	\$410,790
6 Acquisition 01/01/18 - 05/31/24	\$0	\$5,810,019	\$0	\$0	\$5,810,019
Total Budget	\$0	\$6,690,626	\$1,282,934	\$5,833,712	\$13,807,272

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$67,406	\$12,829	\$58,337	\$138,572

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$6,690,626	\$1,282,934	\$5,833,712	\$13,807,272
Total Revenue	\$6,690,626	\$1,282,934	\$5,833,712	\$13,807,272

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC DT SEATTLE LF NORTH AREA				1134212
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$813,201	\$385,517	\$0	\$1,198,718
3 Final Design	\$0	\$0	\$0	\$897,417	\$1,443,409	\$2,340,826
4 Implementation	\$0	\$0	\$67,406	\$0	\$4,390,303	\$4,457,709
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$5,810,019	\$0	\$5,810,019
Total Expense	\$0	\$0	\$880,607	\$7,092,953	\$5,833,712	\$13,807,272

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$1,385,209	\$0	\$0	\$0
3 Final Design	\$0	\$2,340,827	\$0	\$0	\$0
4 Implementation	\$0	\$6,292,083	\$0	\$0	\$0
5 Closeout	\$0	\$325,929	\$0	\$0	\$0
6 Acquisition	\$0	\$5,682,180	\$0	\$0	\$0
Total	\$0	\$16,026,228	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$813,201	\$813,201	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$67,406	\$67,406	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$5,810,019	\$0	\$5,810,019
Total	\$0	\$6,690,626	\$880,607	\$5,810,019

NARRATIVES

TDC DT SEATTLE LF NORTH AREA		1134212
1. CURRENT PROJECT SCOPE		
Downtown Seattle Layover Facility - This project is to design and construct the Taylor site as a long-term bus layover facility located at 223 Taylor, which includes the following major elements: 1) approximately eight 60-foot bus layover parking spaces; and 2) a comfort station/operations support building for transit operators, first-line supervisors, transit police, facilities maintenance staff, etc., forecast to include two water closets, a service quality office, Metro Transit operator break space, custodial closet, and service quality storage space.		
2. PROGRAMMATIC PROJECT DISCUSSION		
N/A		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC DT SEATTLE LF NORTH AREA

1134212

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

The budget estimate is based on professional consultant estimates with additional knowledge of similar projects. Funding for this request is for design in 2019-2020 and potential property acquisition.

6. FUNDING AND REVENUE DISCUSSION

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 will be completed in a subsequent phase of the project.

10. OTHER AGENCY INVOLVEMENT

City of Seattle is a partner agency, working cooperatively to amendment land use code necessary for development of the project.

11. ART ELIGIBILITY

N/A, Art eligible

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC DT SEATTLE LF NORTH AREA	1134212
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC EAGLE TRAILER LEASE

1134213

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2022
Location	11911 E MARGINAL WY S, Tukwila 98168: Property Near South Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/18 - 12/31/22	\$0	\$2,696,716	\$0	\$0	\$2,696,716
5 Closeout 12/31/22 - 12/31/22	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/18 - 01/01/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$2,696,716	\$0	\$0	\$2,696,716

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$2,696,716	\$0	\$0	\$2,696,716
Total Revenue	\$2,696,716	\$0	\$0	\$2,696,716

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC EAGLE TRAILER LEASE				1134213
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$551,106	\$830,814	\$1,314,796	\$0	\$2,696,716
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$551,106	\$830,814	\$1,314,796	\$0	\$2,696,716

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$2,696,716	\$0	\$0	\$551,106
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,696,716	\$0	\$0	\$551,106

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$551,106)	\$2,696,716	\$830,814	\$1,314,796
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$551,106)	\$2,696,716	\$830,814	\$1,314,796

NARRATIVES

1. CURRENT PROJECT SCOPE

Eagle Trailer Lease - This project involves a lease at 12119 East Marginal Way South, across from South Base, where new-coach preparation work will be relocated from the Component Supply Center; this allows the subsequent relocation of body work from Central Base to the Component Supply Center, which then allows the expansion of Central Base Vehicle Maintenance services by converting the vacated body work bays into vehicle maintenance bays. This lease is expected to provide said capacity until this project- 1134200 CC BODY SHOP WELL CNTR - is completed to provide the permanent body shop capacity.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC EAGLE TRAILER LEASE

1134213

3. PROJECT JUSTIFICATION

This project allows for the capacity needed to grow by providing the space needed to receive and outfit new coaches, resulting in additional body work bay capacity at Component Supply Center, which in turn results in additional maintenance bays at Central Base. This lease is expected to provide said capacity until this project -1134200 CC BODY SHOP WELL CNTR - is completed to provide the permanent body shop capacity.

4. PROJECT BENEFITS/OUTCOMES

This project ultimately generates vehicle maintenance capacity at Central Base. It provides the space needed to receive and outfit new coaches, resulting in additional body work bay-capacity at Component Supply Center, which in turn results in additional maintenance bays at Central Base. This lease is expected to provide said capacity until this project -1134200 CC BODY SHOP WELL CNTR - is completed to provide the permanent body shop capacity.

5. BUDGET REQUEST BASIS

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. Approximately \$600K is being reappropriated from project 1129642 TDC SOUTH BASE EXPANSION to fund or partially fund this project. Estimates leverage Real Properties triple net fee estimates plus monthly lease cost. 2019-2020 includes triple net fees, monthly lease cost, plus limited assumptions for building fit-out cost.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This project is ongoing with a lease signed in May 2018 as part of project 1129642 but is being converted from a task to a standalone project. Negotiations have been completed and a lease has been signed. Project is in the implementation phase involving outfitting the building with tenant improvements.

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 that 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. This project supports immediate expansion of interim capacity for new coach preparation and training.

10. OTHER AGENCY INVOLVEMENT

Metro currently operates and services an excess of 100 ST coaches. While Metro's current expansion plan does not take into consideration an increase in ST coaches that Metro will operate and service, it does allow Metro to continue servicing the current number of ST coaches in Metro's care.

Expansion may impact traffic, economy, sustainability, and equity & social justice.

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 will enable Transit to improve service to a growing minority and/or low-income population in south King County.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC EAGLE TRAILER LEASE	1134213
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC FACILITIES IMPR ADMIN

1134214

Master Project

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/28	\$0	\$409,901	\$648,684	\$640,760	\$1,699,345
2 Preliminary Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
4 Implementation 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
5 Closeout 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/29 - 01/01/29	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$409,901	\$648,684	\$640,760	\$1,699,345

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$409,901	\$648,684	\$640,760	\$1,699,345
Total Revenue	\$409,901	\$648,684	\$640,760	\$1,699,345

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC FACILITIES IMPR ADMIN					1134214
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$409,901	\$648,684	\$640,760	\$1,699,345	
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	\$409,901	\$648,684	\$640,760	\$1,699,345	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$409,901	\$409,901	\$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	\$409,901	\$409,901	\$0

NARRATIVES TDC FACILITIES IMPR ADMIN 1134214

1. CURRENT 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. General scope of work includes, but is not limited to: facilities improvement program support, coordinating liaison between operation and capital divisions to inform project sequencing, and implementing best practices for facilities operations and maintenance. This body of work is discrete for strategic facility planning as it relates to space planning, space optimization, continual improvement processes and integration with focus to Transit Facilities Division's processes.

2. PROGRAMMATIC PROJECT DISCUSSION

This dedicated resource will conduct program management activities for the Transit Facilities Division, including: coordination of project support within programs, feasibility studies, assess impacts, and consideration of benefits of the various projects within the programs, as well as track interdependencies and coordinate with projects in other capital programs and operational processes.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC FACILITIES IMPR ADMIN

1134214

3. PROJECT JUSTIFICATION

Metro will benefit from a dedicated resource to champion best practices to develop and support strategic capital and operating planning. This program may serve as an intermediary to the Facilities Master Plan, assisting with defining and documenting executable strategic facility plans and assisting with appropriate lifecycle management practices for Transit facilities real and personal property.

4. PROJECT BENEFITS/OUTCOMES

Documented and data driven program support for Metro Transit facilities management and implementation strategies, in support of a common vision.

5. BUDGET REQUEST BASIS

The budget is based on an anticipated staff resource required for the program to be successful.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This is a new programmatic project.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

May involve interviewing or consulting with other Transit agencies to incorporate industry best practices.

11. ART ELIGIBILITY

Not Art Eligible, capital planning project

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program will take into consideration opportunities for improvement and compliance with 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC FACILITIES IMPR ADMIN	1134214
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC FACILITIES IMPROVEMENTS

1134215

Master Project

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 04/30/19	\$0	\$210,131	\$0	\$0	\$210,131
2 Preliminary Design 05/01/19 - 08/31/19	\$0	\$84,408	\$0	\$0	\$84,408
3 Final Design 09/01/19 - 12/31/19	\$0	\$99,068	\$0	\$0	\$99,068
4 Implementation 01/01/20 - 09/30/20	\$0	\$1,424,988	\$0	\$0	\$1,424,988
5 Closeout 10/01/20 - 12/31/20	\$0	\$221,906	\$0	\$0	\$221,906
6 Acquisition 05/01/19 - 12/31/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$2,040,501	\$0	\$0	\$2,040,501

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$2,040,501	\$0	\$0	\$2,040,501
Total Revenue	\$2,040,501	\$0	\$0	\$2,040,501

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC FACILITIES IMPROVEMENTS					1134215
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$210,131	\$0	\$0	\$210,131	
2 Prelim Design	\$0	\$0	\$84,408	\$0	\$0	\$84,408	
3 Final Design	\$0	\$0	\$99,068	\$0	\$0	\$99,068	
4 Implementation	\$0	\$0	\$1,282,489	\$142,499	\$0	\$1,424,988	
5 Closeout	\$0	\$0	\$199,715	\$22,191	\$0	\$221,906	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$1,875,811	\$164,690	\$0	\$2,040,501	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$210,131	\$210,131	\$0
2 Preliminary Design	\$0	\$84,408	\$84,408	\$0
3 Final Design	\$0	\$99,068	\$99,068	\$0
4 Implementation	\$0	\$1,424,988	\$1,282,489	\$142,499
5 Closeout	\$0	\$221,906	\$199,715	\$22,191
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$2,040,501	\$1,875,811	\$164,690

NARRATIVES

TDC FACILITIES IMPROVEMENTS

1134215

1. CURRENT 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. 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

The program addresses three Metro Transit strategic goals: safety, sustainability and financial stewardship. 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. Planned projects include: reconfiguring work areas in existing Metro Transit facilities to accommodate staff growth and drainage mitigation at Ryerson base.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC FACILITIES IMPROVEMENTS

1134215

3. PROJECT JUSTIFICATION

This Program is the only capital fixed asset program that responds to new asset needs due to changes in business practices, technology or new regulations. Past examples are new lifts at vehicle maintenance 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, and new fuel additive dispensing system at vehicle maintenance bases as required by new fleet engines.

4. PROJECT BENEFITS/OUTCOMES

Providing funds for this work enables Metro to advance small scope projects in a timely manner. Without this program, Metro risks not being able to respond to near term or critical needs. Projects in this program further Metro Transit's goal of being a great place to work by improved employee morale.

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project will receive reappropriation of approximately \$2M from project 1116071 TD OP FACILITY IMP BUDGET (master), which is being discontinued. This program budget request is based on cost estimates of the sub-projects in its work plan.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Potential increased cleaning and added routine maintenance at Metro Transit Facilities, due to increased occupancy.

8. PROJECT STATUS

This is an new programmatic project.

9. ALTERNATIVES ANALYSIS

Alternatives analysis will be completed for each sub project.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art Eligible, primarily minor maintenance and rehabilitation 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC FACILITIES IMPROVEMENTS	1134215
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC FACILITY MASTERPLAN

1134216

Department	TRANSPORTATION
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	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/19 - 12/31/20	\$0	\$956,590	\$0	\$0	\$956,590
5 Closeout 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/19 - 01/01/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$956,590	\$0	\$0	\$956,590

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$956,590	\$0	\$0	\$956,590
Total Revenue	\$956,590	\$0	\$0	\$956,590

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC FACILITY MASTERPLAN				1134216
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$860,931	\$95,659	\$0	\$956,590
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$860,931	\$95,659	\$0	\$956,590

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$956,590	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$956,590	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$956,590	\$860,931	\$95,659
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$956,590	\$860,931	\$95,659

NARRATIVES

TDC FACILITY MASTERPLAN

1134216

1. CURRENT PROJECT SCOPE

Facility Master Plan - This project is the continued development of the Facility Strategic Plan & Facility Master Plan efforts (Bus Base Expansion focused effort started in 2017 and complete in 2018). The Plan will identify - via integration with Metro Connects, Mobility, and Strategic Planning - all Metro capital fixed assets required for Operational Capacity Growth, including bus bases, passenger facilities, Vanpool, Access, facilities maintenance locations, Metro back-end services (training, Revenue Processing Center, warehousing), etc.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC FACILITY MASTERPLAN

1134216

3. PROJECT JUSTIFICATION

Metro Connects established substantial capital investment needs across our service portfolio, furthered by the Metro Connects Capital Report. Detailed analysis of potential alternatives for supporting our Access fleets, facilities maintenance needs, and other service needs are essential to ensuring we are investing the correct dollars for the correct functions at the correct time. The previous Masterplan effort has focused largely, if not exclusively, on operating bases - this effort will supplement the rest of our system.

4. PROJECT BENEFITS/OUTCOMES

Benefits include: fully informed capital investments in new infrastructure; anticipation of and strategic planning for future challenges and investments; and responsible spending of tax dollars.

5. BUDGET REQUEST BASIS

This project is expected to be executed by a consultant with internal support from subject matter experts, project management, contract administration, and quality control.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

It is anticipated that the Facility Master Plan will be revisited on a regular basis, and that cycle is yet to be determined. It has the potential to require an operating budget, depending on the determined maintenance of the Plan.

8. PROJECT STATUS

This is a new standalone project.

9. ALTERNATIVES ANALYSIS

The need for a Facility Master Plan has been identified by Metro Capital Programs for sometime now. With the development Metro Connects, it became imperative to support responsible planning and spending. The alternative has been to not have a Facility Master Plan, which puts Metro in a position to be reactive to service growth needs and potentially limit the ability to increase service when needed.

10. OTHER AGENCY INVOLVEMENT

A consultant was procured for the development of the initial 2017-2018 Operating Facilities Focused Facilities Master Plan. As part of its development, peer transit agencies were interviewed to determine best practices and generate ideas for overcoming challenges. This inter-agency coordination and knowledge sharing will continue with the 2019-2020 Facility Master Plan Project focused on the remaining Metro facilities (park and rides, Vanpool distribution/maintenance, Access fleet, facilities maintenance locations, etc.)

11. ART ELIGIBILITY

Not Art Eligible, capital planning project

12. EQUITY AND SOCIAL JUSTICE IMPACT

This effort supports Equity and Social Justice in that it looks into the trends of where disadvantage population can be expected to grow, and Metro will use this information to strategically plan the appropriate supporting capital.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This effort supports by SCAP in that it will keep Metro up to date on the most current ways to reduce carbon pollution, maintaining sustainable transportation choices, and supporting zero emission fleets.

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC FACILITY MASTERPLAN	1134216
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC GH GARAGE REPAIR

1134217

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	05/31/2019
Location	11911 E MARGINAL WY S, Tukwila 98168: Property Near South Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 05/31/18 - 05/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 05/31/18 - 05/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 05/31/18 - 05/31/18	\$0	\$0	\$0	\$0	\$0
4 Implementation 06/01/18 - 05/31/19	\$0	\$1,015,463	\$0	\$0	\$1,015,463
5 Closeout 05/31/19 - 05/31/19	\$0	\$0	\$0	\$0	\$0
6 Acquisition 06/01/18 - 06/01/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,015,463	\$0	\$0	\$1,015,463

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,015,463	\$0	\$0	\$1,015,463
Total Revenue	\$1,015,463	\$0	\$0	\$1,015,463

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC GH GARAGE REPAIR					1134217
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$715,463	\$0	\$0	\$1,015,463	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$300,000	\$715,463	\$0	\$0	\$1,015,463	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$1,015,462	\$0	\$0	\$300,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,015,462	\$0	\$0	\$300,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$300,000)	\$1,015,463	\$715,463	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$300,000)	\$1,015,463	\$715,463	\$0

NARRATIVES

1. CURRENT PROJECT SCOPE

Tukwila Extension (former Group Health) Garage Repair - This project supports the repair/refit of the Group Health parking garage, including structural repairs, security system transfer to King County system, restriping, elevator repair, and other miscellaneous small works required to bring the parking garage up to Metro's standards. Decommissioning/demolition of the former Group Health building, and ongoing cleaning and maintenance of the garage are captured in other projects.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC GH GARAGE REPAIR

1134217

3. PROJECT JUSTIFICATION

Tier II Seismic report identified required structural upgrades to bring the facility in line with current seismic standards. Additionally, facility inspections occurring as part of the closing process identified deficiencies in the fire system and conveyance systems that must be addressed to provide a safe and efficient facility for Metro use. Further efforts to integrate the facility with King County Information Technology's data and security system, as well as provide a walkway between this property and the adjacent South Base are required to support the operational requirements.

4. PROJECT BENEFITS/OUTCOMES

600+ stall parking garage adjacent to South Base ready for Metro use. Supports Operational Capacity Growth efforts. Garage allows relocation of Component Supply Center Parking to this garage, which allows additional bus parking at the existing Component Supply Center Parking Lot.

5. BUDGET REQUEST BASIS

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. Approximately \$400K is being reappropriated from project 1129642 to fund or partially fund this project. King County in-house engineering staff prepared the rough order of magnitude estimates for repair and refit work of the general garage systems. A conveyance vendor provided the rough order of magnitude cost for the elevator refit work. Seismic retrofit cost was generated by a third party engineering firm during the execution of a Tier II seismic evaluation.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

There will be added operating costs for facilities maintenance and any necessary safety related staffing or equipment starting in 2019. This additional asset will also potentially increase utility bills, asset insurance, and other associated costs for capital assets.

8. PROJECT STATUS

This project is ongoing as part of project 1129642 but is being converted from a task to a standalone in 2019-2020. Project is currently in design phase.

9. ALTERNATIVES ANALYSIS

High level assessment conducted by Metro engineers, subject matter experts, and professional engineers yielded the activities budgeted in this request.

10. OTHER AGENCY INVOLVEMENT

City of Tukwila for permitting.

11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project indirectly supports Equity and Social Justice (ESJ) as it provides parking for King County employees that are necessary to support a fully functional Interim Base and South Annex Base. The aforementioned bases directly supports ESJ by providing much needed affordable transit service and jobs to a diverse population living in, and in some cases working in, more affordable, but growing, suburban areas; and by removing transportation barriers that directly affect equal access to higher compensating jobs, higher education, housing, advanced medical care, commerce and recreation.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project indirectly supports the Strategic Climate Action Plan (SCAP) as it provides parking for King County employees that are necessary to support a fully functional Interim Base and South Annex Base, and are unable to use public transportation from their home. The Interim Base and South Annex Base directly supports SCAP by providing mass transit to a larger population residing in growing communities, thereby reducing carbon pollution and maintaining sustainable transportation choices and supporting zero emission fleets.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC GH GARAGE REPAIR	1134217
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC INTERIM BASE

1134218

MPA Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	07/31/2020
Location	11911 E MARGINAL WY S, Tukwila 98168: Property Near South Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/18 - 12/31/18	\$0	\$555,824	\$0	\$0	\$555,824
3 Final Design 01/01/19 - 03/31/20	\$0	\$3,397,395	\$0	\$0	\$3,397,395
4 Implementation 04/01/20 - 07/31/20	\$0	\$9,612,200	\$0	\$0	\$9,612,200
5 Closeout 08/01/20 - 09/30/20	\$0	\$439,176	\$0	\$0	\$439,176
6 Acquisition 01/01/18 - 03/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$14,004,595	\$0	\$0	\$14,004,595

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$138,488	\$0	\$0	\$138,488

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$14,004,595	\$0	\$0	\$14,004,595
Total Revenue	\$14,004,595	\$0	\$0	\$14,004,595

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC INTERIM BASE				1134218
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$155,824	\$400,000	\$0	\$0	\$555,824
3 Final Design	\$0	\$0	\$3,057,655	\$339,740	\$0	\$3,397,395
4 Implementation	\$0	\$0	\$3,650,980	\$5,961,220	\$0	\$9,612,200
5 Closeout	\$0	\$0	\$395,258	\$43,918	\$0	\$439,176
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$155,824	\$7,503,893	\$6,344,878	\$0	\$14,004,595

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$555,824	\$0	\$0	\$155,824
3 Final Design	\$0	\$3,397,395	\$0	\$0	\$0
4 Implementation	\$0	\$9,612,200	\$0	\$0	\$0
5 Closeout	\$0	\$439,176	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$14,004,595	\$0	\$0	\$155,824

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$155,824)	\$555,824	\$400,000	\$0
3 Final Design	\$0	\$3,397,395	\$3,057,655	\$339,740
4 Implementation	\$0	\$9,612,200	\$3,650,980	\$5,961,220
5 Closeout	\$0	\$439,176	\$395,258	\$43,918
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$155,824)	\$14,004,595	\$7,503,893	\$6,344,878

NARRATIVES TDC INTERIM BASE 1134218

1. CURRENT PROJECT SCOPE

Interim Base - This project involves the construction of a temporary 125-bus transit base adjacent to South Base. Transit base will include vehicle maintenance functions (estimated 6 bays) via prefabricated or modular steel buildings as well as operator spaces (break, locker, restroom, dispatch, chief, superintendent) and miscellaneous other business functions required for base operations (safety, health and wellness, etc.) via portable buildings or temporary trailers. This facility will also support the development and beta testing of large scale depot-based electric bus charging infrastructure via temporary or de-mountable means.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC INTERIM BASE

1134218

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. Permanent facilities require substantial design and development timelines, exceeding the timeline necessary to increase our system capacity and provide desired service to our customer, birthing the concept for a temporary/non-traditional transit base. By using modular construction and deployable solutions on a existing county owned site, system capacity can be increased in the near term, providing relief to current overcrowded conditions.

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.

The current modeling of system-wide base capacity reflects that the current fleet surpasses optimal base capacity levels (LOS D). Transit would continue to be over-capacity even when additional parking is made available within the current fence line at Atlantic-Central bases by 2018. Over-capacity pose significant injury and damage related risks to base employees and coaches due to over-crowding and lowered yard visibility. Vehicle maintenance processes take longer due to over-crowding, and risks of cancelling service and inability to add service to meet the demands also increase.

4. PROJECT BENEFITS/OUTCOMES

- 1) Operational base with capacity for 125 buses by 2020. Charging capacity for electric buses on this site is expected by 2021.
- 2) 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.
- 3) 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
- 4) Support of economic growth by bringing new jobs to a diverse community

5. BUDGET REQUEST BASIS

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. Approximately \$10 M is being reappropriated from project 1129642 to fund or partially fund this project. Construction cost is based on rough order of magnitude estimates generated by Capital Program staff in coordination with third party consultants, in-house project management, and Design and Construction engineers. 2019-2020 funding supports the design and construction of the base facility and development and deployment of electric bus charging infrastructure.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

2020 Interim Base – With the opening of the Interim Base in 2020, located at South Base, 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

This project is ongoing as part of project 1129642 but is being converted from a task to a standalone in 2019-2020. Project is currently in the design phase.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC INTERIM BASE

1134218

9. ALTERNATIVES ANALYSIS

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.

10. OTHER AGENCY INVOLVEMENT

Metro currently operates and services an excess of 100 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) reviews property purchases on which FTA-supported projects may be located.

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.

11. ART ELIGIBILITY

NA, Art Eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project provides operational capacity needed to support the growth as discussed in Metro Connects. This project supports affordable transit service and jobs to a diverse population living and, in some cases working in, more affordable, but growing, suburban areas; and by removing transportation barriers that directly affect equal access to higher compensating jobs, higher education, housing, advanced medical care, commerce and recreation.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Provides mass transit to growing communities, thereby reducing carbon pollution and maintaining sustainable transportation choices and supporting zero emission fleets.

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

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC NB GARAGE VENTILATION

1134219

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	1
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2020
Location	2141 N 165TH ST, SHORELINE 98133: North Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 03/31/19	\$0	\$38,227	\$0	\$0	\$38,227
2 Preliminary Design 04/01/19 - 09/30/19	\$0	\$147,560	\$0	\$0	\$147,560
3 Final Design 10/01/19 - 12/31/19	\$0	\$76,187	\$0	\$0	\$76,187
4 Implementation 01/01/20 - 06/30/20	\$0	\$477,107	\$0	\$0	\$477,107
5 Closeout 07/01/20 - 10/31/20	\$0	\$44,034	\$0	\$0	\$44,034
6 Acquisition 04/01/19 - 12/31/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$783,115	\$0	\$0	\$783,115

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$7,754	\$0	\$0	\$7,754

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$783,115	\$0	\$0	\$783,115
Total Revenue	\$783,115	\$0	\$0	\$783,115

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC NB GARAGE VENTILATION					1134219
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$38,227	\$0	\$0	\$38,227	
2 Prelim Design	\$0	\$0	\$147,560	\$0	\$0	\$147,560	
3 Final Design	\$0	\$0	\$76,187	\$0	\$0	\$76,187	
4 Implementation	\$0	\$0	\$430,172	\$46,935	\$0	\$477,107	
5 Closeout	\$0	\$0	\$39,630	\$4,403	\$0	\$44,033	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$731,776	\$51,338	\$0	\$783,114	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$38,227	\$0	\$0	\$0
2 Preliminary Design	\$0	\$147,560	\$0	\$0	\$0
3 Final Design	\$0	\$76,187	\$0	\$0	\$0
4 Implementation	\$0	\$477,107	\$0	\$0	\$0
5 Closeout	\$0	\$44,034	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$783,115	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$38,227	\$38,227	\$0
2 Preliminary Design	\$0	\$147,560	\$147,560	\$0
3 Final Design	\$0	\$76,187	\$76,187	\$0
4 Implementation	\$0	\$477,107	\$430,172	\$46,935
5 Closeout	\$0	\$44,034	\$39,630	\$4,404
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$783,115	\$731,776	\$51,339

NARRATIVES

TDC NB GARAGE VENTILATION

1134219

1. CURRENT 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.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC NB GARAGE VENTILATION

1134219

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 2019-2020.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

May lead to additional maintenance and operating impacts.

8. PROJECT STATUS

This is a new standalone project.

9. ALTERNATIVES ANALYSIS

A consultant assessment was funded on operating project 1131828 and an alternatives analysis was completed in 2018.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

N/A, Art eligible

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC NB GARAGE VENTILATION	1134219
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC OCG RELOCS & DISPLACMNTS

1134220

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2026
Location	South Base, TBD
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/20	\$0	\$1,129,109	\$125,457	\$0	\$1,254,566
2 Preliminary Design 01/01/21 - 12/31/22	\$0	\$0	\$1,663,677	\$0	\$1,663,677
3 Final Design 01/01/23 - 12/31/24	\$0	\$0	\$0	\$1,765,030	\$1,765,030
4 Implementation 01/01/25 - 12/31/26	\$0	\$12,318,175	\$0	\$0	\$12,318,175
5 Closeout 01/01/27 - 12/31/28	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/21 - 12/31/24	\$0	\$15,000,000	\$0	\$0	\$15,000,000
Total Budget	\$0	\$28,447,284	\$1,789,134	\$1,765,030	\$32,001,448

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$28,447,284	\$1,789,134	\$1,765,030	\$32,001,448
Total Revenue	\$28,447,284	\$1,789,134	\$1,765,030	\$32,001,448

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC OCG RELOCS & DISPLACMNTS					1134220
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$1,129,109	\$125,457	\$0	\$1,254,566	
2 Prelim Design	\$0	\$0	\$0	\$1,663,677	\$0	\$1,663,677	
3 Final Design	\$0	\$0	\$0	\$0	\$1,765,030	\$1,765,030	
4 Implementation	\$0	\$0	\$2,579,544	\$2,579,544	\$2,579,544	\$7,738,632	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$15,000,000	\$0	\$15,000,000	
Total Expense	\$0	\$0	\$3,708,653	\$19,368,678	\$4,344,574	\$27,421,905	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$1,254,565	\$0	\$0	\$0
2 Preliminary Design	\$0	\$1,663,677	\$0	\$0	\$0
3 Final Design	\$0	\$1,765,030	\$0	\$0	\$0
4 Implementation	\$0	\$13,878,577	\$0	\$0	\$0
5 Closeout	\$0	\$1,324,372	\$0	\$0	\$0
6 Acquisition	\$0	\$15,000,000	\$0	\$0	\$0
Total	\$0	\$34,886,221	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$1,129,109	\$1,129,109	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$12,318,175	\$2,579,544	\$9,738,631
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$15,000,000	\$0	\$15,000,000
Total	\$0	\$28,447,284	\$3,708,653	\$24,738,631

NARRATIVES TDC OCG RELOCS & DISPLACMNTS 1134220

1. CURRENT PROJECT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC OCG RELOCS & DISPLACMNTS

1134220

3. PROJECT JUSTIFICATION

Utilizing currently owned Metro property substantially expedites the construction of Metro's first new permanent operating base (South Annex Base - Project 1134223), likely saving several years of land search and procurement time. The South Annex site is ideal in location and size and has been identified as the best candidate for South Annex Base, requiring the relocation of current business functions off the site until permanent facilities in an alternate location can be designed and constructed.

Urgency for base capacity has been identified by 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. The comparison showed 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.

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

Project creates a buildable site for development of South Annex Base project 1134223 as well as providing facilities to continue the efforts of Metro Transit Safety & Training Staff.

5. BUDGET REQUEST BASIS

Rough order of magnitude calculated by capital program staff.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Potential increase in staff required to move buses to remote sites.

8. PROJECT STATUS

This is a new standalone project.

9. ALTERNATIVES ANALYSIS

Schedules were developed including the time required to locate, analyze, and procure land versus time required to utilize existing land. Utilization of existing land saves between 1 and 3 years depending on the complexity of the procurement and/or assemblage of parcels. 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC OCG RELOCS & DISPLACMNTS

1134220

10. OTHER AGENCY INVOLVEMENT

Sound Transit (ST): Metro currently operates and services an excess of 100 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) reviews property purchases on which FTA-supported projects may be located.

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.

King County Council, Executive Services, and Metro staff are internal agencies that would be negatively impacted if Metro is unable to provide the service to meet the growth as well as the declaration of added facilities.

11. ART ELIGIBILITY

Not Art Eligible, leased land, relocation costs, acquisition

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.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will support the creation of a transit base that is able to support zero-emission buses, which is a direct impact to Metro's commitment to a 100% zero-emission fleet.

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

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SECURITY ASSESSMENT

1134222

Master Project

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 06/30/19	\$0	\$39,163	\$0	\$0	\$39,163
2 Preliminary Design 06/30/19 - 06/30/19	\$0	\$0	\$0	\$0	\$0
3 Final Design 06/30/19 - 06/30/19	\$0	\$0	\$0	\$0	\$0
4 Implementation 07/01/19 - 12/31/19	\$0	\$291,527	\$0	\$0	\$291,527
5 Closeout 01/01/20 - 04/30/20	\$0	\$49,830	\$0	\$0	\$49,830
6 Acquisition 07/01/19 - 07/01/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$380,520	\$0	\$0	\$380,520

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$380,520	\$0	\$0	\$380,520
Total Revenue	\$380,520	\$0	\$0	\$380,520

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC SECURITY ASSESSMENT					1134222
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$39,163	\$0	\$0	\$39,163	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0	
4 Implementation	\$0	\$0	\$291,527	\$0	\$0	\$291,527	
5 Closeout	\$0	\$0	\$44,847	\$4,983	\$0	\$49,830	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$375,537	\$4,983	\$0	\$380,520	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$39,163	\$39,163	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$291,527	\$291,527	\$0
5 Closeout	\$0	\$49,830	\$44,847	\$4,983
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$380,520	\$375,537	\$4,983

NARRATIVES

TDC SECURITY ASSESSMENT

1134222

1. CURRENT 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

NA

3. PROJECT JUSTIFICATION

Metro Transit implemented a new Security Management System and revised policies. This assessment is necessary to perform a gap analysis and inform implementation strategies, adhering to new security standards.

4. PROJECT BENEFITS/OUTCOMES

Outcomes of this project include a security action plan for the next five to ten years for new, existing and upgrading of Metro's security infrastructure.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SECURITY ASSESSMENT

1134222

5. BUDGET REQUEST BASIS

The budget estimate is based on cost of similar studies.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

May inform and suggest changes to operations and maintenance standards, as it relates to security.

8. PROJECT STATUS

This is a new project.

9. ALTERNATIVES ANALYSIS

Alternatives analysis to be completed during the project.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art Eligible, capital planning project

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SOUTH ANNEX BASE

1134223

MPA Reporting, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2025
Location	11911 E MARGINAL WY S, Tukwila 98168: South Base Annex
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 12/31/18	\$0	\$1,500,000	\$0	\$0	\$1,500,000
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/19 - 12/31/21	\$0	\$5,009,021	\$5,805,612	\$0	\$10,814,633
4 Implementation 01/01/22 - 06/30/25	\$0	\$65,090	\$227,658,749	\$0	\$227,723,839
5 Closeout 07/01/25 - 10/31/25	\$0	\$0	\$7,537,094	\$0	\$7,537,094
6 Acquisition 01/01/19 - 12/31/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$6,574,111	\$241,001,455	\$0	\$247,575,566

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$65,090	\$2,410,015	\$0	\$2,475,105

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$6,574,111	\$241,001,455	\$0	\$247,575,566
Total Revenue	\$6,574,111	\$241,001,455	\$0	\$247,575,566

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC SOUTH ANNEX BASE				1134223
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$250,000	\$1,250,000	\$0	\$0	\$1,500,000
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$4,922,419	\$5,950,857	\$0	\$10,873,276
4 Implementation	\$0	\$0	\$0	\$60,601,808	\$127,076,078	\$187,677,886
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$250,000	\$6,172,419	\$66,552,665	\$127,076,078	\$200,051,162

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$1,500,000	\$0	\$0	\$250,000
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$10,873,276	\$0	\$0	\$0
4 Implementation	\$0	\$227,664,196	\$0	\$0	\$0
5 Closeout	\$0	\$7,537,094	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$247,574,566	\$0	\$0	\$250,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$250,000)	\$1,500,000	\$1,250,000	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$5,009,021	\$4,922,419	\$86,602
4 Implementation	\$0	\$65,090	\$0	\$65,090
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$250,000)	\$6,574,111	\$6,172,419	\$151,692

NARRATIVES TDC SOUTH ANNEX BASE 1134223

1. CURRENT PROJECT SCOPE

South Annex Base - Construction of a permanent 250 bus transit base on Metro owned property called the South Annex. Transit base will include vehicle maintenance bays (est. 14 bays), steam bay (one), inspection bay (one), bus exterior wash bays (three), bus interior wash bays (two), bus fueling (if required - likely all electric base with only temporary diesel capacity), full electric charging infrastructure, operator spaces (break, locker, restroom, dispatch, chief, superintendent), and miscellaneous other business functions required for base operations (safety, health and wellness, etc.). Project will include development of full scope definition, contracting of design consultant, and contracting of construction contractor.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SOUTH ANNEX BASE

1134223

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

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. Approximately \$4.8 M is being reappropriated from project 1129642 to fund or partially fund this project. Construction cost are based on rough order of magnitude estimates generated by Capital Program staff in coordination with third party consultants, in-house project management, and design and construction engineers. 2019-2020 funding supports the planning, pre-design, and initial design phases of the project with out-years funding expected to support the continued design and construction of the facility.

6. FUNDING AND REVENUE DISCUSSION

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

This project is ongoing as part of project 1129642 but is being converted from a sub project to a standalone in 2019/2020. Project is currently in the planning phase and expected to be entering into design at the beginning of the 2019/2020 biennium.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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.

10. OTHER AGENCY INVOLVEMENT

Sound Transit (ST): Metro currently operates and services an excess of 100 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) reviews property purchases on which FTA-supported projects may be located.

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.

11. ART ELIGIBILITY

N/A, 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.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will create a transit base that is able to support zero-emission buses, which is a direct impact to Metro's commitment to a 100% zero-emission fleet.

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

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SOUTH BASE SUBSTATION (TDC SOUTH CAMPUS SUBSTATION)

1134225

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	09/30/2021
Location	12100 E MARGINAL WY S, Tukwila 98168: South Campus
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/19 - 03/31/20	\$0	\$1,199,947	\$0	\$0	\$1,199,947
4 Implementation 04/01/20 - 09/30/21	\$0	\$5,114,066	\$0	\$0	\$5,114,066
5 Closeout 10/01/21 - 11/30/21	\$0	\$249,992	\$0	\$0	\$249,992
6 Acquisition 01/01/19 - 03/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$6,564,005	\$0	\$0	\$6,564,005

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$64,990	\$0	\$0	\$64,990

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$6,564,005	\$0	\$0	\$6,564,005
Total Revenue	\$6,564,005	\$0	\$0	\$6,564,005

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC SOUTH CAMPUS SUBSTATION				1134225
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$1,079,952	\$119,995	\$0	\$1,199,947
4 Implementation	\$0	\$0	\$2,059,677	\$3,054,389	\$0	\$5,114,066
5 Closeout	\$0	\$0	\$0	\$249,992	\$0	\$249,992
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$3,139,629	\$3,424,376	\$0	\$6,564,005

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$1,199,947	\$0	\$0	\$0
4 Implementation	\$0	\$5,114,066	\$0	\$0	\$0
5 Closeout	\$0	\$249,992	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$6,564,005	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$1,199,947	\$1,079,952	\$119,995
4 Implementation	\$0	\$5,114,066	\$2,059,677	\$3,054,389
5 Closeout	\$0	\$249,992	\$0	\$249,992
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$6,564,005	\$3,139,629	\$3,424,376

NARRATIVES

1. CURRENT 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 120 electric buses into revenue service.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SOUTH CAMPUS SUBSTATION

1134225

3. PROJECT JUSTIFICATION

King County Executive Dow Constantine announced that King County Metro Transit will transition to a 100% zero-emission bus fleet by 2034-2040. In order to advance the development of large scale depot charging systems and study the implementation requirements and challenges, Metro plans an initial deployment of 120 battery-electric buses in the 2020-2022 timeframe. This project funds the required electrical supply and components to meet the charging needs of 120 buses, providing the infrastructure supply for the Interim Base (project 1134223) to be used during this initial deployment with the goal of eventually redirecting this substations supply and charging components to the permanent conversion of Metro's South Base.

4. PROJECT BENEFITS/OUTCOMES

The project will provide the following benefits: 1) ability to provide battery-electric charging for 125 buses at Metro's interim site, and eventually, 275 buses at South Base; 2) 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; and 3) support of Strategic Climate Action Plan by providing mass transit to growing communities, thereby reducing carbon pollution footprint and maintaining sustainable transportation choices - this substation is a direct need for Metro's conversion to a 100% zero-emission fleet.

5. BUDGET REQUEST BASIS

Initial feasibility conversations with partners at Seattle City Light were used to establish a rough order of magnitude estimate for the design and construction cost. Biennium appropriation supports the design and initial construction of the substation.

6. FUNDING AND REVENUE DISCUSSION

Metro submitted an application for the Federal Transportation Agency (FTA) No/Lo Grant to support this project

7. OPERATING BUDGET AND OTHER IMPACTS

The supporting structures and maintenance requirements of electric-battery buses are currently being studied. It is unknown at this time the full impact on the operating budget.

8. PROJECT STATUS

This is a new standalone project.

9. ALTERNATIVES ANALYSIS

A study was conducted by consultants led by Metro's Zero Emission team that determined the need for a substantial power supply and distribution infrastructure to support battery bus charging.

10. OTHER AGENCY INVOLVEMENT

City of Tukwila and corresponding utility company for permitting and any other requirements related to supplying power to South Base substation. If applicable, the Federal Transportation Agency (FTA) reviews property purchases on which FTA-supported projects may be located.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will enable Transit to improve the environment in an area largely populated by people of color, low-income, and English as a second language King County constituents.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project directly supports Metro's commitment to lower pollution by converting to a 100% zero emission fleet.

14. OTHER CONSIDERATIONS (OPTIONAL)

This project is a pre-requisite for the ability of Interim Base (project 1134223) to be able to charge electric buses.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC SOUTH CAMPUS SUBSTATION	1134225
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC WELLNESS CENTERS PROGRAM

1134226

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 03/31/19	\$0	\$16,999	\$0	\$0	\$16,999
2 Preliminary Design 04/01/19 - 06/30/19	\$0	\$39,543	\$0	\$0	\$39,543
3 Final Design 07/01/19 - 11/30/19	\$0	\$65,905	\$0	\$0	\$65,905
4 Implementation 12/01/19 - 08/31/20	\$0	\$543,993	\$0	\$0	\$543,993
5 Closeout 09/01/20 - 12/31/20	\$0	\$75,658	\$0	\$0	\$75,658
6 Acquisition 04/01/19 - 11/30/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$742,098	\$0	\$0	\$742,098

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$742,098	\$0	\$0	\$742,098
Total Revenue	\$742,098	\$0	\$0	\$742,098

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC WELLNESS CENTERS PROGRAM					1134226
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$16,999	\$0	\$0	\$16,999	
2 Prelim Design	\$0	\$0	\$39,543	\$0	\$0	\$39,543	
3 Final Design	\$0	\$0	\$65,905	\$0	\$0	\$65,905	
4 Implementation	\$0	\$0	\$489,594	\$54,399	\$0	\$543,993	
5 Closeout	\$0	\$0	\$68,092	\$7,566	\$0	\$75,658	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$680,133	\$61,965	\$0	\$742,098	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$16,999	\$16,999	\$0
2 Preliminary Design	\$0	\$39,543	\$39,543	\$0
3 Final Design	\$0	\$65,905	\$65,905	\$0
4 Implementation	\$0	\$543,993	\$489,594	\$54,399
5 Closeout	\$0	\$75,658	\$68,092	\$7,566
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$742,098	\$680,133	\$61,965

NARRATIVES TDC WELLNESS CENTERS PROGRAM 1134226

1. CURRENT PROJECT SCOPE

Wellness Centers - This project is to define space and locations which best serve as Wellness Centers for Metro Transit employees and plan and implement new and/or reconfigured space(s) to accommodate Wellness Center function. A site may consist of a modular or built structure or utilize existing facilities for up to three potential types of centers: Full size up to 1,300 sq ft, Express up to 1,000 sq ft or Micro up to 600 sq ft. These sites at a minimum will provide access to potable water, electricity, data, and restroom(s). They will be occupied by a contracted external wellness vendor(s) to provide health and human services to Metro Transit employees. Once feasibility analysis is complete and implementation solutions defined, subprojects will be generated. Pending further analysis, permanent locations are anticipated at or near the following existing transit properties: Central Complex, South Campus, East/Bellevue Campus, and North Base. Additional locations may be added as the program matures.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC WELLNESS CENTERS PROGRAM

1134226

2. PROGRAMMATIC PROJECT DISCUSSION

This project is a new initiative to help enhance Metro Transit employee access to wellness services. The first temporary location, on the Frye site (Central Complex), is anticipated for implementation in fall/winter 2018. This initial start-up effort was selected as a pilot located by the highest Metro Transit employee population. This pilot will be vital to inform programming and sequencing implementations at other sites.

3. PROJECT JUSTIFICATION

In order to enhance employee access to wellness services, which Metro believes will lead to better health, higher job satisfaction, longer retention, and improved morale, Metro plans to develop a location near each Metro base where employees may access these services at their convenience. Metro is working to design a Wellness Center Program that will be a benefit for employees, helping them maintain and improve their well-being and overall health. It may help employees manage their pain or injury, provide information to prevent future on the job strains/injuries, provide wellness screenings, and provide health awareness information.

4. PROJECT BENEFITS/OUTCOMES

Wellness Centers improve employee morale by providing a variety of services, including but not limited to: musculoskeletal work and adjustments, toning, repetitive injury prevention and mitigation, general health and weight management assistance, training for avoiding common issues related to occupational and some non-occupational (but nonetheless relevant) hazards, and associated wellness offerings which could include concentration, relaxation, dental health, financial fitness, and stress management.

5. BUDGET REQUEST BASIS

This budget request is based off of cost estimates for similar projects for modular structures being installed on existing transit properties. Opportunities will be explored to partner with other programs, such as Operational Growth Capacity, to maximize efficient use of facility space and minimize expenditures.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Anticipated increased operations and maintenance costs.

8. PROJECT STATUS

This is a new project. Planning efforts anticipated in 2019, with design in 2020.

9. ALTERNATIVES ANALYSIS

Alternatives analysis is to be completed, on a per project basis.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art Eligible, capital planning project

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Projects will comply with Green Building Ordinance requirements.

14. OTHER CONSIDERATIONS (OPTIONAL)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC WELLNESS CENTERS PROGRAM	1134226
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC FACIL IMPR PLANNING (TDC PASSENG INFASTR PLANNING)

1134229

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/28	\$0	\$830,327	\$1,314,025	\$1,297,973	\$3,442,325
2 Preliminary Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
4 Implementation 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
5 Closeout 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/29 - 01/01/29	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$830,327	\$1,314,025	\$1,297,973	\$3,442,325

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$830,327	\$1,314,025	\$1,297,973	\$3,442,325
Total Revenue	\$830,327	\$1,314,025	\$1,297,973	\$3,442,325

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC PASSENG INFASSTR PLANNING					1134229
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$830,327	\$1,314,025	\$1,297,973	\$3,442,325	
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	\$830,327	\$1,314,025	\$1,297,973	\$3,442,325	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$830,327	\$830,327	\$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	\$830,327	\$830,327	\$0

NARRATIVES

TDC PASSENG INFASSTR PLANNING

1134229

1. CURRENT 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

The Passenger Infrastructure Sub Portfolio contains the following programs: Bus Stops and Transit Hubs.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC PASSENG INFASSTR PLANNING

1134229

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

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

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art Eligible, capital planning project

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC PASSENG INFASTR PLANNING	1134229
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC LIVING BLDG CERTF RR ST

1134230

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	01/01/2021
Location	TBD
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 06/30/19	\$0	\$26,748	\$0	\$0	\$26,748
2 Preliminary Design 07/01/19 - 12/31/19	\$0	\$184,170	\$0	\$0	\$184,170
3 Final Design 01/01/20 - 12/31/20	\$0	\$365,862	\$0	\$0	\$365,862
4 Implementation 12/31/20 - 12/31/20	\$0	\$5,768	\$0	\$0	\$5,768
5 Closeout 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
6 Acquisition 07/01/19 - 12/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$582,548	\$0	\$0	\$582,548

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$5,768	\$0	\$0	\$5,768

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$582,548	\$0	\$0	\$582,548
Total Revenue	\$582,548	\$0	\$0	\$582,548

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC LIVING BLDG CERTF RR ST					1134230
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$26,748	\$0	\$0	\$26,748	
2 Prelim Design	\$0	\$0	\$184,170	\$0	\$0	\$184,170	
3 Final Design	\$0	\$0	\$329,276	\$36,586	\$0	\$365,862	
4 Implementation	\$0	\$0	\$5,768	\$0	\$0	\$5,768	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$545,962	\$36,586	\$0	\$582,548	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$26,748	\$0	\$0	\$0
2 Preliminary Design	\$0	\$184,170	\$0	\$0	\$0
3 Final Design	\$0	\$365,862	\$0	\$0	\$0
4 Implementation	\$0	\$5,768	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$582,548	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$26,748	\$26,748	\$0
2 Preliminary Design	\$0	\$184,170	\$184,170	\$0
3 Final Design	\$0	\$365,862	\$329,276	\$36,586
4 Implementation	\$0	\$5,768	\$5,768	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$582,548	\$545,962	\$36,586

NARRATIVES

TDC LIVING BLDG CERTF RR ST

1134230

1. CURRENT PROJECT SCOPE

Living Building Challenge Certified RapidRide Station - This project will plan, design, and construct a pilot RapidRide station 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 RapidRide station designs.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

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 the project to pursue certification beginning in 2019.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC LIVING BLDG CERTF RR ST

1134230

4. PROJECT BENEFITS/OUTCOMES

The project provides an opportunity for Metro, adapting the Living Building Standard to a RapidRide station in supporting sustainable transit infrastructure. The pilot project will create a station 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

The current budget request is based on conceptual planning-level cost estimates derived from historical costs incurred in prior years for designing and constructing RapidRide station improvements. The project budget estimate anticipates a project budget at two to three times the cost of this established design due to the additional staff and consultant support to develop a new design. The budget appropriation request only includes planning, pre-design, and design costs, with the implementation cost estimate to be developed during design. The implementation cost is unknown at this time.

6. FUNDING AND REVENUE DISCUSSION

Grant funding for this project is being actively pursued. Metro, in coordination with the International Living Futures Institute, submitted a grant proposal on 3/23/2018 for the Edwards Mother Earth Foundation Climate Wise Building Program for the LBC-certified RapidRide Station and Comfort Station. Grant awards typically range from \$25-100K. If awarded, the grant would fund additional technical assistance for LBC projects, technical support including Eco charrettes, and technical review/analysis to meet zero energy/LBC certification requirements, such as design solutions/alternatives.

7. OPERATING BUDGET AND OTHER IMPACTS

The typical estimated annual operational cost for a RapidRide station is less than \$10,000. This estimate is based on the 2016 RapidRide passenger facilities program, where approximately \$165,800 additional annual operational costs were associated with over 200 sheltered RapidRide stops system wide. The annual operational cost for maintenance of the LBC-certified RapidRide Station is unknown, but could be higher than a typical station. Different construction materials and project elements, such as solar power battery backup and green storm water infrastructure, are not typical RapidRide Station 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 RapidRide stations.

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. In early 2018 the Steering Committee agreed to move the project forward with the 2019-2020 budget. In 2019 the project will select a consultant for design support and complete planning and predesign. Final design with the construction cost estimate will be completed in 2020. The project will request construction funding in the 2021-2022 budget.

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 Living Building Challenge certification is feasible and aligned with the goals of Metro Transit RapidRide Stations. 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.

10. OTHER AGENCY INVOLVEMENT

Local jurisdiction involvement will include plan and design review, permitting, and project acceptance.

11. ART ELIGIBILITY

N/A, Art eligible

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC LIVING BLDG CERTF RR ST

1134230

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

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. This RapidRide Station project is one of the two projects Metro Transit is proposing to pursue for certification. Achieving the Living Building Challenge certification for the RapidRide Station will be congruent with King County's efforts to deliver carbon-neutral services via electric buses, bus charging stations, and Green Direct energy. Additionally, budget guidance from the Executive Office related to the SCAP specifically requests proposals to support the LBC 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC NGATE LINK AND U LINK IMP

1134231

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	1, 2
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	01/31/2021
Location	10200 1ST AVE NE, SEATTLE 98115: Northgate Transit Center / Park & Ride
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/18 - 09/30/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 10/01/18 - 09/30/19	\$0	\$427,992	\$0	\$0	\$427,992
4 Implementation 10/01/19 - 01/31/21	\$0	\$1,198,544	\$0	\$0	\$1,198,544
5 Closeout 02/01/21 - 07/31/21	\$0	\$90,189	\$0	\$0	\$90,189
6 Acquisition 01/01/18 - 09/30/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,716,725	\$0	\$0	\$1,716,725

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$16,997	\$0	\$0	\$16,997

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,716,725	\$0	\$0	\$1,716,725
Total Revenue	\$1,716,725	\$0	\$0	\$1,716,725

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC NGATE LINK AND U LINK IMP				1134231
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$427,992	\$0	\$0	\$427,992
4 Implementation	\$0	\$0	\$977,690	\$203,857	\$0	\$1,181,547
5 Closeout	\$0	\$0	\$16,997	\$90,189	\$0	\$107,186
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$1,422,679	\$294,046	\$0	\$1,716,725

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$427,992	\$0	\$0	\$0
4 Implementation	\$0	\$1,198,544	\$0	\$0	\$0
5 Closeout	\$0	\$90,189	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,716,725	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$427,992	\$427,992	\$0
4 Implementation	\$0	\$1,198,544	\$977,690	\$220,854
5 Closeout	\$0	\$90,189	\$16,997	\$73,192
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,716,725	\$1,422,679	\$294,046

NARRATIVES TDC NGATE LINK AND U LINK IMP 1134231

1. CURRENT PROJECT SCOPE

Northgate Link and Ulink Improvement - 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.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC NGATE LINK AND U LINK IMP

1134231

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.

4. PROJECT BENEFITS/OUTCOMES

The benefit of this program is improved transfers between Sound Transit and Metro Transit's systems.

5. BUDGET REQUEST BASIS

The budget request for 2019-2020 is a planning-level estimate for Metro staff participation in Sound Transit's capital program. 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.

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 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 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.

11. ART ELIGIBILITY

N/A, Art eligible

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC NGATE LINK AND U LINK IMP	1134231
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC 3D AVE YESL TO MAIN

1134232

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	02/28/2021
Location	3rd Avenue - Yesler to Main
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/18 - 06/30/18	\$0	\$3,609	\$0	\$0	\$3,609
3 Final Design 07/01/18 - 04/30/20	\$0	\$1,239,798	\$0	\$0	\$1,239,798
4 Implementation 05/01/20 - 02/28/21	\$0	\$3,438,623	\$0	\$0	\$3,438,623
5 Closeout 03/01/21 - 06/30/21	\$0	\$326,520	\$0	\$0	\$326,520
6 Acquisition 01/01/18 - 04/30/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$5,008,550	\$0	\$0	\$5,008,550

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$4,482,905	\$0	\$0	\$4,482,905
33340 - FEDERAL HIGHWAY ADMIN	\$446,302	\$0	\$0	\$446,302
36999 - OTHER MISC REVENUE	\$79,343	\$0	\$0	\$79,343
Total Revenue	\$5,008,550	\$0	\$0	\$5,008,550

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC 3D AVE YESL TO MAIN				1134232
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0		\$3,609	\$0	\$0	\$3,609
3 Final Design	\$0	\$0	\$1,154,651	\$85,147	\$0	\$1,239,798
4 Implementation	\$0	\$0	\$2,362,321	\$1,076,302	\$0	\$3,438,623
5 Closeout	\$0	\$0	\$0	\$326,520	\$0	\$326,520
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$3,520,581	\$1,487,969	\$0	\$5,008,550

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$3,609	\$0	\$0	\$0
3 Final Design	\$0	\$1,239,798	\$0	\$0	\$0
4 Implementation	\$0	\$3,438,623	\$0	\$0	\$0
5 Closeout	\$0	\$326,520	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$5,008,550	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$3,609	\$3,609	\$0
3 Final Design	\$0	\$1,239,798	\$1,154,651	\$85,147
4 Implementation	\$0	\$3,438,623	\$2,362,321	\$1,076,302
5 Closeout	\$0	\$326,520	\$0	\$326,520
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$5,008,550	\$3,520,581	\$1,487,969

NARRATIVES

TDC 3D AVE YESL TO MAIN

1134232

1. CURRENT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC 3D AVE YESL TO MAIN

1134232

3. PROJECT JUSTIFICATION

The project will improve Third Avenue on the segment between Yesler Way and S Main St, benefitting transit riders who use bus stops in the area and pedestrians who travel through the area. The project implements the City of Seattle's urban design conceptual plan for the Third Avenue streetscape. It is supported by the Downtown Seattle Association (DSA). It is consistent with the passenger facilities component of METRO CONNECTS by upgrading a bus stop and the surrounding area to enhance safety and provide new amenities.

4. PROJECT BENEFITS/OUTCOMES

Transit ridership will be increased by enhancing the street environment near bus stops and by improving the comfort, convenience, safety, accessibility, and rider information for transit customers and all pedestrians. If not implemented, customer satisfaction with the waiting environment and customer perceptions of personal security at bus stops along this area of Third Avenue will decline, leading to an overall reduction in ridership.

5. BUDGET REQUEST BASIS

As part of Metro's move to having 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. Approximately \$5 M is being reappropriated from project 1116745 TD 3RD AVE IMPROVEMENTS to fund or partially fund this project. The current budget request for this stand alone project is based on a 30-percent design cost estimate for corridor-wide improvements completed in fall 2015 and costs associated with the specific project components to be advanced to final design and construction as agreed-to by Seattle Department of Transportation and Metro in 2017. Inflation has been factored into the cost estimate.

6. FUNDING AND REVENUE DISCUSSION

Funding for the overall Third Avenue Corridor project (1116745), of which this is a part, has been awarded from three separate federal grants. Metro Transit provides approximately 10% of the total project cost with Seattle contributing approximately the same amount for the overall project. As a component project of the larger, grant funded initiative, Metro Transit's share of this project is approximately 10%. Under an interagency agreement between agencies, Metro Transit will pass through Federal Transit Administration grant funds to the City of Seattle to fund pre-design, design and construction costs associated with this project.

7. OPERATING BUDGET AND OTHER IMPACTS

Metro-owned assets that will be added in this project are assumed to be minimal, and within current budgets for bus stop maintenance.

8. PROJECT STATUS

Approximately \$4 million of work has been accomplished under the overall project and other sub projects (1116745, 1123552 and 1123555). This project builds on Preliminary Design activities completed with 30% design in 2015, including urban design treatments for all block faces between S Jackson Street and treatments for all block faces between S Jackson Street and Denny Way including sidewalk treatments, transit canopy design, illumination, signage, and roadway channelization. This project work is for final design and construction of the specific project components selected in 2017 by Metro Transit and SDOT to be completed. This includes final design of transit and sidewalk amenities proposed in the 30% design submittal on four block faces of 3rd Ave. between Yesler Way and Main St.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

The project includes significant work expected to be completed by the City of Seattle. Final design and construction will be led by the City of Seattle, minimizing permitting requirements. FTA procurement and reporting requirements will be followed. Under an interagency agreement between agencies, Metro Transit will pass through Federal Transit Administration grant funds to the City of Seattle to fund pre-design, design and construction costs associated with this project.

Project planning and development will be 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 neighborhood groups, and adjacent private property owners will be considered in the final design and construction phases.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 3D AVE YESL TO MAIN	1134232
11. ART ELIGIBILITY		
Not Art Eligible, maintenance or minor rehabilitation, roadway and technology components		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC HUBS PLANNING-PROJ DEFIN (TDC HUBS PLANNING) 1134233

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	01/01/2021
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/20	\$0	\$934,923	\$0	\$0	\$934,923
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
5 Closeout 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/21 - 01/01/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$934,923	\$0	\$0	\$934,923

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$934,923	\$0	\$0	\$934,923
Total Revenue	\$934,923	\$0	\$0	\$934,923

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC HUBS PLANNING					1134233
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$841,430	\$93,492	\$0	\$934,922	
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	\$841,430	\$93,492	\$0	\$934,922	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$934,923	\$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	\$934,923	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$934,923	\$841,430	\$93,493
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	\$934,923	\$841,430	\$93,493

NARRATIVES

TDC HUBS PLANNING

1134233

1. CURRENT PROJECT SCOPE

Hubs Planning - This project will develop the passenger facility capital improvement program that meets the intent of the METRO CONNECTS vision to provide our customers with a high-quality transit experience. METRO CONNECTS anticipates improvements at 85 existing and new transit centers and at more than 4,500 bus stops through 2040. For the 2019-2020 biennium, this project will consist of a planning effort to identify and program capital improvements at and adjacent to Metro's passenger facilities. The key aspect of this project will be a study effort that looks holistically at the network of passenger facilities and considers the entire customer experience around boarding and alighting the bus, including access, safety, information, amenities, and transfers. The study is envisioned to include an existing conditions and needs assessment, public engagement, development of toolkit of improvements, development of an evaluation framework, and performance criteria to evaluate and prioritize locations, partnership assessment, and a recommendation of projects with planning level cost estimates and schedule for inclusion in the 2021-2022 biennium.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC HUBS PLANNING

1134233

2. PROGRAMMATIC PROJECT DISCUSSION

NA

3. PROJECT JUSTIFICATION

Today, 20% of King County citizens have access to frequent service. Based upon regional growth anticipated the system would be expanded three-fold: by 2040, 70% of people will have access to frequent service. METRO CONNECTS envisions top-notch passenger facilities that would give customers the high-quality transit experience needed to support and complement the growing network. This capital planning effort seeks to realize this vision by first creating, evaluating, and recommending a customer experience improvement program and then spinning off new capital projects to develop Metro stops at or adjacent to transit hubs and other high activity locations. Consistent with METRO CONNECTS, improvements would increase safety and reduce criminal activity, provide for new types of customer amenities, enhance wayfinding and transit information, ensure that stops and stations are accessible to all, and apply urban design/landscape design principles to better integrate facilities into the surrounding built environment on a context sensitive basis. Metro would also incorporate public engagement into the design process for improvements, ensuring that our customer's voices are heard. This program supports the Metro Business Drivers to provide great service and improve schedule reliability.

4. PROJECT BENEFITS/OUTCOMES

The purpose and primary benefit of this capital planning effort is to develop a passenger facilities improvement program that focuses on providing a top-notch customer experience. Key outcomes of this effort would include site identification using social justice and equity criteria, a toolkit of best practice and context-sensitive customer experience improvements, and an implementation plan (scope, schedule, budget) for the resulting capital projects identified through this planning effort.

5. BUDGET REQUEST BASIS

The budget request funds a feasibility assessment and implementation plan including site identification, site evaluation, prioritization, development of standards, menu concept improvements, order of magnitude cost estimates, resource requirements, and a CIP schedule/timeline. This effort is envisioned to be a Metro led effort with consultant support. This planning effort would result in capital projects for the 2021-2022 biennium and beyond, and the cost is based on previous experience in conducting feasibility assessments.

6. FUNDING AND REVENUE DISCUSSION

For capital projects that result from this capital planning effort, it is anticipated that those projects will seek a variety of sources including the Public Transportation Fund, federal and state grants, and local jurisdiction funds.

7. OPERATING BUDGET AND OTHER IMPACTS

As part of the project's feasibility assessment and improvement program development, no impacts to the operating budget are anticipated. During this phase, operating budget impacts (additional operating and maintenance requirements) will be identified at the planning level for project capital budgets that will be developed for the 2021-2022 biennium. Any increase in the number of sheltered bus stops or the number/type of amenities offered requires additional operating costs associated with maintenance.

8. PROJECT STATUS

New project. The initial work in the 2019-2020 biennium will only include capital planning functions. The implementation plan will form the basis of subsequent project capital budgets and cash flows beginning with the 2021-2022 biennium.

9. ALTERNATIVES ANALYSIS

A key aspect of this capital planning effort is to conduct a feasibility assessment using a multi-criteria evaluation approach to identify and prioritize elements and locations for customer experience improvements. This capital planning effort will develop goals, objectives, evaluation framework, and performance criteria to support the alternatives analysis.

10. OTHER AGENCY INVOLVEMENT

Planning, design and construction of passenger facilities requires coordination with other jurisdictions within King County through all project phases as well as with project financing. During the capital planning phase, partner jurisdictions will be part of a stakeholder advisory group that helps review scope and deliverables, and shapes the development of the improvements toolkit. Partnerships will help define and design context-sensitive customer improvements and be a key driver for construction/implementation of the facilities.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC HUBS PLANNING	1134233
11. ART ELIGIBILITY		
Not Art Eligible, capital planning project		
12. EQUITY AND SOCIAL JUSTICE IMPACT		
13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT		
Metro would incorporate principles of sustainability into the design process to minimize Green House Gas (GHG) emissions.		
14. OTHER CONSIDERATIONS (OPTIONAL)		
<p>The types of customer-related improvements will be identified, evaluated, and recommended through the capital planning effort. Improvements will be identified not just for the stop itself (i.e. shelter, bench, trash can) but adjacent to it as well. Current best practice in transit customer experience focuses on passenger amenities and pedestrian/bicycle access improvements such as:</p> <ul style="list-style-type: none">• Unique and highly visible shelter w/enhanced amenities• Wayfinding and information (Transit, pathways, and neighborhood amenities)• Improved sense of security and safety while waiting for bus, day or night• Weather protection• Pavement treatments/markings• Integrated urban design with surrounding built environment• Landscape design and tree plantings• Concrete bus pads• High visibility crosswalks• Curb bulbs• Pedestrian scale lighting• Safe, attractive, and convenient pedestrian access		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC REGNAL TR INTEGR PR MGMT

1134235

Master Project

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/28	\$0	\$671,037	\$1,061,942	\$1,048,970	\$2,781,949
2 Preliminary Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
4 Implementation 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
5 Closeout 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/29 - 01/01/29	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$671,037	\$1,061,942	\$1,048,970	\$2,781,949

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$671,037	\$1,061,942	\$1,048,970	\$2,781,949
Total Revenue	\$671,037	\$1,061,942	\$1,048,970	\$2,781,949

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE	TDC REGNAL TR INTEGR PR MGMT					1134235
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$671,037	\$1,061,942	\$1,048,970	\$2,781,949
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	\$671,037	\$1,061,942	\$1,048,970	\$2,781,949

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$671,037	\$671,037	\$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	\$671,037	\$671,037	\$0

NARRATIVES TDC REGNAL TR INTEGR PR MGMT 1134235

1. CURRENT 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 Development. 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

This is a programmatic project. The scope of work includes the capital program management and planning for Partnerships and Transit Oriented Development programs.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC REGNAL TR INTEGR PR MGMT

1134235

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 budget 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. Includes a modest amount of professional services to augment staff expertise.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

New project.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art Eligible, capital planning project

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 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC REGNAL TR INTEGR PR MGMT	1134235
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC I LINE - 169/180 RR (TDC AUBURN TC RENTON TC RR)

1134237

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	5, 7
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2023
Location	Auburn to Renton Corridor
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 06/30/19	\$0	\$135,306	\$15,034	\$0	\$150,340
2 Preliminary Design 07/01/19 - 06/30/20	\$0	\$2,779,736	\$308,860	\$0	\$3,088,596
3 Final Design 07/01/20 - 12/31/21	\$0	\$3,253,548	\$7,020,199	\$0	\$10,273,747
4 Implementation 01/01/22 - 06/30/23	\$0	\$111,951	\$58,741,144	\$29,572,826	\$88,425,921
5 Closeout 07/01/23 - 12/31/23	\$0	\$0	\$0	\$10,433,785	\$10,433,785
6 Acquisition 07/01/19 - 12/31/21	\$0	\$5,026,544	\$0	\$0	\$5,026,544
Total Budget	\$0	\$11,307,085	\$66,085,237	\$40,006,611	\$117,398,933

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$111,951	\$1,060,919	\$0	\$1,172,870

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$6,548,693	\$64,462,479	\$0	\$71,011,172
33340 - FEDERAL HIGHWAY ADMIN	\$3,470,689	\$41,546,013	\$0	\$45,016,702
33436 - WA ST DEPT TRANSPORTATION	\$1,287,703	\$83,356	\$0	\$1,371,059
Total Revenue	\$11,307,085	\$106,091,848	\$0	\$117,398,933

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE	TDC AUBURN TC RENTON TC RR					1134237
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$150,340	\$0	\$0	\$150,340
2 Prelim Design	\$0	\$0	\$2,779,736	\$308,860	\$0	\$3,088,596
3 Final Design	\$0	\$0	\$3,253,548	\$7,094,382	\$0	\$10,347,930
4 Implementation	\$0	\$0	\$111,951	\$58,666,961	\$29,572,826	\$88,351,738
5 Closeout	\$0	\$0	\$0	\$0	\$10,433,785	\$10,433,785
6 Acquisition	\$0	\$0	\$0	\$5,026,544	\$0	\$5,026,544
Total Expense	\$0	\$0	\$6,295,575	\$71,096,747	\$40,006,611	\$117,398,933

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$150,340	\$0	\$0	\$0
2 Preliminary Design	\$0	\$3,088,596	\$0	\$0	\$0
3 Final Design	\$0	\$10,273,747	\$0	\$0	\$0
4 Implementation	\$0	\$88,425,921	\$0	\$0	\$0
5 Closeout	\$0	\$10,433,785	\$0	\$0	\$0
6 Acquisition	\$0	\$5,026,544	\$0	\$0	\$0
Total	\$0	\$117,398,933	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$135,306	\$150,340	(\$15,034)
2 Preliminary Design	\$0	\$2,779,736	\$2,779,736	\$0
3 Final Design	\$0	\$3,253,548	\$3,253,548	\$0
4 Implementation	\$0	\$111,951	\$111,951	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$5,026,544	\$0	\$5,026,544
Total	\$0	\$11,307,085	\$6,295,575	\$5,011,510

NARRATIVES TDC AUBURN TC RENTON TC RR 1134237

1. CURRENT 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 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC AUBURN TC RENTON TC RR

1134237

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. The 2019-2020 appropriation will fund planning, preliminary design and a portion of final design. Acquisition expenditures are aligned with when it would be expected that acquisition activities would 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 approximately 50% of the project funds coming from assumed, yet to be identified, grants. The remaining 10% of the cost estimate assumed by Metro Connects is assumed to come from partner agency contributions and or projects carried out by partners.

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 pre-planning stage, which is being conducted via program planning work as part of Project 1129747. This project is expected to be advertised for a consolidated planning and design contract in 2018.

9. ALTERNATIVES ANALYSIS

Alternative analysis is anticipated to be carried out during the pre-design phase and will include 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 involvement of other agencies where work will be conducted. As part of the Metro Connects the proposed 2025 network was discussed both regionally and local with the impacted jurisdictions. As the project enters the pre-design phase, other agency involvement will significantly increase.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project supports Metro's climate action plan and overall reduction in emissive pollution by promoting transit along these corridors. Capital assets built and installed along the corridor will meet Metro's green building ordinance where required/allowable.

14. OTHER CONSIDERATIONS (OPTIONAL)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC AUBURN TC RENTON TC RR	1134237
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC DUCT LEASE

1134238

Department	TRANSPORTATION
Council District(s)	2, 4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2024
Location	City Light Duct Banks
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/19 - 12/31/24	\$0	\$2,091,896	\$2,216,212	\$2,354,447	\$6,662,555
5 Closeout 12/31/24 - 12/31/24	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/19 - 01/01/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$2,091,896	\$2,216,212	\$2,354,447	\$6,662,555

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$2,091,896	\$2,216,212	\$2,354,447	\$6,662,555
Total Revenue	\$2,091,896	\$2,216,212	\$2,354,447	\$6,662,555

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC DUCT LEASE				1134238
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$2,091,896	\$2,216,212	\$2,354,447	\$6,662,555
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$2,091,896	\$2,216,212	\$2,354,447	\$6,662,555

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$5,307,550	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$5,307,550	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$2,091,896	\$2,091,896	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$2,091,896	\$2,091,896	\$0

NARRATIVES TDC DUCT LEASE 1134238

1. CURRENT 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

N/A

3. PROJECT JUSTIFICATION

Trolley infrastructure (power and control) navigate from substations and control rooms to points of use by using underground pathways know as ducts. As a mitigation to construction of new, designated ducts, Metro Transit has leased duct space within existing City Of Seattle ducts. Failure to fund this lease risks removal of Metro Transit infrastructure from City of Seattle Ducts, causing service disruptions.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC DUCT LEASE	1134238
4. PROJECT BENEFITS/OUTCOMES		
Completion will result in continued use of City of Seattle Ducts, enabling continued trolley service.		
5. BUDGET REQUEST BASIS		
The budget request is based on negotiated rates with the City of Seattle.		
6. FUNDING AND REVENUE DISCUSSION		
7. OPERATING BUDGET AND OTHER IMPACTS		
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		
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		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC CB VM PH2 BUS LIFTS

1134239

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	07/31/2022
Location	1270 6TH AVE S, SEATTLE 98134: Central Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 04/01/20 - 07/31/20	\$0	\$21,423	\$2,380	\$0	\$23,803
2 Preliminary Design 08/01/20 - 01/31/21	\$0	\$94,858	\$38,034	\$0	\$132,892
3 Final Design 02/01/21 - 11/30/21	\$0	\$0	\$482,139	\$0	\$482,139
4 Implementation 12/01/21 - 07/31/22	\$0	\$1,163	\$2,370,766	\$0	\$2,371,929
5 Closeout 08/01/22 - 11/30/22	\$0	\$0	\$94,278	\$0	\$94,278
6 Acquisition 08/01/20 - 11/30/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$117,444	\$2,987,597	\$0	\$3,105,041

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$1,163	\$29,876	\$0	\$31,039

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$117,444	\$2,987,597	\$0	\$3,105,041
Total Revenue	\$117,444	\$2,987,597	\$0	\$3,105,041

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC CB VM PH2 BUS LIFTS					1134239
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$21,423	\$2,380	\$0	\$23,803	
2 Prelim Design	\$0	\$0	\$94,858	\$38,034	\$0	\$132,892	
3 Final Design	\$0	\$0	\$0	\$482,139	\$0	\$482,139	
4 Implementation	\$0	\$0	\$1,163	\$2,370,766	\$0	\$2,371,929	
5 Closeout	\$0	\$0	\$0	\$94,278	\$0	\$94,278	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$117,444	\$2,987,597	\$0	\$3,105,041	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$23,803	\$0	\$0	\$0
2 Preliminary Design	\$0	\$132,892	\$0	\$0	\$0
3 Final Design	\$0	\$482,139	\$0	\$0	\$0
4 Implementation	\$0	\$2,371,929	\$0	\$0	\$0
5 Closeout	\$0	\$94,278	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,105,041	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$21,423	\$21,423	\$0
2 Preliminary Design	\$0	\$94,858	\$94,858	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$1,163	\$1,163	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$117,444	\$117,444	\$0

NARRATIVES TDC CB VM PH2 BUS LIFTS 1134239

1. CURRENT PROJECT SCOPE

Central Base Vehicle Maintenance Phase 2 Bus Lift Replacement - This project includes replacement of one Custom Post platform lift and one Stertil Koni Omer parallelogram lift at Central Base.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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 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

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

11. ART ELIGIBILITY

N/A, Art eligible

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC CB VM PH2 BUS LIFTS	1134239
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC AB YARD REFURB

1134240

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	10/31/2024
Location	1270 6TH AVE S, SEATTLE 98134: Atlantic Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 02/28/19	\$0	\$366,112	\$0	\$0	\$366,112
2 Preliminary Design 03/01/19 - 12/31/19	\$0	\$950,706	\$0	\$0	\$950,706
3 Final Design 01/01/20 - 04/30/21	\$0	\$1,673,114	\$970,650	\$0	\$2,643,764
4 Implementation 05/01/21 - 10/31/24	\$0	\$29,720	\$9,637,797	\$11,183,076	\$20,850,593
5 Closeout 11/01/24 - 02/28/25	\$0	\$0	\$0	\$2,623,785	\$2,623,785
6 Acquisition 03/01/19 - 04/30/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$3,019,652	\$10,608,447	\$13,806,861	\$27,434,960

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$29,720	\$271,609	\$0	\$301,329

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$28,582	\$6,047,910	\$13,806,861	\$19,883,353
33340 - FEDERAL HIGHWAY ADMIN	\$2,991,070	\$4,560,537	\$0	\$7,551,607
Total Revenue	\$3,019,652	\$10,608,447	\$13,806,861	\$27,434,960

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC AB YARD REFURB					1134240
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$366,113	\$0	\$0	\$366,113	
2 Prelim Design	\$0	\$0	\$950,706	\$0	\$0	\$950,706	
3 Final Design	\$0	\$0	\$1,673,114	\$970,650	\$0	\$2,643,764	
4 Implementation	\$0	\$0	\$28,582	\$9,637,797	\$11,183,076	\$20,849,455	
5 Closeout	\$0	\$0	\$0	\$0	\$2,623,785	\$2,623,785	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$3,018,515	\$10,608,447	\$13,806,861	\$27,433,823	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$366,113	\$0	\$0	\$0
2 Preliminary Design	\$0	\$950,706	\$0	\$0	\$0
3 Final Design	\$0	\$2,643,763	\$0	\$0	\$0
4 Implementation	\$0	\$20,849,455	\$0	\$0	\$0
5 Closeout	\$0	\$2,623,785	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$27,433,822	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$366,112	\$366,113	(\$1)
2 Preliminary Design	\$0	\$950,706	\$950,706	\$0
3 Final Design	\$0	\$1,673,114	\$1,673,114	\$0
4 Implementation	\$0	\$29,720	\$28,582	\$1,138
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$3,019,652	\$3,018,515	\$1,137

NARRATIVES

TDC AB YARD REFURB

1134240

1. CURRENT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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

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

11. ART ELIGIBILITY

N/A, Art eligible

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC AB YARD REFURB	1134240
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC 19&20 HVAC SM WRKS

1134241

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC 19&20 HVAC SM WRKS
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/19 - 12/31/19	\$0	\$108,344	\$0	\$0	\$108,344
4 Implementation 01/01/20 - 12/31/20	\$0	\$413,095	\$0	\$0	\$413,095
5 Closeout 01/01/21 - 03/31/21	\$0	\$215,870	\$0	\$0	\$215,870
6 Acquisition 01/01/19 - 12/31/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$737,309	\$0	\$0	\$737,309

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$737,309	\$0	\$0	\$737,309
Total Revenue	\$737,309	\$0	\$0	\$737,309

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC 19&20 HVAC SM WRKS				1134241
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$108,344	\$0	\$0	\$108,344
4 Implementation	\$0	\$0	\$371,785	\$41,309	\$0	\$413,094
5 Closeout	\$0	\$0	\$0	\$215,870	\$0	\$215,870
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$480,129	\$257,179	\$0	\$737,308

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$108,344	\$108,344	\$0
4 Implementation	\$0	\$413,095	\$371,785	\$41,310
5 Closeout	\$0	\$215,870	\$0	\$215,870
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$737,309	\$480,129	\$257,180

NARRATIVES TDC 19&20 HVAC SM WRKS 1134241

1. CURRENT PROJECT SCOPE

2019-2020 Heating Ventilation and Air Conditioning Small Works - This project includes replacement of North and Ryerson Base vehicle maintenance dust collection and vehicle exhaust systems and replacement of back up boiler at Bellevue Base.

2. PROGRAMMATIC PROJECT DISCUSSION

This is a programmatic project with assorted task for each project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC 19&20 HVAC SM WRKS

1134241

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 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

2019-2020 funding is expected to support the complete project lifecycle/replacement of the asset. 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

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

11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Strategic Climate Action Plan Alignment (and Green Building): Per the County's Green Building Ordinance, this project is required to report on sustainability at 30% predesign and at substantial completion. In addition the project will comply with King County Energy Plan requiring energy calculation of Life Cycle Cost Analysis (LCCA) and will reduce energy consumption.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 19&20 HVAC SM WRKS	1134241
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SBVM HVAC REPL

1134242

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2024
Location	12100 E MARGINAL WY S, Tukwila 98168: South Base Vehicle Maintenance
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/20 - 02/29/20	\$0	\$11,642	\$1,294	\$0	\$12,936
2 Preliminary Design 03/01/20 - 08/31/20	\$0	\$79,149	\$8,794	\$0	\$87,943
3 Final Design 09/01/20 - 12/31/21	\$0	\$117,656	\$511,366	\$0	\$629,022
4 Implementation 01/01/22 - 06/30/24	\$0	\$2,084	\$6,385,364	\$0	\$6,387,448
5 Closeout 07/01/24 - 09/30/24	\$0	\$0	\$271,962	\$0	\$271,962
6 Acquisition 03/01/20 - 12/31/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$210,531	\$7,178,780	\$0	\$7,389,311

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$2,084	\$71,788	\$0	\$73,872

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$210,531	\$7,178,780	\$0	\$7,389,311
Total Revenue	\$210,531	\$7,178,780	\$0	\$7,389,311

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SBVM HVAC REPL					1134242
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$11,642	\$1,294	\$0	\$12,936	
2 Prelim Design	\$0	\$0	\$79,149	\$8,794	\$0	\$87,943	
3 Final Design	\$0	\$0	\$117,656	\$516,633	\$0	\$634,289	
4 Implementation	\$0	\$0	\$2,084	\$2,493,202	\$3,886,894	\$6,382,180	
5 Closeout	\$0	\$0	\$0	\$0	\$271,962	\$271,962	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$210,531	\$3,019,923	\$4,158,856	\$7,389,310	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$12,936	\$0	\$0	\$0
2 Preliminary Design	\$0	\$87,943	\$0	\$0	\$0
3 Final Design	\$0	\$629,022	\$0	\$0	\$0
4 Implementation	\$0	\$6,387,448	\$0	\$0	\$0
5 Closeout	\$0	\$271,962	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$7,389,311	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$11,642	\$11,642	\$0
2 Preliminary Design	\$0	\$79,149	\$79,149	\$0
3 Final Design	\$0	\$117,656	\$117,656	\$0
4 Implementation	\$0	\$2,084	\$2,084	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$210,531	\$210,531	\$0

NARRATIVES TDC SBVM HVAC REPL 1134242

1. CURRENT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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

2019-2020 funding will support project planning through approximately 90% 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

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

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Strategic Climate Action Plan Alignment (and Green Building): Per the County's Green Building Ordinance, this project is required to report on sustainability at 30% predesign and at substantial completion. In addition the project will comply with King County Energy Plan requiring energy calculation of Life Cycle Cost Analysis (LCCA) and will reduce energy consumption.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC SBVM HVAC REPL	1134242
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SF MAINT HVAC REPL

1134243

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2022
Location	12100 E MARGINAL WY S, Tukwila 98168: South Base Vehicle Maintenance
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 09/01/19 - 10/31/19	\$0	\$12,559	\$0	\$0	\$12,559
2 Preliminary Design 11/01/19 - 02/29/20	\$0	\$65,355	\$0	\$0	\$65,355
3 Final Design 03/01/20 - 12/31/20	\$0	\$436,771	\$0	\$0	\$436,771
4 Implementation 01/01/21 - 06/30/22	\$0	\$4,356,656	\$0	\$0	\$4,356,656
5 Closeout 07/01/22 - 09/30/22	\$0	\$1,021,709	\$0	\$0	\$1,021,709
6 Acquisition 11/01/19 - 12/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$5,893,050	\$0	\$0	\$5,893,050

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$58,347	\$0	\$0	\$58,347

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$5,893,050	\$0	\$0	\$5,893,050
Total Revenue	\$5,893,050	\$0	\$0	\$5,893,050

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SF MAINT HVAC REPL				1134243
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$12,559	\$0	\$0	\$12,559
2 Prelim Design	\$0	\$0	\$58,820	\$6,536	\$0	\$65,356
3 Final Design	\$0	\$0	\$393,094	\$43,677	\$0	\$436,771
4 Implementation	\$0	\$0	\$58,347	\$4,298,309	\$0	\$4,356,656
5 Closeout	\$0	\$0	\$0	\$1,021,709	\$0	\$1,021,709
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$522,820	\$5,370,231	\$0	\$5,893,051

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$12,559	\$0	\$0	\$0
2 Preliminary Design	\$0	\$65,355	\$0	\$0	\$0
3 Final Design	\$0	\$436,771	\$0	\$0	\$0
4 Implementation	\$0	\$4,356,656	\$0	\$0	\$0
5 Closeout	\$0	\$1,021,709	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$5,893,050	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$12,559	\$12,559	\$0
2 Preliminary Design	\$0	\$65,355	\$58,820	\$6,535
3 Final Design	\$0	\$436,771	\$393,094	\$43,677
4 Implementation	\$0	\$4,356,656	\$58,347	\$4,298,309
5 Closeout	\$0	\$1,021,709	\$0	\$1,021,709
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$5,893,050	\$522,820	\$5,370,230

NARRATIVES

1. CURRENT PROJECT SCOPE

South Facilities Maintenance HVAC Replacement - This project will support the replacement of the South facilities air handlers and dust collection systems.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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

2019-2020 funding will support the complete replacement of the asset (construction beginning 2021). 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. 2019/2020 funding will support the complete replacement of the asset (construction beginning 2021).

6. FUNDING AND REVENUE DISCUSSION

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

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Strategic Climate Action Plan Alignment (and Green Building): Per the County's Green Building Ordinance, this project is required to report on sustainability at 30% predesign and at substantial completion. In addition the project will comply with King County Energy Plan requiring energy calculation of Life Cycle Cost Analysis (LCCA) and will reduce energy consumption.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC SF MAINT HVAC REPL	1134243
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC BB WASH PH2 BUS LIFT

1134245

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	6
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	01/31/2022
Location	1790 124TH AVE NE, BELLEVUE 98005: Bellevue Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 04/01/20 - 07/31/20	\$0	\$16,730	\$0	\$0	\$16,730
2 Preliminary Design 08/01/20 - 11/30/20	\$0	\$108,989	\$0	\$0	\$108,989
3 Final Design 12/01/20 - 07/31/21	\$0	\$30,361	\$300,404	\$0	\$330,765
4 Implementation 08/01/21 - 01/31/22	\$0	\$3,137	\$1,213,988	\$0	\$1,217,125
5 Closeout 02/01/22 - 05/31/22	\$0	\$0	\$215,453	\$0	\$215,453
6 Acquisition 08/01/20 - 07/31/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$159,217	\$1,729,845	\$0	\$1,889,062

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$1,576	\$17,298	\$0	\$18,874

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$159,217	\$1,729,845	\$0	\$1,889,062
Total Revenue	\$159,217	\$1,729,845	\$0	\$1,889,062

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC BB WASH PH2 BUS LIFT					1134245
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$15,057	\$1,673	\$0	\$16,730	
2 Prelim Design	\$0	\$0	\$98,090	\$10,899	\$0	\$108,989	
3 Final Design	\$0	\$0	\$30,361	\$300,404	\$0	\$330,765	
4 Implementation	\$0	\$0	\$3,137	\$1,213,988	\$0	\$1,217,125	
5 Closeout	\$0	\$0	\$0	\$215,453	\$0	\$215,453	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$146,645	\$1,742,417	\$0	\$1,889,062	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$16,730	\$0	\$0	\$0
2 Preliminary Design	\$0	\$108,989	\$0	\$0	\$0
3 Final Design	\$0	\$330,766	\$0	\$0	\$0
4 Implementation	\$0	\$1,234,423	\$0	\$0	\$0
5 Closeout	\$0	\$215,453	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,906,361	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$16,730	\$15,057	\$1,673
2 Preliminary Design	\$0	\$108,989	\$98,090	\$10,899
3 Final Design	\$0	\$30,361	\$30,361	\$0
4 Implementation	\$0	\$3,137	\$3,137	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$159,217	\$146,645	\$12,572

NARRATIVES TDC BB WASH PH2 BUS LIFT 1134245

1. CURRENT PROJECT SCOPE

Bellevue Base Wash Phase 2 Bus Lift - This project supports the replacement of bus lift in Bellevue Base steam bay.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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

2019-2020 funding is expected to support the planning and preliminary design for the project with final design and implementation occurring in 2021-2022 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

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

N/A

11. ART ELIGIBILITY

N/A, Art Eligible

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BB WASH PH2 BUS LIFT	1134245
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC AB VM PH2 BUS LIFTS

1134246

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2022
Location	1270 6TH AVE S, SEATTLE 98134: Atlantic Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 06/30/19	\$0	\$95,528	\$0	\$0	\$95,528
2 Preliminary Design 07/01/19 - 12/31/19	\$0	\$486,690	\$0	\$0	\$486,690
3 Final Design 01/01/20 - 12/31/20	\$0	\$1,213,192	\$0	\$0	\$1,213,192
4 Implementation 01/01/21 - 06/30/22	\$0	\$11,526,785	\$0	\$0	\$11,526,785
5 Closeout 07/01/22 - 12/31/22	\$0	\$326,647	\$0	\$0	\$326,647
6 Acquisition 07/01/19 - 12/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$13,648,842	\$0	\$0	\$13,648,842

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$135,137	\$0	\$0	\$135,137

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$13,648,842	\$0	\$0	\$13,648,842
Total Revenue	\$13,648,842	\$0	\$0	\$13,648,842

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC AB VM PH2 BUS LIFTS					1134246
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$95,528	\$0	\$0	\$95,528	
2 Prelim Design	\$0	\$0	\$486,690	\$0	\$0	\$486,690	
3 Final Design	\$0	\$0	\$1,091,873	\$121,319	\$0	\$1,213,192	
4 Implementation	\$0	\$0	\$135,137	\$11,391,648	\$0	\$11,526,785	
5 Closeout	\$0	\$0	\$0	\$326,647	\$0	\$326,647	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$1,809,228	\$11,839,614	\$0	\$13,648,842	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$95,528	\$0	\$0	\$0
2 Preliminary Design	\$0	\$486,690	\$0	\$0	\$0
3 Final Design	\$0	\$1,213,192	\$0	\$0	\$0
4 Implementation	\$0	\$11,526,785	\$0	\$0	\$0
5 Closeout	\$0	\$326,647	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$13,648,842	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$95,528	\$95,528	\$0
2 Preliminary Design	\$0	\$486,690	\$486,690	\$0
3 Final Design	\$0	\$1,213,192	\$1,091,873	\$121,319
4 Implementation	\$0	\$11,526,785	\$135,137	\$11,391,648
5 Closeout	\$0	\$326,647	\$0	\$326,647
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$13,648,842	\$1,809,228	\$11,839,614

NARRATIVES TDC AB VM PH2 BUS LIFTS 1134246

1. CURRENT PROJECT SCOPE

Atlantic Base Vehicle Maintenance Phase 2 Bus Lifts - This project supports replacement of four rotary post axle lifts, one rotary post platform lift and four Stertil Koni Omer parallelogram lifts at Atlantic Base.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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

2019-2020 funding is expected to support the planning, pre-design, 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

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

11. ART ELIGIBILITY

N/A, Art eligible

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC AB VM PH2 BUS LIFTS	1134246
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC CB WASH VAC REPLAC

1134247

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	10/31/2021
Location	1270 6TH AVE S, SEATTLE 98134: Central Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/19 - 04/30/20	\$0	\$418,701	\$0	\$0	\$418,701
4 Implementation 05/01/20 - 10/31/21	\$0	\$2,419,357	\$0	\$0	\$2,419,357
5 Closeout 11/01/21 - 12/31/21	\$0	\$641,591	\$0	\$0	\$641,591
6 Acquisition 01/01/19 - 04/30/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$3,479,649	\$0	\$0	\$3,479,649

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$34,452	\$0	\$0	\$34,452

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$3,479,649	\$0	\$0	\$3,479,649
Total Revenue	\$3,479,649	\$0	\$0	\$3,479,649

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC CB WASH VAC REPLAC				1134247
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$376,831	\$41,870	\$0	\$418,701
4 Implementation	\$0	\$0	\$860,774	\$1,558,583	\$0	\$2,419,357
5 Closeout	\$0	\$0	\$0	\$641,591	\$0	\$641,591
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$1,237,605	\$2,242,044	\$0	\$3,479,649

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$418,701	\$0	\$0	\$0
4 Implementation	\$0	\$2,419,357	\$0	\$0	\$0
5 Closeout	\$0	\$641,591	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,479,649	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$418,701	\$376,831	\$41,870
4 Implementation	\$0	\$2,419,357	\$860,774	\$1,558,583
5 Closeout	\$0	\$641,591	\$0	\$641,591
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$3,479,649	\$1,237,605	\$2,242,044

NARRATIVES

TDC CB WASH VAC REPLAC

1134247

1. CURRENT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC CB WASH VAC REPLAC

1134247

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 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

2019-2020 funding will support final design and implementation 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.

6. FUNDING AND REVENUE DISCUSSION

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

11. ART ELIGIBILITY

N/A, Art eligible

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC CB WASH VAC REPLAC	1134247
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC BBFW WASH VAC REPLAC

1134248

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	6
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	10/31/2021
Location	1790 124TH AVE NE, BELLEVUE 98005: Bellevue Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 02/28/19	\$0	\$35,615	\$0	\$0	\$35,615
2 Preliminary Design 03/01/19 - 08/31/19	\$0	\$106,845	\$0	\$0	\$106,845
3 Final Design 09/01/19 - 04/30/20	\$0	\$222,783	\$0	\$0	\$222,783
4 Implementation 05/01/20 - 10/31/21	\$0	\$2,418,702	\$0	\$0	\$2,418,702
5 Closeout 11/01/21 - 12/31/21	\$0	\$629,517	\$0	\$0	\$629,517
6 Acquisition 03/01/19 - 04/30/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$3,413,462	\$0	\$0	\$3,413,462

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$33,797	\$0	\$0	\$33,797

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$3,413,462	\$0	\$0	\$3,413,462
Total Revenue	\$3,413,462	\$0	\$0	\$3,413,462

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC BBFW WASH VAC REPLAC					1134248
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$32,053	\$3,561	\$0	\$35,614	
2 Prelim Design	\$0	\$0	\$96,160	\$10,684	\$0	\$106,844	
3 Final Design	\$0	\$0	\$200,504	\$22,278	\$0	\$222,782	
4 Implementation	\$0	\$0	\$860,122	\$1,558,583	\$0	\$2,418,705	
5 Closeout	\$0	\$0	\$0	\$629,517	\$0	\$629,517	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$1,188,839	\$2,224,623	\$0	\$3,413,462	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$35,615	\$0	\$0	\$0
2 Preliminary Design	\$0	\$106,845	\$0	\$0	\$0
3 Final Design	\$0	\$222,783	\$0	\$0	\$0
4 Implementation	\$0	\$2,418,702	\$0	\$0	\$0
5 Closeout	\$0	\$629,517	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,413,462	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$35,615	\$32,053	\$3,562
2 Preliminary Design	\$0	\$106,845	\$96,160	\$10,685
3 Final Design	\$0	\$222,783	\$200,504	\$22,279
4 Implementation	\$0	\$2,418,702	\$860,122	\$1,558,580
5 Closeout	\$0	\$629,517	\$0	\$629,517
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$3,413,462	\$1,188,839	\$2,224,623

NARRATIVES TDC BBFW WASH VAC REPLAC 1134248

1. CURRENT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC BBFW WASH VAC REPLAC

1134248

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 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

2019-2020 funding will support final design and implementation 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.

6. FUNDING AND REVENUE DISCUSSION

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

11. ART ELIGIBILITY

N/A, Art eligible

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BBFW WASH VAC REPLAC	1134248
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC EB WASH REPL

1134249

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	6
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	02/28/2023
Location	1975 124TH AVE NE, BELLEVUE 98005: East Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 04/30/20 - 04/30/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 04/30/20 - 04/30/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 05/01/20 - 08/31/21	\$0	\$166,834	\$255,254	\$0	\$422,088
4 Implementation 09/01/21 - 02/28/23	\$0	\$1,668	\$2,998,241	\$0	\$2,999,909
5 Closeout 03/01/23 - 04/30/23	\$0	\$0	\$702,429	\$0	\$702,429
6 Acquisition 05/01/20 - 08/31/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$168,502	\$3,955,924	\$0	\$4,124,426

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$1,668	\$39,559	\$0	\$41,227

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$168,502	\$3,955,924	\$0	\$4,124,426
Total Revenue	\$168,502	\$3,955,924	\$0	\$4,124,426

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC EB WASH REPL				1134249
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$166,834	\$255,254	\$0	\$422,088
4 Implementation	\$0	\$0	\$1,668	\$2,663,442	\$334,799	\$2,999,909
5 Closeout	\$0	\$0	\$0	\$0	\$702,429	\$702,429
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$168,502	\$2,918,696	\$1,037,228	\$4,124,426

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$422,088	\$0	\$0	\$0
4 Implementation	\$0	\$2,999,909	\$0	\$0	\$0
5 Closeout	\$0	\$702,429	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$4,124,426	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$166,834	\$166,834	\$0
4 Implementation	\$0	\$1,668	\$1,668	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$168,502	\$168,502	\$0

NARRATIVES	TDC EB WASH REPL	1134249
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1. CURRENT PROJECT SCOPE

East Base Wash Replacement - This project will replace East Base wash and vacuum system and wash building interior systems, including fire alarm, interior heaters, exit lighting, water distribution, and power distribution.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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

2019-2020 funding will support 30% of the design phase. Implementation and closeout will occur in 2021-2022 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

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

11. ART ELIGIBILITY

N/A, Art eligible

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC EB WASH REPL	1134249
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC NB WASH REPLAC

1134250

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	1
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	02/28/2023
Location	2141 N 165TH ST, SHORELINE 98133: North Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 04/30/20 - 04/30/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 04/30/20 - 04/30/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 05/01/20 - 08/31/21	\$0	\$180,938	\$276,833	\$0	\$457,771
4 Implementation 09/01/21 - 02/28/23	\$0	\$1,809	\$2,911,278	\$0	\$2,913,087
5 Closeout 03/01/23 - 04/30/23	\$0	\$0	\$707,182	\$0	\$707,182
6 Acquisition 05/01/20 - 08/31/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$182,747	\$3,895,293	\$0	\$4,078,040

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$1,809	\$38,953	\$0	\$40,762

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$182,747	\$3,895,293	\$0	\$4,078,040
Total Revenue	\$182,747	\$3,895,293	\$0	\$4,078,040

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC NB WASH REPLAC				1134250
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$180,938	\$276,833	\$0	\$457,771
4 Implementation	\$0	\$0	\$1,809	\$2,586,190	\$325,088	\$2,913,087
5 Closeout	\$0	\$0	\$0	\$0	\$707,182	\$707,182
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$182,747	\$2,863,023	\$1,032,270	\$4,078,040

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$457,772	\$0	\$0	\$0
4 Implementation	\$0	\$2,913,087	\$0	\$0	\$0
5 Closeout	\$0	\$707,182	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$4,078,041	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$180,938	\$180,938	\$0
4 Implementation	\$0	\$1,809	\$1,809	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$182,747	\$182,747	\$0

NARRATIVES TDC NB WASH REPLAC 1134250

1. CURRENT PROJECT SCOPE

North Base Wash Replacement - This project replaces the North Base wash and vacuum system and associated wash and vacuum building systems including fire alarm, interior piping, fluids distribution, HVAC heaters, exit signage, and power systems.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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

2019-2020 funding supports planning through approximately 30% design. 2021-2022 funding will complete the design and 90% of 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

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

11. ART ELIGIBILITY

N/A, Art eligible

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC NB WASH REPLAC	1134250
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC RB WASH VAC REPLAC

1134251

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	02/28/2023
Location	1220 4TH AVE S, SEATTLE 98134: Ryerson Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 04/30/20 - 04/30/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 04/30/20 - 04/30/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 05/01/20 - 08/31/21	\$0	\$166,834	\$255,254	\$0	\$422,088
4 Implementation 09/01/21 - 02/28/23	\$0	\$1,668	\$2,689,106	\$0	\$2,690,774
5 Closeout 03/01/23 - 04/30/23	\$0	\$0	\$649,995	\$0	\$649,995
6 Acquisition 05/01/20 - 08/31/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$168,502	\$3,594,355	\$0	\$3,762,857

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$1,668	\$35,944	\$0	\$37,612

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$168,502	\$3,594,355	\$0	\$3,762,857
Total Revenue	\$168,502	\$3,594,355	\$0	\$3,762,857

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC RB WASH VAC REPLAC				1134251
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$166,834	\$255,254	\$0	\$422,088
4 Implementation	\$0	\$0	\$1,668	\$2,388,827	\$300,279	\$2,690,774
5 Closeout	\$0	\$0	\$0	\$0	\$649,995	\$649,995
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$168,502	\$2,644,081	\$950,274	\$3,762,857

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$422,088	\$0	\$0	\$0
4 Implementation	\$0	\$2,690,774	\$0	\$0	\$0
5 Closeout	\$0	\$649,995	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,762,857	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$166,834	\$166,834	\$0
4 Implementation	\$0	\$1,668	\$1,668	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$168,502	\$168,502	\$0

NARRATIVES TDC RB WASH VAC REPLAC 1134251

1. CURRENT PROJECT SCOPE

Ryerson Base Wash Vacuum Replacement - This project will support replacement of Ryerson Base wash and vac system and associated wash and vac building systems including fire piping and emergency exit lighting.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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

2019-2020 funding supports planning through approximately 30% design. 2021-2022 funding will complete the design and 90% of 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

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

11. ART ELIGIBILITY

N/A, Art eligible

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC RB WASH VAC REPLAC	1134251
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC OA BLD ENV ROOF REPLAC

1134252

Master Project, Baseline Required

Department	TRANSPORTATION
Council District(s)	1, 3, 4, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC OA BLD ENV ROOF REPLAC
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/19 - 12/31/20	\$0	\$1,956,826	\$0	\$0	\$1,956,826
5 Closeout 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/19 - 01/01/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,956,826	\$0	\$0	\$1,956,826

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,956,826	\$0	\$0	\$1,956,826
Total Revenue	\$1,956,826	\$0	\$0	\$1,956,826

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC OA BLD ENV ROOF REPLAC				1134252
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,761,143	\$195,683	\$0	\$1,956,826
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$1,761,143	\$195,683	\$0	\$1,956,826

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$1,956,826	\$1,761,143	\$195,683
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,956,826	\$1,761,143	\$195,683

NARRATIVES TDC OA BLD ENV ROOF REPLAC 1134252

1. CURRENT PROJECT SCOPE

Overall Building Envelope Roof Replacement - This program for 2019-2020 includes roof replacements at North Facilities, Power Distribution, Ryerson Wash Building, South Base, Redmond's Park and Ride, South Base Component Supply Center Hazmat, South Base Component Supply Center.

2. PROGRAMMATIC PROJECT DISCUSSION

This is a programmatic project with assorted task for each project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC OA BLD ENV ROOF REPLAC

1134252

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 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

2019-2020 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

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

11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

NA

14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC OA BLD ENV ROOF REPLAC	1134252
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC OA BLD ENV DOOR & WNDW

1134253

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC OA BLD ENV DOOR & WNDW
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/19 - 12/31/20	\$0	\$4,008,835	\$0	\$0	\$4,008,835
5 Closeout 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/19 - 01/01/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$4,008,835	\$0	\$0	\$4,008,835

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$4,008,835	\$0	\$0	\$4,008,835
Total Revenue	\$4,008,835	\$0	\$0	\$4,008,835

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC OA BLD ENV DOOR & WNDW				1134253
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$3,607,952	\$400,883	\$0	\$4,008,835
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$3,607,952	\$400,883	\$0	\$4,008,835

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$4,008,835	\$3,607,952	\$400,883
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$4,008,835	\$3,607,952	\$400,883

NARRATIVES TDC OA BLD ENV DOOR & WNDW 1134253

1. CURRENT PROJECT SCOPE

Overall Building Envelope Door & Window Replacement - This program for 2019-2020 will include replacements of overhead doors, building exterior doors, and building windows at North, Atlantic, Bellevue, Central, East, and South Base.

2. PROGRAMMATIC PROJECT DISCUSSION

This is a programmatic project with assorted task for each project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC OA BLD ENV DOOR & WNDW

1134253

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 condition 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

2019-2020 funding is expected to support the complete project lifecycle for the project locations 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. 2019-2020 funding includes complete asset replacement of the assets included in the 2019-2020 Building Envelope Door and Window scope.

6. FUNDING AND REVENUE DISCUSSION

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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC OA BLD ENV DOOR & WNDW	1134253
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC OA LIGHT REPLAC

1134254

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2020
Location	South Base, South Facilities and Transit Control Center
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/19 - 12/31/20	\$0	\$365,195	\$0	\$0	\$365,195
5 Closeout 01/01/21 - 02/28/21	\$0	\$17,152	\$0	\$0	\$17,152
6 Acquisition 01/01/19 - 01/01/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$382,347	\$0	\$0	\$382,347

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$382,347	\$0	\$0	\$382,347
Total Revenue	\$382,347	\$0	\$0	\$382,347

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC OA LIGHT REPLAC					1134254
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$328,675	\$36,520	\$0	\$365,195	
5 Closeout	\$0	\$0	\$0	\$17,152	\$0	\$17,152	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$328,675	\$53,672	\$0	\$382,347	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$365,195	\$0	\$0	\$0
5 Closeout	\$0	\$17,152	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$382,347	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$365,195	\$328,675	\$36,520
5 Closeout	\$0	\$17,152	\$0	\$17,152
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$382,347	\$328,675	\$53,672

NARRATIVES TDC OA LIGHT REPLAC 1134254

1. CURRENT PROJECT SCOPE

Overall Lighting Replacement - This project includes lighting replacements for 2019-2020 biennium including emergency and exit lighting replacements at Transit Control Center, South Base Operations Building, and South Facilities Maintenance Building.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC OA LIGHT REPLAC

1134254

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

2019-2020 funding supports the complete project lifecycle/replacement of the project's assets. 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

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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC OA LIGHT REPLAC	1134254
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC NB TNSFM & SB SWITCHGR

1134255

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	10/31/2021
Location	2141 N 165TH ST & 11911 E MARGINAL WY S, Shoreline & Tukwila 98133: North Base and South Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/19 - 04/30/20	\$0	\$204,947	\$0	\$0	\$204,947
4 Implementation 05/01/20 - 10/31/21	\$0	\$1,342,066	\$0	\$0	\$1,342,066
5 Closeout 11/01/21 - 12/31/21	\$0	\$182,089	\$0	\$0	\$182,089
6 Acquisition 01/01/19 - 04/30/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,729,102	\$0	\$0	\$1,729,102

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,729,102	\$0	\$0	\$1,729,102
Total Revenue	\$1,729,102	\$0	\$0	\$1,729,102

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC NB TNSFM & SB SWTCHGR				1134255
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$184,452	\$20,495	\$0	\$204,947
4 Implementation	\$0	\$0	\$464,999	\$877,067	\$0	\$1,342,066
5 Closeout	\$0	\$0	\$0	\$182,089	\$0	\$182,089
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$649,451	\$1,079,651	\$0	\$1,729,102

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$204,947	\$0	\$0	\$0
4 Implementation	\$0	\$1,342,066	\$0	\$0	\$0
5 Closeout	\$0	\$182,089	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,729,102	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$204,947	\$184,452	\$20,495
4 Implementation	\$0	\$1,342,066	\$464,999	\$877,067
5 Closeout	\$0	\$182,089	\$0	\$182,089
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,729,102	\$649,451	\$1,079,651

NARRATIVES TDC NB TNSFM & SB SWTCHGR 1134255

1. CURRENT PROJECT SCOPE

North Base Transformer and South Base Switch Gear Replacement - This project provides the replacement of a 300kva transformer in 3rd Floor Main Electrical Room at North Base and replacement of two main switchgear/distribution panels, 30 secondary panels, and 11 step down transformers at South Base.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC NB TNSFM & SB SWTCHGR

1134255

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 Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. 2019-2020 funding supports the design phase and approximately 30% of the implementation. Implementation and close out are completed in 2021-2022.

6. FUNDING AND REVENUE DISCUSSION

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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC NB TNSFM & SB SWTCHGR	1134255
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC CB UST RPL

1134256

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	08/31/2021
Location	1270 6TH AVE S, SEATTLE 98134: Central Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/01/19 - 08/31/19	\$0	\$36,298	\$0	\$0	\$36,298
2 Preliminary Design 09/01/19 - 02/29/20	\$0	\$282,791	\$0	\$0	\$282,791
3 Final Design 03/01/20 - 02/28/21	\$0	\$786,296	\$0	\$0	\$786,296
4 Implementation 03/01/21 - 08/31/21	\$0	\$3,353,466	\$0	\$0	\$3,353,466
5 Closeout 09/01/21 - 12/31/21	\$0	\$485,204	\$0	\$0	\$485,204
6 Acquisition 09/01/19 - 02/28/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$4,944,055	\$0	\$0	\$4,944,055

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$48,951	\$0	\$0	\$48,951

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$4,944,055	\$0	\$0	\$4,944,055
Total Revenue	\$4,944,055	\$0	\$0	\$4,944,055

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC CB UST RPL				1134256
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$36,298	\$0	\$0	\$36,298
2 Prelim Design	\$0	\$0	\$254,512	\$28,279	\$0	\$282,791
3 Final Design	\$0	\$0	\$566,930	\$219,366	\$0	\$786,296
4 Implementation	\$0	\$0	\$48,951	\$3,304,515	\$0	\$3,353,466
5 Closeout	\$0	\$0	\$0	\$485,204	\$0	\$485,204
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$906,691	\$4,037,364	\$0	\$4,944,055

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$36,298	\$0	\$0	\$0
2 Preliminary Design	\$0	\$282,791	\$0	\$0	\$0
3 Final Design	\$0	\$786,296	\$0	\$0	\$0
4 Implementation	\$0	\$3,353,466	\$0	\$0	\$0
5 Closeout	\$0	\$485,204	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$4,944,055	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$36,298	\$36,298	\$0
2 Preliminary Design	\$0	\$282,791	\$254,512	\$28,279
3 Final Design	\$0	\$786,296	\$566,930	\$219,366
4 Implementation	\$0	\$3,353,466	\$48,951	\$3,304,515
5 Closeout	\$0	\$485,204	\$0	\$485,204
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$4,944,055	\$906,691	\$4,037,364

NARRATIVES TDC CB UST RPL 1134256

1. CURRENT PROJECT SCOPE

Central Base Underground Storage Tank Replacement - This project will identify and replace Central Base's underground storage tanks, including the supporting equipment.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC CB UST RPL

1134256

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. Further, the manufacturers warranty on these tanks expires in 2019, increasing the risk to Metro Transit should these tanks remain in place.

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

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

N/A

11. ART ELIGIBILITY

N/A, Art eligible

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC CB UST RPL	1134256
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC EB UST RPL

1134257

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	6
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	03/31/2020
Location	1975 124TH AVE NE, BELLEVUE 98005: East Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/18 - 03/31/18	\$0	\$51,824	\$0	\$0	\$51,824
2 Preliminary Design 04/01/18 - 09/30/18	\$0	\$399,803	\$0	\$0	\$399,803
3 Final Design 10/01/18 - 09/30/19	\$0	\$761,590	\$0	\$0	\$761,590
4 Implementation 10/01/19 - 03/31/20	\$0	\$2,366,951	\$0	\$0	\$2,366,951
5 Closeout 04/01/20 - 07/31/20	\$0	\$152,498	\$0	\$0	\$152,498
6 Acquisition 04/01/18 - 09/30/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$3,732,666	\$0	\$0	\$3,732,666

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$36,957	\$0	\$0	\$36,957

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$3,732,666	\$0	\$0	\$3,732,666
Total Revenue	\$3,732,666	\$0	\$0	\$3,732,666

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC EB UST RPL					1134257
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0		\$51,824	\$0	\$0	\$51,824	
2 Prelim Design	\$0		\$399,803	\$0	\$0	\$399,803	
3 Final Design	\$0		\$761,590	\$0	\$0	\$761,590	
4 Implementation	\$0	\$0	\$2,133,952	\$232,999	\$0	\$2,366,951	
5 Closeout	\$0	\$0	\$137,248	\$15,250	\$0	\$152,498	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$3,484,417	\$248,249	\$0	\$3,732,666	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$51,824	\$0	\$0	\$0
2 Preliminary Design	\$0	\$399,803	\$0	\$0	\$0
3 Final Design	\$0	\$761,590	\$0	\$0	\$0
4 Implementation	\$0	\$2,366,951	\$0	\$0	\$0
5 Closeout	\$0	\$152,498	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,732,666	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$51,824	\$51,824	\$0
2 Preliminary Design	\$0	\$399,803	\$399,803	\$0
3 Final Design	\$0	\$761,590	\$761,590	\$0
4 Implementation	\$0	\$2,366,951	\$2,133,952	\$232,999
5 Closeout	\$0	\$152,498	\$137,248	\$15,250
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$3,732,666	\$3,484,417	\$248,249

NARRATIVES TDC EB UST RPL 1134257

1. CURRENT PROJECT SCOPE

East Base Underground Storage Tank Replacement - This project will identify and replace East Base's underground storage tanks, including the supporting equipment. This work includes replacement of fueling station pump and piping system(s), electronic controls, pump, motor, hose and associated fittings, underground storage tanks and associated monitoring equipment.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC EB UST RPL

1134257

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. The manufacturers warranty on these tanks expires in 2019, increasing the risk to Metro Transit should these tanks remain in place.

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

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

11. ART ELIGIBILITY

N/A, Art eligible

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC EB UST RPL	1134257
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC OA MISC SMALL WORKS

1134258

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	North Base, Downtown Seattle Transit Tunnel, and Power Distribution Center
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/19 - 06/30/19	\$0	\$199,871	\$0	\$0	\$199,871
4 Implementation 07/01/19 - 12/31/19	\$0	\$300,755	\$0	\$0	\$300,755
5 Closeout 01/01/20 - 02/29/20	\$0	\$50,381	\$0	\$0	\$50,381
6 Acquisition 01/01/19 - 06/30/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$551,007	\$0	\$0	\$551,007

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$551,007	\$0	\$0	\$551,007
Total Revenue	\$551,007	\$0	\$0	\$551,007

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC OA MISC SMALL WORKS				1134258
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$199,871	\$0	\$0	\$199,871
4 Implementation	\$0	\$0	\$300,755	\$0	\$0	\$300,755
5 Closeout	\$0	\$0	\$45,343	\$5,038	\$0	\$50,381
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$545,969	\$5,038	\$0	\$551,007

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$199,871	\$199,871	\$0
4 Implementation	\$0	\$300,755	\$300,755	\$0
5 Closeout	\$0	\$50,381	\$45,343	\$5,038
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$551,007	\$545,969	\$5,038

NARRATIVES

1. CURRENT PROJECT SCOPE

Overall Miscellaneous Small Works - This project includes miscellaneous small works replacement projects including North Facilities roof access staircase, power distribution gate replacements, and tunnel decommissioning projects.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC OA MISC SMALL WORKS

1134258

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 this project's assets is marginal-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

2019-2020 funding supports the complete replacement of the project's assets. 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

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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC OA MISC SMALL WORKS	1134258
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC TRLY SCADA REPL

1134260

Department	TRANSPORTATION
Council District(s)	2, 4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2022
Location	Seattle Trolley Network
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/19	\$0	\$199,264	\$0	\$0	\$199,264
2 Preliminary Design 12/31/19 - 12/31/19	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/20 - 12/31/20	\$0	\$314,207	\$0	\$0	\$314,207
4 Implementation 01/01/21 - 12/31/22	\$0	\$2,763,654	\$0	\$0	\$2,763,654
5 Closeout 01/01/23 - 02/28/23	\$0	\$165,603	\$0	\$0	\$165,603
6 Acquisition 01/01/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$3,442,728	\$0	\$0	\$3,442,728

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$3,442,728	\$0	\$0	\$3,442,728
Total Revenue	\$3,442,728	\$0	\$0	\$3,442,728

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC TRLY SCADA REPL					1134260
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$199,264	\$0	\$0	\$199,264	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$282,786	\$31,421	\$0	\$314,207	
4 Implementation	\$0	\$0	\$0	\$2,763,654	\$0	\$2,763,654	
5 Closeout	\$0	\$0	\$0	\$0	\$165,603	\$165,603	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$482,050	\$2,795,075	\$165,603	\$3,442,728	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$199,264	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$314,207	\$0	\$0	\$0
4 Implementation	\$0	\$2,763,654	\$0	\$0	\$0
5 Closeout	\$0	\$165,603	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,442,728	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$199,264	\$199,264	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$314,207	\$282,786	\$31,421
4 Implementation	\$0	\$2,763,654	\$0	\$2,763,654
5 Closeout	\$0	\$165,603	\$0	\$165,603
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$3,442,728	\$482,050	\$2,960,678

NARRATIVES TDC TRLY SCADA REPL 1134260

1. CURRENT PROJECT SCOPE

Trolley Supervisory Control And Data Acquisition (SCADA) Replacement - This project will include the engagement of consultant to study required SCADA replacements across Metro trolley substations and related systems and implementation of those recommendations.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

Metro Transit's existing SCADA systems have been in place for many years and are suffering substantial failure rates, leading to increased maintenance cost and risk of loss of service while the system is offline. Modernization of the SCADA system will ensure continuing functionality, system reliability, and will reduce overall risk to operations of critical systems.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC TRLY SCADA REPL

1134260

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

2019-2020 funding is intended to support a full system study and recommendation, including design of the solution for implementation in the 2021-2022 biennium.

6. FUNDING AND REVENUE DISCUSSION

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

11. ART ELIGIBILITY

Not Art Eligible, technology or vehicle 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC BLD MGMT SYSTEM REPL

1134261

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2021
Location	All Transit Bases
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/19 - 06/30/21	\$0	\$985,329	\$0	\$0	\$985,329
5 Closeout 07/01/21 - 08/31/21	\$0	\$48,044	\$0	\$0	\$48,044
6 Acquisition 01/01/19 - 01/01/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,033,373	\$0	\$0	\$1,033,373

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,033,373	\$0	\$0	\$1,033,373
Total Revenue	\$1,033,373	\$0	\$0	\$1,033,373

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC BLD MGMT SYSTEM REPL				1134261
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$670,040	\$315,289	\$0	\$985,329
5 Closeout	\$0	\$0	\$0	\$48,044	\$0	\$48,044
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$670,040	\$363,333	\$0	\$1,033,373

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$985,329	\$0	\$0	\$0
5 Closeout	\$0	\$48,044	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,033,373	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$985,329	\$670,040	\$315,289
5 Closeout	\$0	\$48,044	\$0	\$48,044
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,033,373	\$670,040	\$363,333

NARRATIVES

1. CURRENT PROJECT SCOPE

Building Management Systems Replacement - This project will replace the building management system control and monitoring components at all bases (North, East, Bellevue, Central, Atlantic, Ryerson, and South) and transit operating facilities (North, South, Central Facilities, Component Supply Center, Transit Control Center, and Non-Revenue Building).

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC BLD MGMT SYSTEM REPL

1134261

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 budget assumptions for this project. 2019-2020 funding is expected to support the complete project lifecycle and full replacement of the assets.

6. FUNDING AND REVENUE DISCUSSION

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

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BLD MGMT SYSTEM REPL	1134261
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC YARD LIGHT REPL

1134262

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC YARD LIGHT REPL
Substantial Completion	
Location	All Bases
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 04/30/19	\$0	\$71,463	\$7,940	\$0	\$79,403
2 Preliminary Design 05/01/19 - 10/31/20	\$0	\$1,024,758	\$113,862	\$0	\$1,138,620
3 Final Design 11/01/20 - 04/30/23	\$0	\$130,290	\$2,254,467	\$388,993	\$2,773,750
4 Implementation 05/01/23 - 04/30/27	\$0	\$12,265	\$24,002	\$7,661,322	\$7,697,589
5 Closeout 05/01/27 - 08/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 05/01/19 - 04/30/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,238,776	\$2,400,271	\$8,050,315	\$11,689,362

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,238,776	\$2,400,271	\$8,050,315	\$11,689,362
Total Revenue	\$1,238,776	\$2,400,271	\$8,050,315	\$11,689,362

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC YARD LIGHT REPL					1134262
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$71,463	\$7,940	\$0	\$79,403	
2 Prelim Design	\$0	\$0	\$1,024,758	\$113,862	\$0	\$1,138,620	
3 Final Design	\$0	\$0	\$130,290	\$2,265,954	\$388,993	\$2,785,237	
4 Implementation	\$0	\$0	\$12,265	\$12,515	\$7,661,323	\$7,686,103	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$1,238,776	\$2,400,271	\$8,050,316	\$11,689,363	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$71,463	\$71,463	\$0
2 Preliminary Design	\$0	\$1,024,758	\$1,024,758	\$0
3 Final Design	\$0	\$130,290	\$130,290	\$0
4 Implementation	\$0	\$12,265	\$12,265	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,238,776	\$1,238,776	\$0

NARRATIVES TDC YARD LIGHT REPL 1134262

1. CURRENT 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.

2. PROGRAMMATIC PROJECT DISCUSSION

This is a programmatic project with assorted task for each project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC YARD LIGHT REPL

1134262

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. 2019-2020 funding is expected to support planning and preliminary design with final design occurring in 2020-2021 and implementation across the following years.

6. FUNDING AND REVENUE DISCUSSION

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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC YARD LIGHT REPL	1134262
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC BB YARD INFRAST REPLAC

1134263

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	6
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	03/31/2024
Location	1790 124TH AVE NE, BELLEVUE 98005: Bellevue Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 03/31/21 - 03/31/21	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 03/31/21 - 03/31/21	\$0	\$0	\$0	\$0	\$0
3 Final Design 04/01/21 - 06/30/22	\$0	\$0	\$1,046,735	\$0	\$1,046,735
4 Implementation 07/01/22 - 03/31/24	\$0	\$0	\$2,239,564	\$0	\$2,239,564
5 Closeout 04/01/24 - 05/31/24	\$0	\$0	\$184,333	\$0	\$184,333
6 Acquisition 04/01/21 - 06/30/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$3,470,632	\$0	\$3,470,632

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$3,470,632	\$0	\$3,470,632
Total Revenue	\$0	\$3,470,632	\$0	\$3,470,632

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC BB YARD INFRAST REPLAC				1134263
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,046,735	\$0	\$1,046,735
4 Implementation	\$0	\$0	\$0	\$627,700	\$1,611,864	\$2,239,564
5 Closeout	\$0	\$0	\$0	\$0	\$184,333	\$184,333
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$1,674,435	\$1,796,197	\$3,470,632

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$1,046,735	\$0	\$0	\$0
4 Implementation	\$0	\$2,239,564	\$0	\$0	\$0
5 Closeout	\$0	\$184,333	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,470,632	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 BB YARD INFRAST REPLAC

1134263

1. CURRENT PROJECT SCOPE

Bellevue Base Yard Infrastructure Replacement - This project involves replacement of fire protection and hydrants, domestic water distribution, oil/water separator controls, and yard lighting at Bellevue base. Project timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BB YARD INFRAST REPLAC	1134263
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC EB YARD INFRAST REPLAC

1134264

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	6
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	09/30/2024
Location	1975 124TH AVE NE, BELLEVUE 98005: East Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 03/31/21 - 03/31/21	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 03/31/21 - 03/31/21	\$0	\$0	\$0	\$0	\$0
3 Final Design 04/01/21 - 09/30/22	\$0	\$0	\$1,861,671	\$0	\$1,861,671
4 Implementation 10/01/22 - 09/30/24	\$0	\$0	\$4,201,646	\$0	\$4,201,646
5 Closeout 10/01/24 - 11/30/24	\$0	\$0	\$314,246	\$0	\$314,246
6 Acquisition 04/01/21 - 09/30/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$6,377,563	\$0	\$6,377,563

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$6,377,563	\$0	\$6,377,563
Total Revenue	\$0	\$6,377,563	\$0	\$6,377,563

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC EB YARD INFRAST REPLAC				1134264
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,861,671	\$0	\$1,861,671
4 Implementation	\$0	\$0	\$0	\$509,534	\$3,692,112	\$4,201,646
5 Closeout	\$0	\$0	\$0	\$0	\$314,246	\$314,246
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$2,371,205	\$4,006,358	\$6,377,563

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$1,861,671	\$0	\$0	\$0
4 Implementation	\$0	\$4,201,646	\$0	\$0	\$0
5 Closeout	\$0	\$314,246	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$6,377,563	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 YARD INFRAST REPLAC 1134264

1. CURRENT PROJECT SCOPE

East Base Yard Infrastructure Replacements - This project includes replacements of the following: 1) natural gas distribution system; 2) fire protection water supply system; 3) domestic water distribution system; 4) oil/water separator and sedimentation vaults, and their supporting components. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC EB YARD INFRAST REPLAC	1134264
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC EQUIPMENT REPL 2019-20

1134265

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC EQUIPMENT REPL 2019-20
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 03/31/19	\$0	\$231,794	\$0	\$0	\$231,794
2 Preliminary Design 04/01/19 - 06/30/19	\$0	\$61,580	\$0	\$0	\$61,580
3 Final Design 07/01/19 - 12/31/19	\$0	\$152,358	\$0	\$0	\$152,358
4 Implementation 01/01/20 - 06/30/20	\$0	\$2,699,959	\$0	\$0	\$2,699,959
5 Closeout 07/01/20 - 12/31/20	\$0	\$328,180	\$0	\$0	\$328,180
6 Acquisition 04/01/19 - 12/31/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$3,473,871	\$0	\$0	\$3,473,871

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$3,473,871	\$0	\$0	\$3,473,871
Total Revenue	\$3,473,871	\$0	\$0	\$3,473,871

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC EQUIPMENT REPL 2019-20					1134265
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$231,794	\$0	\$0	\$231,794	
2 Prelim Design	\$0	\$0	\$61,580	\$0	\$0	\$61,580	
3 Final Design	\$0	\$0	\$152,358	\$0	\$0	\$152,358	
4 Implementation	\$0	\$0	\$2,429,964	\$269,996	\$0	\$2,699,960	
5 Closeout	\$0	\$0	\$295,362	\$32,818	\$0	\$328,180	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$3,171,058	\$302,814	\$0	\$3,473,872	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$231,794	\$231,794	\$0
2 Preliminary Design	\$0	\$61,580	\$61,580	\$0
3 Final Design	\$0	\$152,358	\$152,358	\$0
4 Implementation	\$0	\$2,699,959	\$2,429,964	\$269,995
5 Closeout	\$0	\$328,180	\$295,362	\$32,818
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$3,473,871	\$3,171,058	\$302,813

NARRATIVES TDC EQUIPMENT REPL 2019-20 1134265

1. CURRENT PROJECT SCOPE

Equipment Replacement - This program for 2019-2020 supports the replacement of major and minor equipment at Metro Transit Facilities. The 2019-2020 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.

2. PROGRAMMATIC PROJECT DISCUSSION

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC EQUIPMENT REPL 2019-20

1134265

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 in 2019-2020.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This is an ongoing work effort in a new project.

9. ALTERNATIVES ANALYSIS

To be determined, on a per project basis.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Where feasible, old capital equipment is replaced by more energy efficient models to save energy. Applicable sub projects will comply with Green Building Ordinance 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC EQUIPMENT REPL 2019-20	1134265
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC FURNITURE REPLACEMENT

1134267

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC FURNITURE REPLACEMENT
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 03/31/19	\$0	\$17,705	\$0	\$0	\$17,705
2 Preliminary Design 04/01/19 - 06/30/19	\$0	\$16,692	\$0	\$0	\$16,692
3 Final Design 07/01/19 - 09/30/19	\$0	\$15,396	\$0	\$0	\$15,396
4 Implementation 10/01/19 - 08/31/20	\$0	\$272,475	\$0	\$0	\$272,475
5 Closeout 09/01/20 - 12/31/20	\$0	\$9,378	\$0	\$0	\$9,378
6 Acquisition 04/01/19 - 09/30/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$331,646	\$0	\$0	\$331,646

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$331,646	\$0	\$0	\$331,646
Total Revenue	\$331,646	\$0	\$0	\$331,646

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC FURNITURE REPLACEMENT					1134267
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$17,705	\$0	\$0	\$17,705	
2 Prelim Design	\$0	\$0	\$16,692	\$0	\$0	\$16,692	
3 Final Design	\$0	\$0	\$15,396	\$0	\$0	\$15,396	
4 Implementation	\$0	\$0	\$245,228	\$27,248	\$0	\$272,476	
5 Closeout	\$0	\$0	\$8,441	\$938	\$0	\$9,379	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$303,462	\$28,186	\$0	\$331,648	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$17,705	\$17,705	\$0
2 Preliminary Design	\$0	\$16,692	\$16,692	\$0
3 Final Design	\$0	\$15,396	\$15,396	\$0
4 Implementation	\$0	\$272,475	\$245,228	\$27,247
5 Closeout	\$0	\$9,378	\$8,441	\$937
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$331,646	\$303,462	\$28,184

NARRATIVES

1. CURRENT 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.

2. PROGRAMMATIC PROJECT DISCUSSION

This program addresses "State of Good Repair" principles through timely reinvestment of assets to keep the necessary functions in good, safe conditions for employees. It also supports Metro Transit strategic goals related to employee safety and provides a quality work environment for improved morale.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC FURNITURE REPLACEMENT

1134267

3. PROJECT JUSTIFICATION

For the 2019-2020 biennium, this furniture replacement program is being formed to adequately track future 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

Safe work environments and improved employee morale.

5. BUDGET REQUEST BASIS

This program budget request is based on cost estimates of the sub-projects in its work plan. Projects anticipated in 2019-2020 are replacement of furniture located in operator's lounges, general seating areas and quiet rooms at Metro Transit bases.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This is a new programmatic project.

9. ALTERNATIVES ANALYSIS

To be determined, on a per project basis.

10. OTHER AGENCY INVOLVEMENT

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

17. CAPACITY TO IMPLEMENT THE PROJECT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC FURNITURE REPLACEMENT	1134267
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC ROUTINE PAV REPAIR 2019-20

1134268

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 6, 7, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC ROUTINE PAV REPAIR 2019-20
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/19 - 12/31/20	\$0	\$4,456,660	\$0	\$0	\$4,456,660
5 Closeout 01/01/21 - 01/31/21	\$0	\$279,925	\$0	\$0	\$279,925
6 Acquisition 01/01/19 - 01/01/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$4,736,585	\$0	\$0	\$4,736,585

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$4,736,585	\$0	\$0	\$4,736,585
Total Revenue	\$4,736,585	\$0	\$0	\$4,736,585

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC ROUTINE PAV REPAIR 2019-20					1134268
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$4,010,994	\$445,666	\$0	\$4,456,660	
5 Closeout	\$0	\$0	\$0	\$279,925	\$0	\$279,925	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$4,010,994	\$725,591	\$0	\$4,736,585	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$4,456,660	\$4,010,994	\$445,666
5 Closeout	\$0	\$279,925	\$0	\$279,925
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$4,736,585	\$4,010,994	\$725,591

NARRATIVES TDC ROUTINE PAV REPAIR 2019-20 1134268

1. CURRENT PROJECT SCOPE

Routine Paving Repair 2019 to 2020 - This project includes the repair and replacement of asphalt and concrete paving at Metro transit facilities including Atlantic, East base, E3 busway, North Base, South Base, and Kenmore, Federal Way, Overlake, Star Lake Park & Rides.

2. PROGRAMMATIC PROJECT DISCUSSION

This is a programmatic project with assorted tasks for each project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC ROUTINE PAV REPAIR 2019-20

1134268

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. 2019 -2020 funding 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

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 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

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).

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Green Building will be implemented where feasible in the form of recycled base course, recycled concrete in the mix (concrete), RAS mix (Recycles Asphalt shingles), and recycled steel reinforcement.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC ROUTINE PAV REPAIR 2019-20

1134268

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SBVM FLUID US TANKS

1134269

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	01/31/2020
Location	12100 E MARGINAL WY S, Tukwila 98168: South Base Vehicle Maintenance
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/01/18 - 07/31/18	\$0	\$4,483	\$0	\$0	\$4,483
2 Preliminary Design 08/01/18 - 09/30/18	\$0	\$36,420	\$0	\$0	\$36,420
3 Final Design 10/01/18 - 01/31/19	\$0	\$240,717	\$0	\$0	\$240,717
4 Implementation 02/01/19 - 01/31/20	\$0	\$656,624	\$0	\$0	\$656,624
5 Closeout 02/01/20 - 02/29/20	\$0	\$30,717	\$0	\$0	\$30,717
6 Acquisition 08/01/18 - 01/31/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$968,961	\$0	\$0	\$968,961

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$968,961	\$0	\$0	\$968,961
Total Revenue	\$968,961	\$0	\$0	\$968,961

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC SBVM FLUID US TANKS				1134269
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$4,483	\$0	\$0	\$4,483
2 Prelim Design	\$0	\$0	\$36,420	\$0	\$0	\$36,420
3 Final Design	\$0		\$240,717	\$0	\$0	\$240,717
4 Implementation	\$0	\$0	\$590,962	\$65,662	\$0	\$656,624
5 Closeout	\$0	\$0	\$27,645	\$3,072	\$0	\$30,717
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$900,227	\$68,734	\$0	\$968,961

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$4,483	\$0	\$0	\$0
2 Preliminary Design	\$0	\$36,420	\$0	\$0	\$0
3 Final Design	\$0	\$240,717	\$0	\$0	\$0
4 Implementation	\$0	\$656,624	\$0	\$0	\$0
5 Closeout	\$0	\$30,717	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$968,961	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$4,483	\$4,483	\$0
2 Preliminary Design	\$0	\$36,420	\$36,420	\$0
3 Final Design	\$0	\$240,717	\$240,717	\$0
4 Implementation	\$0	\$656,624	\$590,962	\$65,662
5 Closeout	\$0	\$30,717	\$27,645	\$3,072
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$968,961	\$900,227	\$68,734

NARRATIVES

1. CURRENT PROJECT SCOPE

South Base Vehicle Maintenance Fluid Underground Storage Tanks - This project includes the review of the existing underground fluid storage tank locations and development of an alternatives analysis report around replacing the tanks, with a focus on the single waste oil tank with a warranty expiration in 2019. The project will then implement the replacement of the single tank at the end of its service life.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SBVM FLUID US TANKS

1134269

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. The manufacturers warranty on these tanks expires in 2019, increasing the risk to Metro Transit should these tanks remain in place.

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. 2019-2020 funding is expected to support final design and implementation of the tank replacement.

6. FUNDING AND REVENUE DISCUSSION

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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC SBVM FLUID US TANKS	1134269
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC PASS SALES SECURITY CAMS

1134273

Baseline Required

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	03/31/2019
Location	King Street Center
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/19 - 03/31/19	\$0	\$63,156	\$0	\$0	\$63,156
5 Closeout 03/31/19 - 03/31/19	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/19 - 01/01/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$63,156	\$0	\$0	\$63,156

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$63,156	\$0	\$0	\$63,156
Total Revenue	\$63,156	\$0	\$0	\$63,156

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC PASS SALES SECURITY CAMS					1134273
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$63,156	\$0	\$0	\$63,156	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$63,156	\$0	\$0	\$63,156	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$63,156	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$63,156	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$63,156	\$63,156	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$63,156	\$63,156	\$0

NARRATIVES

1. CURRENT PROJECT SCOPE

Pass Sales Security Camera Replacement - This project is to replace and upgrade the security cameras and other systems in the Transit Pass Sales area on the first floor of King Street Center. The project will also provide motion detectors for after hours intrusion monitoring, duress buttons, upgraded recording capability and a new keypad/controller for arming and disarming alarms for after hours. The equipment will be connected to the County Enterprise system for King County's Facilities Management Division monitoring and response.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC PASS SALES SECURITY CAMS

1134273

3. PROJECT JUSTIFICATION

This project supports Metro goals for safety and service excellence as well as the business driver of making Metro a great place to work. The existing security camera system is more than 18 years old and past its useful life. The existing system does not link into Facilities Management Division's monitoring systems, as it should do now that King County owns the King Street Center building. The existing system does not currently include duress buttons and motion detectors, both of which have been identified by Facilities Management Division Security as important to the safety and security of customers, employees and fare media on site.

4. PROJECT BENEFITS/OUTCOMES

Creating a safer, more secure area for pass sales benefits customers as well as employees. It provides modern tools for security staff to respond to events. The obvious presence of security cameras throughout the area may prevent some types of disruptive or criminal activity.

5. BUDGET REQUEST BASIS

The King County Facilities Management Division (FMD) systems management and analysis supervisor performed a security assessment in early March 2018 at Transit's request. He provided recommendations and pricing quotes. These estimates form the basis for this request to replace the 18 year old system and make the new system compatible with FMD standards and monitoring systems.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

No known operating budget impacts are forecast for this replacement project.

8. PROJECT STATUS

This is a new standalone project.

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

King County Facilities Management Division

11. ART ELIGIBILITY

Not Art Eligible, technology or vehicle 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC PASS SALES SECURITY CAMS	1134273
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC BATT-ELECTR BUS-NRV INFR

1134274

Master Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC BATT-ELECTR BUS-NRV INFR
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/28	\$0	\$506,919	\$794,196	\$784,495	\$2,085,610
2 Preliminary Design 01/01/29 - 02/28/29	\$0	\$0	\$0	\$0	\$0
3 Final Design 03/01/29 - 04/30/29	\$0	\$0	\$0	\$0	\$0
4 Implementation 05/01/29 - 08/31/29	\$0	\$0	\$0	\$0	\$0
5 Closeout 09/01/29 - 12/31/29	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/29 - 04/30/29	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$506,919	\$794,196	\$784,495	\$2,085,610

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$506,919	\$794,196	\$784,495	\$2,085,610
Total Revenue	\$506,919	\$794,196	\$784,495	\$2,085,610

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC BATT-ELECTR BUS-NRV INFR				1134274
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$506,919	\$794,196	\$784,495	\$2,085,610
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	\$506,919	\$794,196	\$784,495	\$2,085,610

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$506,919	\$506,919	\$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	\$506,919	\$506,919	\$0

NARRATIVES TDC BATT-ELECTR BUS-NRV INFR 1134274

1. CURRENT 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 by 2040, the expansion of the battery electric bus infrastructure and environment, and the implementation of the Rapid Ride system, it is important to develop a battery electric 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 battery electric infrastructure.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC BATT-ELECTR BUS-NRV INFR

1134274

2. PROGRAMMATIC PROJECT DISCUSSION

The buses that we are currently utilizing are only "short" range charging buses. Because of that, a majority of the routes (specifically in South King County) that we would like to place the buses at would not work. In the 2019-2020 biennium, we will begin testing long range buses at the South Base facility with the intent to deploy in the South County starting in the 2021-2022 biennium. Due to the technology on the BEB's currently there are issues with grade, duration of use/charging, location of layover/charging infrastructure, and other issues that have to be mitigated prior to a full county deployment. The intent of the testing during the biennium will allow Metro Transit to identify the issues and solutions necessary to complete a full deployment of the BEB's across the county.

3. PROJECT JUSTIFICATION

With the directive to be a 100% Battery bus fleet by 2040, it will be important to prepare our new & existing bases, address issues with existing diesel buses, and prepare future development of electric base expansion.

4. PROJECT BENEFITS/OUTCOMES

A clear strategic vision for the battery electric planning, operation, and implementation. Having a dedicated individual/program will allow for understanding and guidance of the departments' Battery Electric infrastructure program.

5. BUDGET REQUEST BASIS

This budget request was developed by reviewing past costs in support of similar programs (like the Trolley infrastructure project/program). The budget costs identified here are to support planning staff.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This is a new capital project request.

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

Coordination will be required with various divisions within King County Metro, SDOT, SCL, WSDOT, Sound Transit, and others.

11. ART ELIGIBILITY

Not Art eligible, planning project

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The program supports the implementation of the Battery Electric Bus/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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BATT-ELECTR BUS-NRV INFR	1134274
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC G LINE TROLLEY RESTR

1134275

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	2, 4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	05/31/2020
Location	Madison Ave Corridor, Seattle
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 03/31/19	\$0	\$82,400	\$0	\$0	\$82,400
2 Preliminary Design 04/01/19 - 06/30/19	\$0	\$0	\$0	\$0	\$0
3 Final Design 07/01/19 - 09/30/19	\$0	\$0	\$0	\$0	\$0
4 Implementation 10/01/19 - 05/31/20	\$0	\$824	\$0	\$0	\$824
5 Closeout 06/01/20 - 08/31/20	\$0	\$0	\$0	\$0	\$0
6 Acquisition 04/01/19 - 09/30/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$83,224	\$0	\$0	\$83,224

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$824	\$0	\$0	\$824

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$83,224	\$0	\$0	\$83,224
Total Revenue	\$83,224	\$0	\$0	\$83,224

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC G LINE TROLLEY RESTR					1134275
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$82,400	\$0	\$0	\$82,400	
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	\$82,400	\$0	\$0	\$82,400	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$82,400	\$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	\$82,400	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$82,400	\$82,400	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$824	\$0	\$824
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$83,224	\$82,400	\$824

NARRATIVES

1. CURRENT PROJECT SCOPE

RapidRide G Line Trolley Restructure - This project is in support of the trolley infrastructure work that will need to be completed in support of the G Line. 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 Trolley Route restructure around the implementation of the G Line: approximately 800 feet of new wire needed along E Pine Street between Madison Street and 15th Avenue (Route 12 restructure), and new wire/switches at the S Jackson Street and 12th Ave S Intersection to allow northbound and southbound operations through the intersection (Routes 49/36 Restructure).

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC G LINE TROLLEY RESTR

1134275

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 funding for this project has been identified based on the previous cost of trolley removal/integration, consultant/contractor expenses, and additional costs associated with implementation of the new RR accounts are also included.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This is a new capital project request.

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 SDOT, Sound Transit, and the general public.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

New Trolley wire will be used by Trolley buses that are 100% fully electric.

14. OTHER CONSIDERATIONS (OPTIONAL)

While the propulsion system for the RapidRide G Line is still unknown at the time of Metro's 2019-2020 budgeting process, it is known that Metro will restructure some of our existing Trolley Routes to accommodate the implementation of the RapidRide G Line. This project will be to modify and add to our existing trolley overhead network to accommodate trolley service changes around the G Line, and provide flexibility to our overall trolley service network.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC G LINE TROLLEY RESTR	1134275
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC NE 43RD TROLLEY MODS

1134276

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	2
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	03/31/2020
Location	43rd St btwn 15th and 12th Ave
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 03/31/19	\$0	\$122,929	\$0	\$0	\$122,929
2 Preliminary Design 04/01/19 - 06/30/19	\$0	\$122,929	\$0	\$0	\$122,929
3 Final Design 07/01/19 - 09/30/19	\$0	\$182,864	\$0	\$0	\$182,864
4 Implementation 10/01/19 - 03/31/20	\$0	\$913,817	\$0	\$0	\$913,817
5 Closeout 04/01/20 - 06/30/20	\$0	\$119,286	\$0	\$0	\$119,286
6 Acquisition 04/01/19 - 09/30/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,461,825	\$0	\$0	\$1,461,825

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$14,474	\$0	\$0	\$14,474

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,461,825	\$0	\$0	\$1,461,825
Total Revenue	\$1,461,825	\$0	\$0	\$1,461,825

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC NE 43RD TROLLEY MODS					1134276
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$122,929	\$0	\$0	\$122,929	
2 Prelim Design	\$0	\$0	\$122,929	\$0	\$0	\$122,929	
3 Final Design	\$0	\$0	\$182,864	\$0	\$0	\$182,864	
4 Implementation	\$0	\$0	\$823,883	\$89,934	\$0	\$913,817	
5 Closeout	\$0	\$0	\$107,358	\$11,929	\$0	\$119,287	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$1,359,963	\$101,863	\$0	\$1,461,826	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$122,929	\$0	\$0	\$0
2 Preliminary Design	\$0	\$122,929	\$0	\$0	\$0
3 Final Design	\$0	\$182,864	\$0	\$0	\$0
4 Implementation	\$0	\$913,817	\$0	\$0	\$0
5 Closeout	\$0	\$119,286	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,461,825	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$122,929	\$122,929	\$0
2 Preliminary Design	\$0	\$122,929	\$122,929	\$0
3 Final Design	\$0	\$182,864	\$182,864	\$0
4 Implementation	\$0	\$913,817	\$823,883	\$89,934
5 Closeout	\$0	\$119,286	\$107,358	\$11,928
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,461,825	\$1,359,963	\$101,862

NARRATIVES

TDC NE 43RD TROLLEY MODS

1134276

1. CURRENT PROJECT SCOPE

NE 43rd Avenue Trolley Modifications - This project is for the planning, design, & 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC NE 43RD TROLLEY MODS

1134276

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 basis for the 2019-2020 request is based on previous years expenses for trolley project requests from our partners.

6. FUNDING AND REVENUE DISCUSSION

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.

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 will 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

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC NE 43RD TROLLEY MODS

1134276

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC NRV BATTERY INFRASTR

1134277

Master Project, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC NRV BATTERY INFRASTR
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/01/19 - 11/30/26	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/01/26 - 04/30/27	\$0	\$0	\$0	\$0	\$0
3 Final Design 05/01/27 - 02/29/28	\$0	\$0	\$0	\$0	\$0
4 Implementation 03/01/28 - 12/31/28	\$0	\$1,007,507	\$1,067,380	\$1,133,957	\$3,208,844
5 Closeout 01/01/29 - 05/31/29	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/01/26 - 02/29/28	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,007,507	\$1,067,380	\$1,133,957	\$3,208,844

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$10,075	\$10,674	\$11,339	\$32,088

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,007,507	\$1,067,380	\$1,133,957	\$3,208,844
Total Revenue	\$1,007,507	\$1,067,380	\$1,133,957	\$3,208,844

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC NRV BATTERY INFRASTR				1134277
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,007,507	\$1,067,380	\$1,133,957	\$3,208,844
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$1,007,507	\$1,067,380	\$1,133,957	\$3,208,844

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$1,007,507	\$1,007,507	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,007,507	\$1,007,507	\$0

NARRATIVES

TDC NRV BATTERY INFRASTR

1134277

1. CURRENT PROJECT SCOPE

Non-revenue Vehicle (NRV) Battery Infrastructure - This program is for the development and implementation of the electric infrastructure in support of battery electric vehicles in the non-revenue fleet. With the recent investment of new battery NRV vehicles and the expectation that this will continue to expand as part of the goal to be completely "Green" by 2040, this program is being developed to support the planning, design, and implementation of five to seven NRV infrastructure and chargers in the county for the 2019-2020 biennium.

2. PROGRAMMATIC PROJECT DISCUSSION

This program supports the implementation of the charging infrastructure in support of the non-revenue vehicles in the department.

3. PROJECT JUSTIFICATION

With the implementation of the Strategic Climate Action Plan (SCAP), the implementation of NRV battery charging infrastructure will allow the county to move closer to being totally "Green".

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC NRV BATTERY INFRASTR

1134277

4. PROJECT BENEFITS/OUTCOMES

Implementation of 5 to 7 NRV battery charging stations in the county for the 2019-2020 biennium.

5. BUDGET REQUEST BASIS

By reviewing past costs in support of similar programs (like the Trolley infrastructure project/program) the budget costs identified here are to support planning, design, and implementation of five to seven NRV chargers in the county.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This is a new capital project.

9. ALTERNATIVES ANALYSIS

NA

10. OTHER AGENCY INVOLVEMENT

Various divisions within King County Metro, Seattle City Light.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The program that supports the implementation of the battery electric NRV 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)

For the 2019-2020 biennium, NRV will be purchasing 5 new battery vehicles and this program/project will support the implementation of 5 to 6 Type 2 chargers and 1 Type 3 charger at the bus bases in support of those vehicles.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC BEB CHRGRS BB #2

1134278

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	6
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	07/31/2018
Location	1790 124TH AVE NE, BELLEVUE 98005: Bellevue Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/17 - 06/30/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 07/01/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/18 - 04/30/18	\$0	\$100,772	\$0	\$0	\$100,772
4 Implementation 05/01/18 - 07/31/18	\$0	\$1,310,251	\$0	\$0	\$1,310,251
5 Closeout 08/01/18 - 01/31/19	\$0	\$100,703	\$0	\$0	\$100,703
6 Acquisition 07/01/17 - 04/30/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,511,726	\$0	\$0	\$1,511,726

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$14,968	\$0	\$0	\$14,968

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,511,726	\$0	\$0	\$1,511,726
Total Revenue	\$1,511,726	\$0	\$0	\$1,511,726

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC BEB CHRGRS BB #2				1134278
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$100,772	\$0	\$0	\$0	\$100,772
4 Implementation	\$0	\$1,310,251	\$0	\$0	\$0	\$1,310,251
5 Closeout	\$0	\$86,296	\$14,407	\$0	\$0	\$100,703
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$1,497,319	\$14,407	\$0	\$0	\$1,511,726

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$100,772	\$0	\$0	\$100,772
4 Implementation	\$0	\$1,310,251	\$0	\$0	\$1,310,251
5 Closeout	\$0	\$100,703	\$0	\$0	\$86,296
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,511,726	\$0	\$0	\$1,497,319

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$100,772)	\$100,772	\$0	\$0
4 Implementation	(\$1,310,251)	\$1,310,251	\$0	\$0
5 Closeout	(\$86,296)	\$100,703	\$14,407	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$1,497,319)	\$1,511,726	\$14,407	\$0

NARRATIVES

TDC BEB CHRGRS BB #2

1134278

1. CURRENT PROJECT SCOPE

Bellevue Base Battery Electric Bus Charger No.2 - This project involves planning, design and construction of a Battery Electric Bus (BEB) charger at Metro's Bellevue Base. 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 in Metro's fuel building at Bellevue Base to integrate with current bus maintenance procedures. This project is a continuation of the BEB infrastructure program initiated in 2017.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC BEB CHRGRS BB #2

1134278

3. PROJECT JUSTIFICATION

King County Metro is committed to implementing a world class zero-emission fleet as part of the County's strategic goal to improve the health and welfare of King County residents by reducing emissions from one of the largest greenhouse gas sources in the area. The BEB Infrastructure program works hand-in-hand with Metro's BEB fleet planning to ensure the infrastructure is in place to support expansion of the BEB fleet. The Proterra buses have been operating at the Bellevue Base/Eastgate for the last year with a single charger (based at Eastgate). With the implementation of the charger at the Bellevue Base, we will have redundancy in the system for the first time.

4. PROJECT BENEFITS/OUTCOMES

Metro's BEB program implements the County's Strategic Plan to protect the health of communities through improving environmental quality by reducing greenhouse gas emissions from County vehicles. This project supports the BEB expansion plan that Metro is undertaking. The installation provides redundancy in the system.

5. BUDGET REQUEST BASIS

The costs associated with this appropriation will allow for the implementation, testing, certification, operations, and closeout of this project and were developed using costs from previous BEB charger projects. 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. Approximately \$1.5 M is being reappropriated from project 1129299 ELECTRIC BUS CHARGING INFRASTRUCTURE to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Operating cost for BEB charging includes power cost, employee training, and maintenance costs for the charging facilities. Operating costs are anticipated to be lower compared to Metro's current hybrid diesel buses when including cost of bus operation and maintenance. Data from Metro's initial BEB installations is being evaluated to assess operating cost impacts.

8. PROJECT STATUS

This project is completing the implementation phase, with a "go live" date of 08/01/2018 and will start the close out process in the next month.

9. ALTERNATIVES ANALYSIS

Alternatives analysis included evaluation of the BEB service plan to assess alternative configuration and charging capacity required to implement the 2018 BEB fleet deployment plan.

10. OTHER AGENCY INVOLVEMENT

Puget Sound Energy is supporting Metro's power service needs.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Metro's BEB implementation program is one of the most powerful programs under the County's SCAP, with projected emission reductions that will achieve measureable air quality improvements as the fleet transition increases, with consequent improvement in health and welfare of King County residents.

14. OTHER CONSIDERATIONS (OPTIONAL)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BEB CHRGRS BB #2	1134278
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC BEB CHRGRS BB #3

1134279

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	6
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2019
Location	1790 124TH AVE NE, BELLEVUE 98005: Bellevue Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 03/31/19	\$0	\$22,556	\$0	\$0	\$22,556
2 Preliminary Design 04/01/19 - 06/30/19	\$0	\$54,910	\$0	\$0	\$54,910
3 Final Design 07/01/19 - 09/30/19	\$0	\$86,222	\$0	\$0	\$86,222
4 Implementation 10/01/19 - 12/31/19	\$0	\$647,162	\$0	\$0	\$647,162
5 Closeout 01/01/20 - 06/30/20	\$0	\$198,546	\$0	\$0	\$198,546
6 Acquisition 04/01/19 - 09/30/19	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,009,396	\$0	\$0	\$1,009,396

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$9,994	\$0	\$0	\$9,994

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,009,396	\$0	\$0	\$1,009,396
Total Revenue	\$1,009,396	\$0	\$0	\$1,009,396

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC BEB CHRGRS BB #3					1134279
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$22,556	\$0	\$0	\$22,556	
2 Prelim Design	\$0	\$0	\$54,910	\$0	\$0	\$54,910	
3 Final Design	\$0	\$0	\$86,222	\$0	\$0	\$86,222	
4 Implementation	\$0	\$0	\$647,162	\$0	\$0	\$647,162	
5 Closeout	\$0	\$0	\$198,546	\$0	\$0	\$198,546	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$1,009,396	\$0	\$0	\$1,009,396	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$22,556	\$0	\$0	\$0
2 Preliminary Design	\$0	\$54,910	\$0	\$0	\$0
3 Final Design	\$0	\$86,222	\$0	\$0	\$0
4 Implementation	\$0	\$647,162	\$0	\$0	\$0
5 Closeout	\$0	\$198,546	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,009,396	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$22,556	\$22,556	\$0
2 Preliminary Design	\$0	\$54,910	\$54,910	\$0
3 Final Design	\$0	\$86,222	\$86,222	\$0
4 Implementation	\$0	\$647,162	\$647,162	\$0
5 Closeout	\$0	\$198,546	\$198,546	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,009,396	\$1,009,396	\$0

NARRATIVES

TDC BEB CHRGRS BB #3

1134279

1. CURRENT PROJECT SCOPE

Bellevue Base Battery Electric Bus Charger No.3 - This project involves planning, design and construction of the third full-service Battery Electric Bus (BEB) charger at Metro's Bellevue Base. The new charger will be capable of charging long- or short-range battery electric buses, and will provide redundant charging capability to improve service reliability, consistent with Metro's BEB fleet plan.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

King County Metro is committed to implementing a world class zero-emission fleet as part of the County's strategic goal to improve the health and welfare of King County residents by reducing emissions from one of the largest greenhouse gas sources in the area. The BEB Infrastructure program works hand-in-hand with Metro's BEB fleet planning to ensure the infrastructure is in place to support expansion of the BEB fleet.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC BEB CHRGRS BB #3

1134279

4. PROJECT BENEFITS/OUTCOMES

Metro's BEB program implements the County's Strategic Plan to protect the health of communities through improving environmental quality by reducing greenhouse gas emissions from County vehicles. This project supports the BEB expansion plan that Metro is undertaking.

5. BUDGET REQUEST BASIS

The costs associated with this appropriation will allow for the implementation, testing, certification, operations, and closeout of this project and were developed using costs from previous BEB charger projects. 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. Approximately \$1 M is being reappropriated from project 1129299 ELECTRIC BUS CHARGING INFRASTRUCTURE to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Operating cost for BEB charging includes power cost, employee training, and maintenance costs for the charging facilities. Operating costs are anticipated to be lower compared to Metro's current hybrid diesel buses when including cost of bus operation and maintenance. Data from Metro's initial BEB installations is being evaluated to assess operating cost impacts.

8. PROJECT STATUS

The project is currently in the planning and pre-design phase under consultant contract.

9. ALTERNATIVES ANALYSIS

Alternatives analysis will include evaluation of the rapidly-evolving BEB fleet technology to determine the type and capabilities of the new chargers, including evaluation of long- and short-range bus charging options.

10. OTHER AGENCY INVOLVEMENT

Puget Sound Energy will support Metro's power service needs.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Metro's BEB implementation program is one of the most powerful programs under the County's SCAP, with projected emission reductions that will achieve measureable air quality improvements as the fleet transition increases, with consequent improvement in health and welfare of King County residents.

14. OTHER CONSIDERATIONS (OPTIONAL)

The 2018 Bellevue Base Charging Station project will install sufficient power service capacity for this additional charger, avoiding this significant component of the implementation cost.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BEB CHRGRS BB #3	1134279
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17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC BEB CHRGRS EASTGATE PR #2

1134280

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	6
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	07/31/2018
Location	14200 EASTGATE WY, BELLEVUE 98006: Eastgate P&R Bellevue
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/17 - 06/30/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 07/01/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/18 - 04/30/18	\$0	\$90,772	\$0	\$0	\$90,772
4 Implementation 05/01/18 - 07/31/18	\$0	\$3,110,747	\$0	\$0	\$3,110,747
5 Closeout 08/01/18 - 01/31/19	\$0	\$178,332	\$0	\$0	\$178,332
6 Acquisition 07/01/17 - 04/30/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$3,379,851	\$0	\$0	\$3,379,851

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$33,464	\$0	\$0	\$33,464

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$3,379,851	\$0	\$0	\$3,379,851
Total Revenue	\$3,379,851	\$0	\$0	\$3,379,851

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC BEB CHRGRS EASTGATE PR #2				1134280
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$90,772	\$0	\$0	\$0	\$90,772
4 Implementation	\$0	\$3,110,747	\$0	\$0	\$0	\$3,110,747
5 Closeout	\$0	\$152,818	\$25,514	\$0	\$0	\$178,332
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$3,354,337	\$25,514	\$0	\$0	\$3,379,851

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$90,772	\$0	\$0	\$90,772
4 Implementation	\$0	\$3,110,747	\$0	\$0	\$3,110,747
5 Closeout	\$0	\$178,331	\$0	\$0	\$152,818
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,379,850	\$0	\$0	\$3,354,337

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$90,772)	\$90,772	\$0	\$0
4 Implementation	(\$3,110,747)	\$3,110,747	\$0	\$0
5 Closeout	(\$152,818)	\$178,332	\$25,514	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$3,354,337)	\$3,379,851	\$25,514	\$0

NARRATIVES TDC BEB CHRGRS EASTGATE PR #2 1134280

1. CURRENT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC BEB CHRGRS EASTGATE PR #2

1134280

3. PROJECT JUSTIFICATION

King County Metro is committed to implementing a world class zero-emission fleet as part of the County's strategic goal to improve the health and welfare of King County residents by reducing emissions from one of the largest greenhouse gas sources in the area. The BEB Infrastructure program works hand-in-hand with Metro's BEB fleet planning to ensure the infrastructure is in place to support expansion of the BEB fleet. The Proterra buses have been operating at the Bellevue Base/Eastgate for the last year with a single charger (based at Eastgate). With the implementation of the additional charger at the Eastgate Park n Ride, we will have redundancy at the site for the first time.

4. PROJECT BENEFITS/OUTCOMES

Metro's BEB program implements the County's Strategic Plan to protect the health of communities through improving environmental quality by reducing greenhouse gas emissions from County vehicles. This project supports the BEB expansion plan that Metro is undertaking. This project provides charging infrastructure redundancy at the site for the first time.

5. BUDGET REQUEST BASIS

Historical data from previous charger implementations was used to develop this request. 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. Approximately \$3.4 M is being reappropriated from project 1129299 ELECTRIC BUS CHARGING INFRASTRUCTURE to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Operating cost for BEB charging includes power cost, employee training, and maintenance costs for the charging facilities. Operating costs are anticipated to be lower compared to Metro's current hybrid diesel buses when including cost of bus operation and maintenance. Data from Metro's initial BEB installations is being evaluated to assess operating cost impacts.

8. PROJECT STATUS

The project is currently in implementation and construction is intended to start in mid-2018, with in-service date in late 2018 to early 2019.

9. ALTERNATIVES ANALYSIS

Alternatives analysis included evaluation of the BEB service plan to assess alternative configuration and charging capacity required to implement the 2018 BEB fleet deployment plan.

10. OTHER AGENCY INVOLVEMENT

The Eastgate site is owned by WSDOT, and an inter-agency agreement is in process for the new charging station. Puget Sound Energy is supporting Metro's power service needs.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Metro's BEB implementation program is one of the most powerful programs under the County's SCAP, with projected emission reductions that will achieve measureable air quality improvements as the fleet transition increases, with consequent improvement in health and welfare of King County residents.

14. OTHER CONSIDERATIONS (OPTIONAL)

The power demanded requires connection to the power grid with adequate power capacity, which in some cases is a significant distance from the charging station.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BEB CHRGRS EASTGATE PR #2	1134280
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC BEB CHRGRS REDMOND TC

1134281

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	6
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	09/30/2018
Location	16201 NE 83RD ST, REDMOND 98052: Redmond Transit Center
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/17 - 06/30/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 07/01/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/18 - 06/30/18	\$0	\$246,858	\$0	\$0	\$246,858
4 Implementation 07/01/18 - 09/30/18	\$0	\$1,251,152	\$0	\$0	\$1,251,152
5 Closeout 10/01/18 - 03/31/19	\$0	\$106,759	\$0	\$0	\$106,759
6 Acquisition 07/01/17 - 06/30/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,604,769	\$0	\$0	\$1,604,769

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$15,889	\$0	\$0	\$15,889

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,604,769	\$0	\$0	\$1,604,769
Total Revenue	\$1,604,769	\$0	\$0	\$1,604,769

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC BEB CHRGRS REDMOND TC				1134281
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$246,858	\$0	\$0	\$0	\$246,858
4 Implementation	\$0	\$1,251,152	\$0	\$0	\$0	\$1,251,152
5 Closeout	\$0	\$59,111	\$47,648	\$0	\$0	\$106,759
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$1,557,121	\$47,648	\$0	\$0	\$1,604,769

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$246,858	\$0	\$0	\$246,858
4 Implementation	\$0	\$1,251,152	\$0	\$0	\$1,251,152
5 Closeout	\$0	\$106,759	\$0	\$0	\$59,111
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,604,769	\$0	\$0	\$1,557,121

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$246,858)	\$246,858	\$0	\$0
4 Implementation	(\$1,251,152)	\$1,251,152	\$0	\$0
5 Closeout	(\$59,111)	\$106,759	\$47,648	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$1,557,121)	\$1,604,769	\$47,648	\$0

NARRATIVES TDC BEB CHRGRS REDMOND TC 1134281

1. CURRENT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC BEB CHRGRS REDMOND TC

1134281

3. PROJECT JUSTIFICATION

King County Metro is committed to implementing a world class zero-emission fleet as part of the County's strategic goal to improve the health and welfare of King County residents by reducing emissions from one of the largest greenhouse gas sources in the area. The BEB Infrastructure program works hand-in-hand with Metro's BEB fleet planning to ensure the infrastructure is in place to support expansion of the BEB fleet.

4. PROJECT BENEFITS/OUTCOMES

Metro's BEB program implements the County's Strategic Plan to protect the health of communities through improving environmental quality by reducing greenhouse gas emissions from County vehicles. This project supports the BEB expansion plan that Metro is undertaking.

5. BUDGET REQUEST BASIS

The costs associated with this appropriation will allow for the planning, design, implementation, testing, certification, operations, and closeout of this project. The budget was developed using costs from previous BEB charger projects. 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. Approximately \$1.6 M is being reappropriated from project 1129299 ELECTRIC BUS CHARGING INFRASTRUCTURE to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Operating cost for BEB charging includes power cost, employee training, and maintenance costs for the charging facilities. Operating costs are anticipated to be lower compared to Metro's current hybrid diesel buses when including cost of bus operation and maintenance. Data from Metro's initial BEB installations is being evaluated to assess operating cost impacts.

8. PROJECT STATUS

Ongoing.

9. ALTERNATIVES ANALYSIS

Alternatives analysis included evaluation of the BEB service plan to assess alternative configuration and charging capacity required to implement the 2018 BEB fleet deployment plan. Alternative locations for the charging station were also evaluated.

10. OTHER AGENCY INVOLVEMENT

Puget Sound Energy is supporting Metro's power service needs.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Metro's BEB implementation program is one of the most powerful programs under the County's SCAP, with projected emission reductions that will achieve measureable air quality improvements as the fleet transition increases, with consequent improvement in health and welfare of King County residents.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BEB CHRGRS REDMOND TC	1134281
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC BEB CHRGRS SB TEST FACIL

1134282

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	09/30/2018
Location	12100 E MARGINAL WY S, Tukwila 98168: South Base Test Facility
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/17 - 06/30/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 07/01/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/18 - 06/30/18	\$0	\$235,858	\$0	\$0	\$235,858
4 Implementation 07/01/18 - 09/30/18	\$0	\$1,217,694	\$0	\$0	\$1,217,694
5 Closeout 10/01/18 - 03/31/19	\$0	\$104,933	\$0	\$0	\$104,933
6 Acquisition 07/01/17 - 06/30/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,558,485	\$0	\$0	\$1,558,485

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$15,431	\$0	\$0	\$15,431

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,558,485	\$0	\$0	\$1,558,485
Total Revenue	\$1,558,485	\$0	\$0	\$1,558,485

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC BEB CHRGRS SB TEST FACIL					1134282
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$235,858	\$0	\$0	\$0	\$235,858	
4 Implementation	\$0	\$1,217,694	\$0	\$0	\$0	\$1,217,694	
5 Closeout	\$0	\$58,100	\$46,833	\$0	\$0	\$104,933	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$1,511,652	\$46,833	\$0	\$0	\$1,558,485	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$235,858	\$0	\$0	\$235,858
4 Implementation	\$0	\$1,217,694	\$0	\$0	\$1,217,694
5 Closeout	\$0	\$104,933	\$0	\$0	\$58,100
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,558,485	\$0	\$0	\$1,511,652

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$235,858)	\$235,858	\$0	\$0
4 Implementation	(\$1,217,694)	\$1,217,694	\$0	\$0
5 Closeout	(\$58,100)	\$104,933	\$46,833	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$1,511,652)	\$1,558,485	\$46,833	\$0

NARRATIVES

1. CURRENT PROJECT SCOPE

South Base Battery Electric Bus Chargers - This project involves planning, design and construction of nine new Battery Electric Bus (BEB) chargers at Metro's South Base. The new chargers will be capable of charging long-range battery electric buses, which Metro will be testing in the next years, as well as placing long-range BEB into revenue service consistent with Metro's BEB fleet plan. The project includes a new multi-charger site area, switchgear, and new power service to the site.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC BEB CHRGRS SB TEST FACIL

1134282

3. PROJECT JUSTIFICATION

King County Metro is committed to implementing a world class zero-emission fleet as part of the County's strategic goal to improve the health and welfare of King County residents by reducing emissions from one of the largest greenhouse gas sources in the area. The BEB Infrastructure program works hand-in-hand with Metro's BEB fleet planning to ensure the infrastructure is in place to support expansion of the BEB fleet.

4. PROJECT BENEFITS/OUTCOMES

Metro's BEB program implements the County's Strategic Plan to protect the health of communities through improving environmental quality by reducing greenhouse gas emissions from County vehicles. This project supports the BEB expansion plan that Metro is undertaking.

5. BUDGET REQUEST BASIS

The costs associated with this appropriation will allow for the planning, design, implementation, testing, certification, operations, and closeout of this project. The budget was developed using costs from previous BEB charger projects. 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. Approximately \$1.6 M is being reappropriated from project 1129299 ELECTRIC BUS CHARGING INFRASTRUCTURE to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Operating cost for BEB charging includes power cost, employee training, and maintenance costs for the charging facilities. Operating costs are anticipated to be lower compared to Metro's current hybrid diesel buses when including cost of bus operation and maintenance. Data from Metro's initial BEB installations is being evaluated to assess operating cost impacts.

8. PROJECT STATUS

The project is currently in the implementation phase with permitting and construction intended to start in late 2018, with an in service date of early 2019.

9. ALTERNATIVES ANALYSIS

Alternatives analysis included evaluation of the BEB service plan to assess alternative configuration and charging capacity required to implement the 2018 BEB fleet deployment plan. Alternative locations for the charging station were also evaluated.

10. OTHER AGENCY INVOLVEMENT

Seattle City Light is supporting Metro's power service needs.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Metro's BEB implementation program is one of the most powerful programs under the County's SCAP, with projected emission reductions that will achieve measureable air quality improvements as the fleet transition increases, with consequent improvement in health and welfare of King County residents.

14. OTHER CONSIDERATIONS (OPTIONAL)

In the 2019-2020 biennium, not only was Metro testing three different vendors long range Battery Electric buses, but we are also testing the infrastructure necessary to support battery electric bus charging at the base. The chargers that will be tested at South Base are for extended-range buses that will be able to go in excess of 140 miles between charges and return to the base for charging each day, not requiring on-route charging. This is different than the short range chargers at Eastgate, Redmond, or Bellevue Base that require on-route charging.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BEB CHRGRS SB TEST FACIL	1134282
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC BEB CHRGRS SDOT G LINE PR

1134283

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	2, 4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	08/31/2020
Location	Madison Ave Corridor, Seattle
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 04/30/19	\$0	\$153,247	\$0	\$0	\$153,247
2 Preliminary Design 05/01/19 - 08/31/19	\$0	\$153,247	\$0	\$0	\$153,247
3 Final Design 09/01/19 - 02/29/20	\$0	\$319,786	\$0	\$0	\$319,786
4 Implementation 03/01/20 - 08/31/20	\$0	\$3,133,856	\$0	\$0	\$3,133,856
5 Closeout 09/01/20 - 12/31/20	\$0	\$335,465	\$0	\$0	\$335,465
6 Acquisition 05/01/19 - 02/29/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$4,095,601	\$0	\$0	\$4,095,601

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$40,551	\$0	\$0	\$40,551

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$4,095,601	\$0	\$0	\$4,095,601
Total Revenue	\$4,095,601	\$0	\$0	\$4,095,601

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC BEB CHRGRS SDOT G LINE PR					1134283
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$99,999	\$53,248	\$0	\$153,247	
2 Prelim Design	\$0	\$0	\$0	\$153,247	\$0	\$153,247	
3 Final Design	\$0	\$0	\$0	\$319,786	\$0	\$319,786	
4 Implementation	\$0	\$0	\$40,551	\$2,593,305	\$500,000	\$3,133,856	
5 Closeout	\$0	\$0	\$0	\$0	\$335,465	\$335,465	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$140,550	\$3,119,586	\$835,465	\$4,095,601	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$153,247	\$0	\$0	\$0
2 Preliminary Design	\$0	\$153,247	\$0	\$0	\$0
3 Final Design	\$0	\$319,786	\$0	\$0	\$0
4 Implementation	\$0	\$3,133,856	\$0	\$0	\$0
5 Closeout	\$0	\$335,465	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$4,095,601	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$153,247	\$99,999	\$53,248
2 Preliminary Design	\$0	\$153,247	\$0	\$153,247
3 Final Design	\$0	\$319,786	\$0	\$319,786
4 Implementation	\$0	\$3,133,856	\$40,551	\$3,093,305
5 Closeout	\$0	\$335,465	\$0	\$335,465
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$4,095,601	\$140,550	\$3,955,051

NARRATIVES

TDC BEB CHRGRS SDOT G LINE PR

1134283

1. CURRENT PROJECT SCOPE

Madison/G Line RapidRide Battery Electric Bus Charger - This project involves planning, design and construction of the Battery Electric Bus (BEB) charger(s) in support of potential use of battery electric buses on the Madison/G Line. Based on testing and more extensive review of the feasibility of 60-ft battery electric buses on this steep route, hybrid buses may be used to open this new RapidRide line and the charging infrastructure may be delayed until industry technology can reliably be used on this route. When feasible, the new chargers will be capable of charging battery electric buses and be located on the bus route and/or at a Metro Base. The project includes new infrastructure, switchgear, and new power service to the charging sites.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC BEB CHRGRS SDOT G LINE PR

1134283

3. PROJECT JUSTIFICATION

King County Metro is committed to implementing a world class zero-emission fleet as part of the County's strategic goal to improve the health and welfare of King County residents by reducing emissions from one of the largest greenhouse gas sources in the area. The BEB Infrastructure program works hand-in-hand with Metro's BEB fleet planning to ensure the infrastructure is in place to support expansion of the BEB fleet.

4. PROJECT BENEFITS/OUTCOMES

Metro's BEB program implements the County's Strategic Plan to protect the health of communities through improving environmental quality by reducing greenhouse gas emissions from County vehicles. This project supports the BEB expansion plan that Metro is undertaking.

5. BUDGET REQUEST BASIS

The costs associated with this appropriation will allow for the planning, design, implementation, testing, certification, operations, and closeout of this project. The budget was developed using costs from previous BEB charger projects. 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. Approximately \$4 M is being reappropriated from project 1129299 ELECTRIC BUS CHARGING INFRASTRUCTURE to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Operating cost for BEB charging includes power cost, employee training, and maintenance costs for the charging facilities. Operating costs are anticipated to be lower compared to Metro's current hybrid diesel buses when including cost of bus operation and maintenance. Data from Metro's initial BEB installations is being evaluated to assess operating cost impacts.

8. PROJECT STATUS

The project is currently the planning phase under consultant contract.

9. ALTERNATIVES ANALYSIS

Alternatives analysis will include evaluation of the capability of implementing BEB, trolley, or diesel hybrid buses on this route, with specific focus on the BEB charging requirements, route facilities, and base facilities required to implement the BEB infrastructure for the G Line.

10. OTHER AGENCY INVOLVEMENT

SDOT will construct and own the G-Line route facilities, and Metro will own and maintain the BEB buses and charging infrastructure. Seattle City Light will support Metro's power service needs.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Metro's BEB implementation program is one of the most powerful programs under the County's SCAP, with projected emission reductions that will achieve measureable air quality improvements as the fleet transition increases, with consequent improvement in health and welfare of King County residents.

14. OTHER CONSIDERATIONS (OPTIONAL)

The power demand requires connection to the power grid with adequate power capacity, which in some cases is a significant distance from the charging station.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BEB CHRGRS SDOT G LINE PR	1134283
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC RT 48 TROLLEY

1134287

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	2
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	07/31/2021
Location	Mt Baker Transit Ctr to U District Corridor
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 02/28/19	\$0	\$2,337,634	\$0	\$0	\$2,337,634
2 Preliminary Design 03/01/19 - 06/30/19	\$0	\$145,960	\$0	\$0	\$145,960
3 Final Design 07/01/19 - 04/30/20	\$0	\$302,405	\$0	\$0	\$302,405
4 Implementation 05/01/20 - 07/31/21	\$0	\$4,703,477	\$0	\$0	\$4,703,477
5 Closeout 08/01/21 - 02/28/22	\$0	\$1,007,288	\$0	\$0	\$1,007,288
6 Acquisition 03/01/19 - 04/30/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$8,496,764	\$0	\$0	\$8,496,764

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$84,126	\$0	\$0	\$84,126

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$6,099,270	\$0	\$0	\$6,099,270
33340 - FEDERAL HIGHWAY ADMIN	\$2,397,494	\$0	\$0	\$2,397,494
Total Revenue	\$8,496,764	\$0	\$0	\$8,496,764

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC RT 48 TROLLEY					1134287
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$2,337,634	\$0	\$0	\$2,337,634	
2 Prelim Design	\$0	\$0	\$145,960	\$0	\$0	\$145,960	
3 Final Design	\$0	\$0	\$302,405	\$0	\$0	\$302,405	
4 Implementation	\$0	\$0	\$1,772,061	\$2,931,416	\$0	\$4,703,477	
5 Closeout	\$0	\$0	\$0	\$1,007,288	\$0	\$1,007,288	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$4,558,060	\$3,938,704	\$0	\$8,496,764	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$2,337,634	\$0	\$0	\$0
2 Preliminary Design	\$0	\$145,960	\$0	\$0	\$0
3 Final Design	\$0	\$302,405	\$0	\$0	\$0
4 Implementation	\$0	\$4,703,477	\$0	\$0	\$0
5 Closeout	\$0	\$1,007,288	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$8,496,764	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$2,337,634	\$2,337,634	\$0
2 Preliminary Design	\$0	\$145,960	\$145,960	\$0
3 Final Design	\$0	\$302,405	\$302,405	\$0
4 Implementation	\$0	\$4,703,477	\$1,772,061	\$2,931,416
5 Closeout	\$0	\$1,007,288	\$0	\$1,007,288
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$8,496,764	\$4,558,060	\$3,938,704

NARRATIVES TDC RT 48 TROLLEY 1134287

1. CURRENT 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 Rapid Ride improvements in this area. The trolley wire project installs two segments along 23rd Avenue in conjunction with Seattle Department of Transportation's 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC RT 48 TROLLEY

1134287

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 2019 - 2020 budget is based on past years expense trend for implementation of other trolley projects. 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 \$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

11. ART ELIGIBILITY

N/A, 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.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC RT 48 TROLLEY	1134287
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC TROLL MAST DRAW PRGRM

1134288

Master Project, Baseline Required

Department	TRANSPORTATION
Council District(s)	2, 4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC TROLL MAST DRAW PRGRM
Substantial Completion	
Location	Seattle Trolley Network
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/01/19 - 09/30/19	\$0	\$161,349	\$17,928	\$0	\$179,277
2 Preliminary Design 10/01/19 - 05/31/20	\$0	\$196,524	\$21,836	\$0	\$218,360
3 Final Design 06/01/20 - 05/31/22	\$0	\$164,475	\$590,593	\$0	\$755,068
4 Implementation 06/01/22 - 05/31/23	\$0	\$0	\$420,870	\$305,878	\$726,748
5 Closeout 06/01/23 - 07/31/23	\$0	\$0	\$0	\$210,784	\$210,784
6 Acquisition 10/01/19 - 05/31/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$522,348	\$1,051,227	\$516,662	\$2,090,237

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$522,348	\$1,051,227	\$516,662	\$2,090,237
Total Revenue	\$522,348	\$1,051,227	\$516,662	\$2,090,237

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC TROLL MAST DRAW PRGRM					1134288
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$161,349	\$17,928	\$0	\$179,277	
2 Prelim Design	\$0	\$0	\$196,524	\$21,836	\$0	\$218,360	
3 Final Design	\$0	\$0	\$164,475	\$590,593	\$0	\$755,068	
4 Implementation	\$0	\$0	\$0	\$420,870	\$305,878	\$726,748	
5 Closeout	\$0	\$0	\$0	\$0	\$210,784	\$210,784	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$522,348	\$1,051,227	\$516,662	\$2,090,237	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$161,349	\$161,349	\$0
2 Preliminary Design	\$0	\$196,524	\$196,524	\$0
3 Final Design	\$0	\$164,475	\$164,475	\$0
4 Implementation	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$522,348	\$522,348	\$0

NARRATIVES TDC TROLL MAST DRAW PRGRM 1134288

1. CURRENT 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 is 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC TROLL MAST DRAW PRGRM

1134288

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

Estimated costs 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

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

This is a new capital project request.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

SDOT, City of Seattle Dept. of Construction & Inspection

11. ART ELIGIBILITY

Not Art Eligible, capital planning project

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program supports the trolley overhead system, which 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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC TROLL MAST DRAW PRGRM	1134288
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC TROLLEY PROGRAM

1134289

Master Project

Department	TRANSPORTATION
Council District(s)	2, 4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC TROLLEY PROGRAM
Substantial Completion	
Location	Seattle Trolley Network
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/28	\$0	\$811,802	\$1,284,708	\$1,269,015	\$3,365,525
2 Preliminary Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
4 Implementation 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
5 Closeout 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/29 - 01/01/29	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$811,802	\$1,284,708	\$1,269,015	\$3,365,525

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$811,802	\$1,284,708	\$1,269,015	\$3,365,525
Total Revenue	\$811,802	\$1,284,708	\$1,269,015	\$3,365,525

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC TROLLEY PROGRAM				1134289
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$811,802	\$1,284,708	\$1,269,015	\$3,365,525
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	\$811,802	\$1,284,708	\$1,269,015	\$3,365,525

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$811,802	\$811,802	\$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	\$811,802	\$811,802	\$0

NARRATIVES

TDC TROLLEY PROGRAM

1134289

1. CURRENT PROJECT SCOPE

Trolley Program Planning - This program is for the development of a functioning Trolley Program. 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 Program Planning project within King County Metro to address the increasing workload, complexity, and planning for the future of trolley in the department.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

With almost a \$1B in asset value, various divisions planning trolley projects, and external partners looking for changes to the Trolley system, there is a need for a formalized Trolley Program planning. Without the establishment of a formalized Trolley program with a clear strategic vision there is a risk that Metro Transit's Trolley System will not be optimized and there will be missed opportunities.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC TROLLEY PROGRAM

1134289

4. PROJECT BENEFITS/OUTCOMES

A clear strategic vision for trolley planning, operation, and implementation. Having a dedicated individual/program will allow for understanding and guidance of the departments' Trolley program.

5. BUDGET REQUEST BASIS

This budget request is based on staffing in the capital planning and program management organization chart responsibility for the capital planning and program management duties for this body of work.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This is a new capital project request.

9. ALTERNATIVES ANALYSIS

NA

10. OTHER AGENCY INVOLVEMENT

Various divisions within King County Metro, SDOT, SCL, WSDOT, Sound Transit, and others

11. ART ELIGIBILITY

Not Art Eligible, planning project

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The program that supports the trolley overhead system 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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC M LINE 234-235-271 RR (TDC TOTEM LAKE EASTGATE RR)

1134292

Baseline Required, Art Eligible

Department	TRANSPORTATION
Council District(s)	6
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	05/31/2025
Location	Totem Lake Transit Center to Eastgate, Kirkland and Bellevue.
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/20 - 06/30/20	\$0	\$187,925	\$0	\$0	\$187,925
2 Preliminary Design 07/01/20 - 12/31/21	\$0	\$3,124,647	\$0	\$0	\$3,124,647
3 Final Design 06/01/23 - 11/30/24	\$0	\$0	\$4,489,135	\$7,289,495	\$11,778,630
4 Implementation 12/01/24 - 05/31/26	\$0	\$33,126	\$45,345	\$46,288,157	\$46,366,628
5 Closeout 06/01/26 - 11/30/26	\$0	\$0	\$0	\$0	\$0
6 Acquisition 07/01/20 - 11/30/24	\$0	\$0	\$0	\$4,417,993	\$4,417,993
Total Budget	\$0	\$3,345,698	\$4,534,480	\$57,995,645	\$65,875,823

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$33,126	\$45,345	\$579,956	\$658,427

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$2,395,060	\$3,365,218	\$39,098,051	\$44,858,329
33340 - FEDERAL HIGHWAY ADMIN	\$0	\$0	\$0	\$0
33436 - WA ST DEPT TRANSPORTATION	\$950,638	\$1,169,262	\$18,897,595	\$21,017,495
Total Revenue	\$3,345,698	\$4,534,480	\$57,995,646	\$65,875,824

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC TOTEM LAKE EASTGATE RR					1134292
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$187,925	\$0	\$0	\$187,925	
2 Prelim Design	\$0	\$0	\$3,124,647	\$0	\$0	\$3,124,647	
3 Final Design	\$0	\$0	\$0	\$4,489,135	\$7,289,495	\$11,778,630	
4 Implementation	\$0	\$0	\$33,126	\$45,345	\$46,288,158	\$46,366,629	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$4,417,993	\$4,417,993	
Total Expense	\$0	\$0	\$3,345,698	\$4,534,480	\$57,995,646	\$65,875,824	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$187,925	\$0	\$0	\$0
2 Preliminary Design	\$0	\$3,124,648	\$0	\$0	\$0
3 Final Design	\$0	\$11,778,630	\$0	\$0	\$0
4 Implementation	\$0	\$62,230,838	\$0	\$0	\$0
5 Closeout	\$0	\$8,062,083	\$0	\$0	\$0
6 Acquisition	\$0	\$4,417,993	\$0	\$0	\$0
Total	\$0	\$89,802,117	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$187,925	\$187,925	\$0
2 Preliminary Design	\$0	\$3,124,647	\$3,124,647	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$33,126	\$33,126	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$3,345,698	\$3,345,698	\$0

NARRATIVES

TDC TOTEM LAKE EASTGATE RR

1134292

1. CURRENT PROJECT SCOPE

Totem Lake Eastgate RapidRide - This project is a planned RapidRide line for Routes 234/235/271 and extends from Totem Lake Transit Center to Eastgate in Bellevue, passing through the cities of Kirkland and Bellevue. 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 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 (launch of the service). This budget does not include vehicles.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC TOTEM LAKE EASTGATE RR

1134292

3. PROJECT JUSTIFICATION

This project is part of the METRO CONNECTS RapidRide Expansion Program and will be led by King County Metro. This project supports Metro's strategic service goals and is identified in METRO CONNECTS as a RapidRide corridor in the 2025 network. The project will result in improved service and ridership along the corridor and support regional growth. The Totem Lake-Eastgate 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
- 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 planning phase of project delivery.

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 approximately 50% of the project funds coming from assumed, yet to be identified, grants. The remaining 10% of the cost estimate assumed by Metro Connects is assumed to come from Partner Agency contributions and or projects carried out by partners.

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 pre-planning stage. This project is expected to be advertised for a consolidated planning and design contract in 2019.

9. ALTERNATIVES ANALYSIS

Alternative Analysis is anticipated to be carried out during the pre-design phase and will include a substantial public engagement element. A preferred alignment will then be approved via the existing King County Metro Council alignment approval process.

10. OTHER AGENCY INVOLVEMENT

This project will require the involvement of other agencies 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 pre-design phase, other agency involvement will significantly increase.

11. ART ELIGIBILITY

N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC TOTEM LAKE EASTGATE RR

1134292

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.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC MCDP CORRIDOR #1

1134293

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	5, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	03/31/2023
Location	TBD
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/20 - 06/30/20	\$0	\$348,426	\$38,714	\$0	\$387,140
2 Preliminary Design 01/01/21 - 06/30/21	\$0	\$0	\$615,865	\$0	\$615,865
3 Final Design 07/01/21 - 06/30/22	\$0	\$0	\$1,148,508	\$0	\$1,148,508
4 Implementation 07/01/22 - 03/31/23	\$0	\$0	\$2,113,212	\$0	\$2,113,212
5 Closeout 04/01/23 - 07/31/23	\$0	\$0	\$299,267	\$0	\$299,267
6 Acquisition 01/01/21 - 06/30/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$348,426	\$4,215,566	\$0	\$4,563,992

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$348,426	\$4,215,566	\$0	\$4,563,992
Total Revenue	\$348,426	\$4,215,566	\$0	\$4,563,992

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC MCDP CORRIDOR #1				1134293
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$348,426	\$38,714	\$0	\$387,140
2 Prelim Design	\$0	\$0	\$0	\$615,865	\$0	\$615,865
3 Final Design	\$0	\$0	\$0	\$1,148,508	\$0	\$1,148,508
4 Implementation	\$0	\$0	\$0	\$1,405,244	\$707,968	\$2,113,212
5 Closeout	\$0	\$0	\$0	\$0	\$299,267	\$299,267
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$348,426	\$3,208,331	\$1,007,235	\$4,563,992

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$387,139	\$0	\$0	\$0
2 Preliminary Design	\$0	\$615,865	\$0	\$0	\$0
3 Final Design	\$0	\$1,148,509	\$0	\$0	\$0
4 Implementation	\$0	\$2,113,212	\$0	\$0	\$0
5 Closeout	\$0	\$299,267	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$4,563,992	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$348,426	\$348,426	\$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	\$348,426	\$348,426	\$0

NARRATIVES

TDC MCDP CORRIDOR #1

1134293

1. CURRENT 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 Routes 180 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC MCDP CORRIDOR #1

1134293

3. PROJECT JUSTIFICATION

The METRO CONNECTS Development Plan identifies route 1514 as one of the frequent transit corridors to receive capital investments. The capital investments on Route 1514 are expected to improve transit reliability and quality of service for Metro riders by reducing route travel times by five to ten percent. In addition, this project distributes capital investment to promote social and geographic equity.

4. PROJECT BENEFITS/OUTCOMES

Speed and reliability improvements for this corridor will defer the need to deploy additional service hours for a few years.

5. BUDGET REQUEST BASIS

The level of effort covered in this biennium will include planning work. The amount requested is based on estimates of previous planning project costs.

6. FUNDING AND REVENUE DISCUSSION

The County will seek regional, state, and federal grants for city partnership and city-led projects, when possible. Local and non-eligible grant funds come from the Public Transportation Fund, capital sub fund.

7. OPERATING BUDGET AND OTHER IMPACTS

Transit signal priority (TSP) technology deployment will require ongoing operation and maintenance (O&M). The level of effort will be depending on the number of TSP installations and type of technology selected for deployment.

8. PROJECT STATUS

Pre-planning work is currently underway to reach out to local jurisdictions for their support, interest, and concurrence in identifying needs to improve transit service in this corridor. Note that the implementation of capital investments to improve transit speed and reliability relies on a city's availability to review and approve plans, install equipment, and sometimes perform construction.

9. ALTERNATIVES ANALYSIS

To be determined after pre-planning work has been completed.

10. OTHER AGENCY INVOLVEMENT

Cities of Kent, Burien, Maple Valley, Covington, and SeaTac.

11. ART ELIGIBILITY

Not Art Eligible, roadway projects with technology equipment elements

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Not applicable to this project. Roadway and signal infrastructures are owned and maintained by local jurisdictions.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC MCDP CORRIDOR #1	1134293
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC MCDP CORRIDOR #2

1134294

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	07/01/2023
Location	TBD
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/21 - 06/30/21	\$0	\$0	\$498,442	\$0	\$498,442
2 Preliminary Design 01/01/22 - 06/30/22	\$0	\$0	\$634,341	\$0	\$634,341
3 Final Design 07/01/22 - 06/30/23	\$0	\$0	\$587,602	\$595,362	\$1,182,964
4 Implementation 06/30/23 - 06/30/23	\$0	\$0	\$0	\$0	\$0
5 Closeout 06/30/23 - 06/30/23	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/22 - 06/30/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$1,720,385	\$595,362	\$2,315,747

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$1,720,385	\$595,362	\$2,315,747
Total Revenue	\$0	\$1,720,385	\$595,362	\$2,315,747

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE	TDC MCDP CORRIDOR #2					1134294
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$498,442	\$0	\$498,442
2 Prelim Design	\$0	\$0	\$0	\$634,341	\$0	\$634,341
3 Final Design	\$0	\$0	\$0	\$587,602	\$595,362	\$1,182,964
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	\$1,720,385	\$595,362	\$2,315,747

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$498,442	\$0	\$0	\$0
2 Preliminary Design	\$0	\$634,341	\$0	\$0	\$0
3 Final Design	\$0	\$1,182,964	\$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	\$2,315,747	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 MCDP CORRIDOR #2	1134294
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1. CURRENT PROJECT SCOPE

Metro Connects Development Plan Corridor #2 - This is a placeholder project that will support the ongoing investment in corridor improvements associated with METRO CONNECTS. These investments are anticipated in 2021-2022 with details to be developed as part of the next budget cycle. Corridor improvements are identified in collaboration with partner agencies to scope the investments for the corridor. Improvements can include transit and bypass lanes, pavement marking changes, signal modifications, signal synchronizations, bus access improvements, and other operational improvements to improve transit speed and reliability.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC MCDP CORRIDOR #2

1134294

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC MCDP CORRIDOR #3

1134295

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	01/01/2025
Location	TBD
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/21 - 06/30/21	\$0	\$0	\$498,442	\$0	\$498,442
2 Preliminary Design 07/01/23 - 12/31/23	\$0	\$0	\$0	\$653,371	\$653,371
3 Final Design 01/01/24 - 12/31/24	\$0	\$0	\$0	\$1,236,610	\$1,236,610
4 Implementation 12/31/24 - 12/31/24	\$0	\$0	\$0	\$0	\$0
5 Closeout 12/31/24 - 12/31/24	\$0	\$0	\$0	\$0	\$0
6 Acquisition 07/01/23 - 12/31/24	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$498,442	\$1,889,981	\$2,388,423

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$498,442	\$1,889,981	\$2,388,423
Total Revenue	\$0	\$498,442	\$1,889,981	\$2,388,423

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE	TDC MCDP CORRIDOR #3					1134295
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$498,442	\$0	\$498,442
2 Prelim Design	\$0	\$0	\$0	\$0	\$653,371	\$653,371
3 Final Design	\$0	\$0	\$0	\$0	\$1,236,610	\$1,236,610
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	\$498,442	\$1,889,981	\$2,388,423

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$498,442	\$0	\$0	\$0
2 Preliminary Design	\$0	\$653,371	\$0	\$0	\$0
3 Final Design	\$0	\$1,236,610	\$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	\$2,388,423	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 MCDP CORRIDOR #3 1134295

1. CURRENT PROJECT SCOPE

Metro Connects Development Plan Corridor #3 - This is a placeholder project that will support the ongoing investment in corridor improvements associated with METRO CONNECTS. These investments are anticipated in 2023-2024 with details to be developed as part of the next budget cycle. Corridor improvements are identified in collaboration with partner agencies to scope the investments for the corridor. Improvements can include transit and bypass lanes, pavement marking changes, signal modifications, signal synchronizations, bus access improvements, and other operational improvements to improve transit speed and reliability.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC MCDP CORRIDOR #3

1134295

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC MCDP LCL AGENCY PARTSHIP

1134296

Master Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC MCDP LCL AGENCY PARTSHIP
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/20	\$0	\$746,834	\$95,747	\$100,000	\$942,581
2 Preliminary Design 01/01/21 - 12/31/22	\$0	\$0	\$4,319,769	\$0	\$4,319,769
3 Final Design 01/01/23 - 12/31/24	\$0	\$0	\$0	\$5,465,451	\$5,465,451
4 Implementation 12/31/24 - 12/31/24	\$0	\$0	\$0	\$0	\$0
5 Closeout 12/31/24 - 12/31/24	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/21 - 12/31/24	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$746,834	\$4,415,516	\$5,565,451	\$10,727,801

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$746,834	\$4,415,516	\$5,565,451	\$10,727,801
Total Revenue	\$746,834	\$4,415,516	\$5,565,451	\$10,727,801

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC MCDP LCL AGENCY PARTSHIP					1134296
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$746,834	\$95,747	\$100,000	\$942,581	
2 Prelim Design	\$0	\$0	\$0	\$4,319,769	\$0	\$4,319,769	
3 Final Design	\$0	\$0	\$0	\$0	\$5,465,451	\$5,465,451	
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	\$746,834	\$4,415,516	\$5,565,451	\$10,727,801	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$746,834	\$746,834	\$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	\$746,834	\$746,834	\$0

NARRATIVES TDC MCDP LCL AGENCY PARTSHIP 1134296

1. CURRENT 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

This program focuses on working with local agency partners to deliver capital investment to benefit transit along METRO CONNECTS transit corridors. This fund is allocated as a local match Metro's contribution, or a Metro-led project in seeking future grant funding in addition to local funding. If the local agency is anticipated to lead the planning, design, and implementation phases, Metro and the local agency will execute an interagency agreement to document the project scope of work, budget, schedule and Metro's contribution to each project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC MCDP LCL AGENCY PARTSHIP

1134296

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." This program focuses on working with local agency partners to deliver capital investment to benefit transit along METRO CONNECTS transit corridors. This fund is allocated as a local match Metro's contribution, or a Metro-led project in seeking future grant funding in addition to local funding. If the local agency is anticipated to lead the planning, design, and implementation phases, Metro and the local agency will execute an interagency agreement to document the project scope of work, budget, schedule and Metro's contribution to each project.

4. PROJECT BENEFITS/OUTCOMES

This project will further strengthen local jurisdictional partnerships and improve the METRO CONNECTS service network throughout King County.

5. BUDGET REQUEST BASIS

The amount requested is based on estimates from past project experiences.

6. FUNDING AND REVENUE DISCUSSION

This project will seek future grant funding with local agency partners.

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

New project. Activities are expected to begin in early 2021.

9. ALTERNATIVES ANALYSIS

To be determined

10. OTHER AGENCY INVOLVEMENT

King County Roads, Washington State Department of Transportation (WSDOT), Sound Transit, and City partners throughout King County.

11. ART ELIGIBILITY

Not Art Eligible, capital planning project and contribution to roadway projects with technology equipment elements.

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

The participation of local agency partners depends on 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC MCDP LCL AGENCY PARTSHIP	1134296
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17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SPEED AND RELIAB PLANNING

1134297

Master Project

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/28	\$0	\$1,342,075	\$2,123,884	\$2,097,939	\$5,563,898
2 Preliminary Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
4 Implementation 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
5 Closeout 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/29 - 01/01/29	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,342,075	\$2,123,884	\$2,097,939	\$5,563,898

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,342,075	\$2,123,884	\$2,097,939	\$5,563,898
Total Revenue	\$1,342,075	\$2,123,884	\$2,097,939	\$5,563,898

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC SPEED AND RELIAB PLANNING					1134297
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$1,342,075	\$2,123,884	\$2,097,939	\$5,563,898	
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	\$1,342,075	\$2,123,884	\$2,097,939	\$5,563,898	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$1,342,075	\$1,342,075	\$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	\$1,342,075	\$1,342,075	\$0

NARRATIVES

TDC SPEED AND RELIAB PLANNING

1134297

1. CURRENT PROJECT SCOPE

Speed and Reliability Planning - This project supports capital planning efforts for the Speed and Reliability (S&R) Sub Portfolio. The S&R Sub Portfolio contains the following programs: RapidRide, frequent, express and local service improvements, and spot improvements. The program management activities of staff will include prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. Staff will monitor projects for progress and changes in scope, schedule and budget. In addition, they will adapt other projects within the programs to maintain the anticipated program benefits in a coordinated and complimentary manner. Staff will track interdependencies and coordinate with projects in other programs.

2. PROGRAMMATIC PROJECT DISCUSSION

This program will provide program management monitoring for Metro-led capital projects. It will work with other internal divisions, sections, and workgroups to help prioritize future capital investment and identify resource needs to meet biennium goals and objectives.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SPEED AND RELIAB PLANNING

1134297

3. PROJECT JUSTIFICATION

Program coordination is critical to leverage funding opportunities with agency partners and implementing routes and customer experience improvements that support existing and expanded service. All activities are devoted to expeditiously move capital projects and programs forward into design and delivery with capital fund support.

4. PROJECT BENEFITS/OUTCOMES

All activities are devoted to expeditiously moving capital projects and programs forward into design and delivery with capital fund support. This sets projects on a path of steady progress towards completion. Where possible, flaws and risks are identified and addressed before a project is passed to project manager for design. Improvements to scope and schedule will help define staff resource needs so that projects do not move into design before resources are available. Partners will often conduct the final implementation of the capital projects, saving Metro staffing resources.

5. BUDGET REQUEST BASIS

This budget request is based on staffing in the capital planning and program management organization chart responsible for the capital planning and program management duties within the Regional Transit Integration Sub Portfolio. Modest amounts of professional services are expected to augment staff expertise.

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

N/A

11. ART ELIGIBILITY

Not Art Eligible, capital planning project

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC SPEED AND RELIAB PLANNING	1134297
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC C-D ENHANCEMENTS (TDC C-D RR LINE ENHANCEMENT)

1134298

Department	TRANSPORTATION
Council District(s)	4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	01/01/2021
Location	West Seattle and Ballard Corridors
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/19 - 12/31/20	\$0	\$816,584	\$0	\$0	\$816,584
3 Final Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
5 Closeout 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/19 - 12/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$816,584	\$0	\$0	\$816,584

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$455,054	\$0	\$0	\$455,054
36999 - OTHER MISC REVENUE	\$361,530	\$0	\$0	\$361,530
Total Revenue	\$816,584	\$0	\$0	\$816,584

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC C-D RR LINE ENHANCEMENT				1134298
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$734,926	\$81,658	\$0	\$816,584
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	\$734,926	\$81,658	\$0	\$816,584

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$816,584	\$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	\$816,584	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$816,584	\$734,926	\$81,658
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	\$816,584	\$734,926	\$81,658

NARRATIVES

TDC C-D RR LINE ENHANCEMENT

1134298

1. CURRENT 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

N/A

3. PROJECT JUSTIFICATION

This project is being funded by Sound Transit and will improve ridership and trip quality along the C and D lines during the period prior to light rail implementation in these corridors. Because of the distant date of light rail implementation, this funding brings needed improvement to the corridor prior to light rail opening. Without this funding, Sound Transit would move forward with planning improvements to Metro RapidRide service without Metro participation.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC C-D RR LINE ENHANCEMENT

1134298

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. This budget funds the project through Predesign. This 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 which are anticipated to be complete prior to 2024. King County funding is only appropriated for the planning phase. Further appropriation may be needed for implementation if the planning phase results in a recommendation that Sound Transit fund King County Metro to lead design and construction of the improvements.

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 lead has not been designated.

9. ALTERNATIVES ANALYSIS

An alternatives analysis will be developed during the upcoming biennium.

10. OTHER AGENCY INVOLVEMENT

SDOT and ST will be involved in decision making for this project along with Metro. WSDOT may also be involved where this effort impacts WSDOT facilities.

11. ART ELIGIBILITY

Not Art Eligible, planning project only

12. EQUITY AND SOCIAL JUSTICE IMPACT

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.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC C-D RR LINE ENHANCEMENT	1134298
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

SGR-201: TDC AB WASH REPL

1134326

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	10/31/2023
Location	1270 6TH AVE S, SEATTLE 98134: Atlantic Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/21 - 04/30/22	\$0	\$0	\$553,755	\$0	\$553,755
4 Implementation 05/01/22 - 10/31/23	\$0	\$0	\$2,702,504	\$0	\$2,702,504
5 Closeout 11/01/23 - 12/31/23	\$0	\$0	\$182,244	\$0	\$182,244
6 Acquisition 01/01/21 - 04/30/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$3,438,503	\$0	\$3,438,503

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$3,438,503	\$0	\$3,438,503
Total Revenue	\$0	\$3,438,503	\$0	\$3,438,503

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SGR-201: TDC AB WASH REPL				1134326
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$553,755	\$0	\$553,755
4 Implementation	\$0	\$0	\$0	\$1,186,328	\$1,516,176	\$2,702,504
5 Closeout	\$0	\$0	\$0	\$0	\$182,244	\$182,244
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$1,740,083	\$1,698,420	\$3,438,503

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$553,755	\$0	\$0	\$0
4 Implementation	\$0	\$2,702,504	\$0	\$0	\$0
5 Closeout	\$0	\$182,244	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,438,503	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 SGR-201: TDC AB WASH REPL 1134326

1. CURRENT 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

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

SGR-201: TDC AB WASH REPL

1134326

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 2021/22 EQUIPMENT REPL

1134328

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC 2021/22 EQUIPMENT REPL
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/21 - 03/31/21	\$0	\$0	\$506,492	\$0	\$506,492
2 Preliminary Design 04/01/21 - 06/30/21	\$0	\$0	\$95,004	\$0	\$95,004
3 Final Design 07/01/21 - 12/31/21	\$0	\$0	\$247,304	\$0	\$247,304
4 Implementation 01/01/22 - 06/30/22	\$0	\$0	\$3,566,743	\$0	\$3,566,743
5 Closeout 07/01/22 - 12/31/22	\$0	\$0	\$458,168	\$0	\$458,168
6 Acquisition 04/01/21 - 12/31/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$4,873,711	\$0	\$4,873,711

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$4,873,711	\$0	\$4,873,711
Total Revenue	\$0	\$4,873,711	\$0	\$4,873,711

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC 2021/22 EQUIPMENT REPL				1134328
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$506,492	\$0	\$506,492
2 Prelim Design	\$0	\$0	\$0	\$95,004	\$0	\$95,004
3 Final Design	\$0	\$0	\$0	\$247,304	\$0	\$247,304
4 Implementation	\$0	\$0	\$0	\$3,566,743	\$0	\$3,566,743
5 Closeout	\$0	\$0	\$0	\$458,168	\$0	\$458,168
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$4,873,711	\$0	\$4,873,711

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 2021/22 EQUIPMENT REPL 1134328

1. CURRENT PROJECT SCOPE

2021-2022 Equipment Replacement - This is a placeholder project for the routine replacement program for Transit's equipment for the 2021 -2022 biennium. Minor equipment replaced in this program typically does not involve major changes in building systems to function as intended to maintain buses, buildings, sites and support work practices. This is a programmatic project.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 2021/22 EQUIPMENT REPL	1134328
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5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 2021-22 FURNITURE REPL

1134329

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC 2021-22 FURNITURE REPL
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/21 - 03/31/21	\$0	\$0	\$45,207	\$0	\$45,207
2 Preliminary Design 04/01/21 - 06/30/21	\$0	\$0	\$28,559	\$0	\$28,559
3 Final Design 07/01/21 - 09/30/21	\$0	\$0	\$26,840	\$0	\$26,840
4 Implementation 10/01/21 - 08/31/22	\$0	\$0	\$483,718	\$0	\$483,718
5 Closeout 09/01/22 - 12/31/22	\$0	\$0	\$17,220	\$0	\$17,220
6 Acquisition 04/01/21 - 09/30/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$601,544	\$0	\$601,544

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$601,544	\$0	\$601,544
Total Revenue	\$0	\$601,544	\$0	\$601,544

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE TDC 2021-22 FURNITURE REPL 1134329

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$45,207	\$0	\$45,207
2 Prelim Design	\$0	\$0	\$0	\$28,559	\$0	\$28,559
3 Final Design	\$0	\$0	\$0	\$26,840	\$0	\$26,840
4 Implementation	\$0	\$0	\$0	\$483,718	\$0	\$483,718
5 Closeout	\$0	\$0	\$0	\$17,220	\$0	\$17,220
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$601,544	\$0	\$601,544

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 2021-22 FURNITURE REPL 1134329

1. CURRENT PROJECT SCOPE

2021-20200 Furniture Replacement - This is a placeholder project to fund the routine replacement of furniture at Transit facilities that is past the end of its useful life or in poor condition in the 2021-2022 biennium. This is a programmatic project with specific investments to be identified for the next budget cycle.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 2021-22 FURNITURE REPL	1134329
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5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 2021-22 SHELTER REFURB

1134330

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC 2021-22 SHELTER REFURB
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/21 - 06/30/21	\$0	\$0	\$81,304	\$0	\$81,304
2 Preliminary Design 06/30/21 - 06/30/21	\$0	\$0	\$0	\$0	\$0
3 Final Design 06/30/21 - 06/30/21	\$0	\$0	\$0	\$0	\$0
4 Implementation 07/01/21 - 12/31/22	\$0	\$0	\$4,866,483	\$0	\$4,866,483
5 Closeout 12/31/22 - 12/31/22	\$0	\$0	\$0	\$0	\$0
6 Acquisition 07/01/21 - 07/01/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$4,947,787	\$0	\$4,947,787

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$4,947,787	\$0	\$4,947,787
Total Revenue	\$0	\$4,947,787	\$0	\$4,947,787

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE TDC 2021-22 SHELTER REFURB 1134330

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$81,304	\$0	\$81,304
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$0	\$4,866,483	\$0	\$4,866,483
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$4,947,787	\$0	\$4,947,787

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 2021-22 SHELTER REFURB 1134330

1. CURRENT PROJECT SCOPE

2021-2022 Shelter Refurbishment - This is a placeholder project 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 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 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 2021-22 SHELTER REFURB	1134330
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4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 2023-24 EQUIP REPL

1134331

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC 2023-24 EQUIP REPL
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/23 - 03/31/23	\$0	\$0	\$0	\$523,185	\$523,185
2 Preliminary Design 04/01/23 - 06/30/23	\$0	\$0	\$0	\$86,636	\$86,636
3 Final Design 07/01/23 - 12/31/23	\$0	\$0	\$0	\$234,058	\$234,058
4 Implementation 01/01/24 - 06/30/24	\$0	\$0	\$0	\$3,462,957	\$3,462,957
5 Closeout 07/01/24 - 12/31/24	\$0	\$0	\$0	\$452,577	\$452,577
6 Acquisition 04/01/23 - 12/31/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$0	\$4,759,413	\$4,759,413

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$0	\$4,759,413	\$4,759,413
Total Revenue	\$0	\$0	\$4,759,413	\$4,759,413

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE	TDC 2023-24 EQUIP REPL					1134331
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$523,185	\$523,185
2 Prelim Design	\$0	\$0	\$0	\$0	\$86,636	\$86,636
3 Final Design	\$0	\$0	\$0	\$0	\$234,058	\$234,058
4 Implementation	\$0	\$0	\$0	\$0	\$3,462,957	\$3,462,957
5 Closeout	\$0	\$0	\$0	\$0	\$452,577	\$452,577
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$0	\$4,759,413	\$4,759,413

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 2023-24 EQUIP REPL 1134331

1. CURRENT PROJECT SCOPE

2023-2024 Equipment Replacement - This is a placeholder project for the routine replacement program for Transit's equipment for the 2023 -2024 biennium. Minor equipment replaced in this program typically does not involve major changes in building systems to function as intended to maintain buses, buildings, sites and support work practices. This is a programmatic project.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 2023-24 EQUIP REPL	1134331
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 2023-24 FURNIT REPL

1134332

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC 2023-24 FURNIT REPL
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/23 - 03/31/23	\$0	\$0	\$0	\$47,960	\$47,960
2 Preliminary Design 04/01/23 - 06/30/23	\$0	\$0	\$0	\$30,298	\$30,298
3 Final Design 07/01/23 - 09/30/23	\$0	\$0	\$0	\$28,475	\$28,475
4 Implementation 10/01/23 - 08/31/24	\$0	\$0	\$0	\$513,188	\$513,188
5 Closeout 09/01/24 - 12/31/24	\$0	\$0	\$0	\$18,269	\$18,269
6 Acquisition 04/01/23 - 09/30/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$0	\$638,190	\$638,190

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$0	\$638,190	\$638,190
Total Revenue	\$0	\$0	\$638,190	\$638,190

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE TDC 2023-24 FURNIT REPL 1134332

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$47,960	\$47,960
2 Prelim Design	\$0	\$0	\$0	\$0	\$30,298	\$30,298
3 Final Design	\$0	\$0	\$0	\$0	\$28,475	\$28,475
4 Implementation	\$0	\$0	\$0	\$0	\$513,188	\$513,188
5 Closeout	\$0	\$0	\$0	\$0	\$18,269	\$18,269
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$0	\$638,190	\$638,190

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 2023-24 FURNIT REPL 1134332

1. CURRENT PROJECT SCOPE

2023-2024 Furniture Replacement - This is a placeholder project to fund the routine replacement of furniture at Transit facilities that is past the end of its useful life or in poor condition in the 2023-2024 biennium. This is a programmatic project with specific investments to be identified for the next budget cycle.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 2023-24 FURNIT REPL	1134332
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 2023-24 SHELTER REFURB

1134333

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC 2023-24 SHELTER REFURB
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/23 - 06/30/23	\$0	\$0	\$0	\$86,255	\$86,255
2 Preliminary Design 06/30/23 - 06/30/23	\$0	\$0	\$0	\$0	\$0
3 Final Design 06/30/23 - 06/30/23	\$0	\$0	\$0	\$0	\$0
4 Implementation 07/01/23 - 12/31/24	\$0	\$0	\$0	\$5,338,287	\$5,338,287
5 Closeout 12/31/24 - 12/31/24	\$0	\$0	\$0	\$0	\$0
6 Acquisition 07/01/23 - 07/01/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$0	\$5,424,542	\$5,424,542

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$0	\$5,424,542	\$5,424,542
Total Revenue	\$0	\$0	\$5,424,542	\$5,424,542

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC 2023-24 SHELTER REFURB					1134333
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$0	\$86,255	\$86,255	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0	
4 Implementation	\$0	\$0	\$0	\$0	\$5,338,287	\$5,338,287	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$0	\$0	\$5,424,542	\$5,424,542	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 2023-24 SHELTER REFURB

1134333

1. CURRENT 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 140 - 160 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 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 2023-24 SHELTER REFURB	1134333
4. PROJECT BENEFITS/OUTCOMES		
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC HUBS DESIGN & IMPL

1134334

Master Project, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC HUBS DESIGN & IMPL
Substantial Completion	12/31/2028
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/21 - 12/31/28	\$0	\$0	\$13,822,985	\$14,685,191	\$28,508,176
5 Closeout 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/21 - 01/01/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$13,822,985	\$14,685,191	\$28,508,176

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$13,822,985	\$14,685,191	\$28,508,176
Total Revenue	\$0	\$13,822,985	\$14,685,191	\$28,508,176

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC HUBS DESIGN & IMPL				1134334
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$13,822,985	\$14,685,191	\$28,508,176
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$13,822,985	\$14,685,191	\$28,508,176

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$60,594,377	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$60,594,377	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 HUBS DESIGN & IMPL

1134334

1. CURRENT PROJECT SCOPE

2021+ Transit Hubs Design and Implementation - This is a placeholder project for future investment in support of METRO CONNECTS 2025 and 2040 program needs. METRO CONNECTS identifies improvements at 85 existing and new transit centers and at more than 4,500 bus stops. This investment will support development and implementation of a portion of the identified locations. Specific investments will be identified in subsequent budget cycles.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC HUBS DESIGN & IMPL	1134334
4. PROJECT BENEFITS/OUTCOMES		
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC Q LINE - 164-166 RR (TDC S OR E KC RR LINE TBD)

1134335

MPA Reporting, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2027
Location	TBD
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/21 - 06/30/21	\$0	\$0	\$199,370	\$0	\$199,370
2 Preliminary Design 07/01/21 - 05/31/24	\$0	\$0	\$1,746,304	\$1,725,636	\$3,471,940
3 Final Design 06/01/24 - 11/30/25	\$0	\$0	\$0	\$3,181,877	\$3,181,877
4 Implementation 01/01/26 - 06/30/27	\$0	\$0	\$0	\$0	\$0
5 Closeout 07/01/27 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 07/01/21 - 11/30/25	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$1,945,674	\$4,907,513	\$6,853,187

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$1,945,674	\$4,907,513	\$6,853,187
Total Revenue	\$0	\$1,945,674	\$4,907,513	\$6,853,187

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC S OR E KC RR LINE TBD					1134335
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$199,370	\$0	\$199,370	
2 Prelim Design	\$0	\$0	\$0	\$1,746,304	\$1,725,636	\$3,471,940	
3 Final Design	\$0	\$0	\$0	\$0	\$3,181,877	\$3,181,877	
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	\$1,945,674	\$4,907,513	\$6,853,187	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$199,370	\$0	\$0	\$0
2 Preliminary Design	\$0	\$3,471,940	\$0	\$0	\$0
3 Final Design	\$0	\$8,296,968	\$0	\$0	\$0
4 Implementation	\$0	\$63,761,933	\$0	\$0	\$0
5 Closeout	\$0	\$6,770,510	\$0	\$0	\$0
6 Acquisition	\$0	\$4,181,571	\$0	\$0	\$0
Total	\$0	\$86,682,293	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

1. CURRENT PROJECT SCOPE

Q Line RapidRide - This is a placeholder project for the Q Line RapidRide line, which is currently scheduled to open in 2027.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC S OR E KC RR LINE TBD	1134335
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 2021-22 FACIL IMPR

1134354

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC 2021-22 FACIL IMPR
Substantial Completion	
Location	TBD
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/21 - 04/30/21	\$0	\$0	\$145,228	\$0	\$145,228
2 Preliminary Design 05/01/21 - 08/31/21	\$0	\$0	\$73,241	\$0	\$73,241
3 Final Design 09/01/21 - 12/31/21	\$0	\$0	\$82,961	\$0	\$82,961
4 Implementation 01/01/22 - 09/30/22	\$0	\$0	\$1,720,264	\$0	\$1,720,264
5 Closeout 10/01/22 - 12/31/22	\$0	\$0	\$221,584	\$0	\$221,584
6 Acquisition 05/01/21 - 12/31/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$2,243,278	\$0	\$2,243,278

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$2,243,278	\$0	\$2,243,278
Total Revenue	\$0	\$2,243,278	\$0	\$2,243,278

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC 2021-22 FACIL IMPR				1134354
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$145,228	\$0	\$145,228
2 Prelim Design	\$0	\$0	\$0	\$73,241	\$0	\$73,241
3 Final Design	\$0	\$0	\$0	\$82,961	\$0	\$82,961
4 Implementation	\$0	\$0	\$0	\$1,720,264	\$0	\$1,720,264
5 Closeout	\$0	\$0	\$0	\$221,584	\$0	\$221,584
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$2,243,278	\$0	\$2,243,278

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 2021-22 FACIL IMPR 1134354

1. CURRENT PROJECT SCOPE

2021-2022 Facility Improvements - This project is a placeholder for small facility improvements in the 2021-2022 biennium. Funding will be used for facility improvements that support changes in business processes, technology and/or regulations. Specific investments will be identified and prioritized as part of the next budget cycle.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 2021-22 FACIL IMPR	1134354
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 2021-22 WELLNESS CENTERS

1134355

Master Project, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC 2021-22 WELLNESS CENTERS
Substantial Completion	
Location	All Transit Bases
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/21 - 03/31/21	\$0	\$0	\$29,392	\$0	\$29,392
2 Preliminary Design 04/01/21 - 06/30/21	\$0	\$0	\$55,863	\$0	\$55,863
3 Final Design 07/01/21 - 11/30/21	\$0	\$0	\$81,692	\$0	\$81,692
4 Implementation 12/01/21 - 08/31/22	\$0	\$0	\$484,121	\$0	\$484,121
5 Closeout 09/01/22 - 12/31/22	\$0	\$0	\$74,245	\$0	\$74,245
6 Acquisition 04/01/21 - 11/30/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$725,313	\$0	\$725,313

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$725,313	\$0	\$725,313
Total Revenue	\$0	\$725,313	\$0	\$725,313

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC 2021-22 WELLNESS CENTERS					1134355
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$29,392	\$0	\$29,392	
2 Prelim Design	\$0	\$0	\$0	\$55,863	\$0	\$55,863	
3 Final Design	\$0	\$0	\$0	\$81,692	\$0	\$81,692	
4 Implementation	\$0	\$0	\$0	\$484,121	\$0	\$484,121	
5 Closeout	\$0	\$0	\$0	\$74,245	\$0	\$74,245	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$0	\$725,313	\$0	\$725,313	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 2021-22 WELLNESS CENTERS 1134355

1. CURRENT PROJECT SCOPE

2021-2022 Wellness Centers - This project is a placeholder for expanding the Wellness Center program to bases not addressed in the current biennium. Funds will be used to construct new or reconfigure existing space. Expanding the wellness centers to all operating bases is one of Metro's near term targets associated with the strategy of Enabling Employees to Top Quality Work.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 2021-22 WELLNESS CENTERS	1134355
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC 2023-24 BASE SECURITY

1134356

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC 2023-24 BASE SECURITY
Substantial Completion	
Location	All Transit Bases
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/23 - 03/31/23	\$0	\$0	\$0	\$35,344	\$35,344
2 Preliminary Design 04/01/23 - 06/30/23	\$0	\$0	\$0	\$50,940	\$50,940
3 Final Design 07/01/23 - 11/30/23	\$0	\$0	\$0	\$72,791	\$72,791
4 Implementation 12/01/23 - 08/31/24	\$0	\$0	\$0	\$971,811	\$971,811
5 Closeout 09/01/24 - 12/31/24	\$0	\$0	\$0	\$118,170	\$118,170
6 Acquisition 04/01/23 - 11/30/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$0	\$1,249,056	\$1,249,056

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$0	\$1,249,056	\$1,249,056
Total Revenue	\$0	\$0	\$1,249,056	\$1,249,056

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC 2023-24 BASE SECURITY					1134356
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$0	\$35,344	\$35,344	
2 Prelim Design	\$0	\$0	\$0	\$0	\$50,940	\$50,940	
3 Final Design	\$0	\$0	\$0	\$0	\$72,791	\$72,791	
4 Implementation	\$0	\$0	\$0	\$0	\$971,811	\$971,811	
5 Closeout	\$0	\$0	\$0	\$0	\$118,170	\$118,170	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$0	\$0	\$1,249,056	\$1,249,056	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 2023-24 BASE SECURITY 1134356

1. CURRENT PROJECT SCOPE

2023-2024 Base Security - This project is a placeholder for security investments that will be identified for 2023-2024. Activities to be funded include retrofit or installation of new security components in Transit Facilities throughout the Metro System. The level of placeholder funding is consistent with past investments and is needed in order to maintain physical security at transit facilities. Specific investments will be defined in a future budget cycle.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 2023-24 BASE SECURITY	1134356
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4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 2023-24 FACIL IMPR

1134357

Master Project, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC 2023-24 FACIL IMPR
Substantial Completion	
Location	All Transit Bases
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/23 - 04/30/23	\$0	\$0	\$0	\$125,091	\$125,091
2 Preliminary Design 05/01/23 - 08/31/23	\$0	\$0	\$0	\$77,701	\$77,701
3 Final Design 09/01/23 - 12/31/23	\$0	\$0	\$0	\$86,855	\$86,855
4 Implementation 01/01/24 - 09/30/24	\$0	\$0	\$0	\$1,496,664	\$1,496,664
5 Closeout 10/01/24 - 12/31/24	\$0	\$0	\$0	\$201,644	\$201,644
6 Acquisition 05/01/23 - 12/31/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$0	\$1,987,955	\$1,987,955

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$0	\$1,987,955	\$1,987,955
Total Revenue	\$0	\$0	\$1,987,955	\$1,987,955

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC 2023-24 FACIL IMPR					1134357
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$0	\$125,091	\$125,091	
2 Prelim Design	\$0	\$0	\$0	\$0	\$77,701	\$77,701	
3 Final Design	\$0	\$0	\$0	\$0	\$86,855	\$86,855	
4 Implementation	\$0	\$0	\$0	\$0	\$1,496,664	\$1,496,664	
5 Closeout	\$0	\$0	\$0	\$0	\$201,644	\$201,644	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$0	\$0	\$1,987,955	\$1,987,955	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 2023-24 FACIL IMPR

1134357

1. CURRENT PROJECT SCOPE

2023-2024 Facility Improvements - This project is a placeholder for small facility improvements in the 2023-2024 biennium. Funding will be used for facility improvements that support changes in business processes, technology and/or regulations. Specific investments will be identified and prioritized as part of the next budget cycle.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC 2023-24 FACIL IMPR

1134357

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC COMFORT STN FUTURE #1

1134358

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	09/30/2022
Location	TBD
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/21 - 03/31/21	\$0	\$0	\$39,769	\$0	\$39,769
2 Preliminary Design 04/01/21 - 09/30/21	\$0	\$0	\$166,408	\$0	\$166,408
3 Final Design 10/01/21 - 03/31/22	\$0	\$0	\$225,152	\$0	\$225,152
4 Implementation 04/01/22 - 09/30/22	\$0	\$0	\$762,702	\$0	\$762,702
5 Closeout 10/01/22 - 03/31/23	\$0	\$0	\$261,282	\$0	\$261,282
6 Acquisition 04/01/21 - 03/31/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$1,455,313	\$0	\$1,455,313

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$14,553	\$0	\$14,553

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$1,455,313	\$0	\$1,455,313
Total Revenue	\$0	\$1,455,313	\$0	\$1,455,313

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC COMFORT STN FUTURE #1				1134358
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$39,769	\$0	\$39,769
2 Prelim Design	\$0	\$0	\$0	\$166,408	\$0	\$166,408
3 Final Design	\$0	\$0	\$0	\$225,152	\$0	\$225,152
4 Implementation	\$0	\$0	\$0	\$762,702	\$0	\$762,702
5 Closeout	\$0	\$0	\$0	\$130,146	\$131,136	\$261,282
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$1,324,177	\$131,136	\$1,455,313

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$39,769	\$0	\$0	\$0
2 Preliminary Design	\$0	\$166,408	\$0	\$0	\$0
3 Final Design	\$0	\$225,152	\$0	\$0	\$0
4 Implementation	\$0	\$762,702	\$0	\$0	\$0
5 Closeout	\$0	\$261,282	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,455,313	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 STN FUTURE #1

1134358

1. CURRENT PROJECT SCOPE

Comfort Station Future #1 - This is a placeholder project for the expansion of the comfort station program. This project involves siting, design, and construction of a permanent comfort station at a future location starting in the 2021-2022 biennium.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC COMFORT STN FUTURE #1

1134358

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC COMFORT STN FUTURE #2

1134359

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	09/30/2022
Location	TBD
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/21 - 03/31/21	\$0	\$0	\$39,769	\$0	\$39,769
2 Preliminary Design 04/01/21 - 09/30/21	\$0	\$0	\$166,408	\$0	\$166,408
3 Final Design 10/01/21 - 03/31/22	\$0	\$0	\$225,152	\$0	\$225,152
4 Implementation 04/01/22 - 09/30/22	\$0	\$0	\$762,702	\$0	\$762,702
5 Closeout 10/01/22 - 03/31/23	\$0	\$0	\$261,282	\$0	\$261,282
6 Acquisition 04/01/21 - 03/31/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$1,455,313	\$0	\$1,455,313

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$14,553	\$0	\$14,553

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$1,455,313	\$0	\$1,455,313
Total Revenue	\$0	\$1,455,313	\$0	\$1,455,313

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC COMFORT STN FUTURE #2				1134359
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$39,769	\$0	\$39,769
2 Prelim Design	\$0	\$0	\$0	\$166,408	\$0	\$166,408
3 Final Design	\$0	\$0	\$0	\$225,152	\$0	\$225,152
4 Implementation	\$0	\$0	\$0	\$762,702	\$0	\$762,702
5 Closeout	\$0	\$0	\$0	\$130,146	\$131,136	\$261,282
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$1,324,177	\$131,136	\$1,455,313

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$39,769	\$0	\$0	\$0
2 Preliminary Design	\$0	\$166,408	\$0	\$0	\$0
3 Final Design	\$0	\$225,152	\$0	\$0	\$0
4 Implementation	\$0	\$762,702	\$0	\$0	\$0
5 Closeout	\$0	\$261,282	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,455,313	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 STN FUTURE #2 1134359

1. CURRENT PROJECT SCOPE

Comfort Station Future #2 - This is a placeholder project for the expansion of the comfort station program. This project involves siting, design, and construction of a permanent comfort station at a future location starting in the 2021-2022 biennium.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC COMFORT STN FUTURE #2	1134359
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC COMFORT STN FUTURE #3

1134360

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	09/30/2024
Location	TBD
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/23 - 03/31/23	\$0	\$0	\$0	\$42,191	\$42,191
2 Preliminary Design 04/01/23 - 09/30/23	\$0	\$0	\$0	\$176,542	\$176,542
3 Final Design 10/01/23 - 03/31/24	\$0	\$0	\$0	\$238,883	\$238,883
4 Implementation 04/01/24 - 09/30/24	\$0	\$0	\$0	\$809,151	\$809,151
5 Closeout 10/01/24 - 03/31/25	\$0	\$0	\$0	\$277,194	\$277,194
6 Acquisition 04/01/23 - 03/31/24	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$0	\$1,543,961	\$1,543,961

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$15,440	\$15,440

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$0	\$1,543,961	\$1,543,961
Total Revenue	\$0	\$0	\$1,543,961	\$1,543,961

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC COMFORT STN FUTURE #3					1134360
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$0	\$42,191	\$42,191	
2 Prelim Design	\$0	\$0	\$0	\$0	\$176,542	\$176,542	
3 Final Design	\$0	\$0	\$0	\$0	\$238,883	\$238,883	
4 Implementation	\$0	\$0	\$0	\$0	\$809,151	\$809,151	
5 Closeout	\$0	\$0	\$0	\$0	\$277,194	\$277,194	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$0	\$0	\$1,543,961	\$1,543,961	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$42,191	\$0	\$0	\$0
2 Preliminary Design	\$0	\$176,542	\$0	\$0	\$0
3 Final Design	\$0	\$238,883	\$0	\$0	\$0
4 Implementation	\$0	\$809,151	\$0	\$0	\$0
5 Closeout	\$0	\$277,194	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,543,961	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 STN FUTURE #3 1134360

1. CURRENT PROJECT SCOPE

Comfort Station Future #3 - This is a placeholder project for the expansion of the comfort station program. This project involves siting, design, and construction of a permanent comfort station at a future location starting in the 2023-2024 biennium.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC COMFORT STN FUTURE #3	1134360
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC COMFORT STN FUTURE #4

1134361

Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	09/30/2024
Location	TBD
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/23 - 03/31/23	\$0	\$0	\$0	\$42,191	\$42,191
2 Preliminary Design 04/01/23 - 09/30/23	\$0	\$0	\$0	\$176,542	\$176,542
3 Final Design 10/01/23 - 03/31/24	\$0	\$0	\$0	\$238,883	\$238,883
4 Implementation 04/01/24 - 09/30/24	\$0	\$0	\$0	\$809,151	\$809,151
5 Closeout 10/01/24 - 03/31/25	\$0	\$0	\$0	\$277,194	\$277,194
6 Acquisition 04/01/23 - 03/31/24	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$0	\$1,543,961	\$1,543,961

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$15,440	\$15,440

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$0	\$1,543,961	\$1,543,961
Total Revenue	\$0	\$0	\$1,543,961	\$1,543,961

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC COMFORT STN FUTURE #4					1134361
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$0	\$42,191	\$42,191	
2 Prelim Design	\$0	\$0	\$0	\$0	\$176,542	\$176,542	
3 Final Design	\$0	\$0	\$0	\$0	\$238,883	\$238,883	
4 Implementation	\$0	\$0	\$0	\$0	\$809,151	\$809,151	
5 Closeout	\$0	\$0	\$0	\$0	\$277,194	\$277,194	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$0	\$0	\$1,543,961	\$1,543,961	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$42,191	\$0	\$0	\$0
2 Preliminary Design	\$0	\$176,542	\$0	\$0	\$0
3 Final Design	\$0	\$238,883	\$0	\$0	\$0
4 Implementation	\$0	\$809,151	\$0	\$0	\$0
5 Closeout	\$0	\$277,194	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,543,961	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 STN FUTURE #4 1134361

1. CURRENT PROJECT SCOPE

Comfort Station Future #4 - This is a placeholder project for the expansion of the comfort station program. This project involves siting, design, and construction of a permanent comfort station at a future location starting in the 2023-2024 biennium.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC COMFORT STN FUTURE #4	1134361
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SGR203 TDC CC NRV WSH REPL (TDC SGR-203 CC NRV WSH REPL)

1134362

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	10/31/2024
Location	1270 6TH AVE S, SEATTLE 98134: Atlantic Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
3 Final Design 07/01/22 - 06/30/23	\$0	\$0	\$174,269	\$176,571	\$350,840
4 Implementation 07/01/23 - 10/31/24	\$0	\$0	\$0	\$792,426	\$792,426
5 Closeout 11/01/24 - 12/31/24	\$0	\$0	\$0	\$61,858	\$61,858
6 Acquisition 07/01/22 - 06/30/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$174,269	\$1,030,855	\$1,205,124

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$174,269	\$1,030,855	\$1,205,124
Total Revenue	\$0	\$174,269	\$1,030,855	\$1,205,124

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR-203 CC NRV WSH REPL					1134362
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$174,269	\$176,571	\$350,840	
4 Implementation	\$0	\$0	\$0	\$0	\$792,426	\$792,426	
5 Closeout	\$0	\$0	\$0	\$0	\$61,858	\$61,858	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$0	\$174,269	\$1,030,855	\$1,205,124	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$350,840	\$0	\$0	\$0
4 Implementation	\$0	\$792,426	\$0	\$0	\$0
5 Closeout	\$0	\$61,858	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,205,124	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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-203 CC NRV WSH REPL 1134362

1. CURRENT PROJECT SCOPE

Non-Revenue Vehicle Shop Car Wash Replacement - This project will include replacement of the car wash facility at the Non Revenue Vehicle shop. Elements will include 1) vehicle wash system including replacing control arms, electronic motors, pumps, electronic control panel and 2) vehicle vacuum system. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR-203 CC NRV WSH REPL

1134362

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SGR-204: TDC EB OPS HVAC (TDC SGR-204: EB OPS HVAC)

1134363

MPA Reporting, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
Council District(s)	6
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2025
Location	1975 124TH AVE NE, BELLEVUE 98005: East Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/30/21 - 06/30/21	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 06/30/21 - 06/30/21	\$0	\$0	\$0	\$0	\$0
3 Final Design 07/01/21 - 12/31/22	\$0	\$0	\$1,881,443	\$0	\$1,881,443
4 Implementation 01/01/23 - 06/30/25	\$0	\$0	\$0	\$8,864,524	\$8,864,524
5 Closeout 07/01/25 - 08/31/25	\$0	\$0	\$0	\$339,697	\$339,697
6 Acquisition 07/01/21 - 12/31/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$1,881,443	\$9,204,221	\$11,085,664

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$6,182	\$104,674	\$110,856

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$1,881,443	\$9,204,221	\$11,085,664
Total Revenue	\$0	\$1,881,443	\$9,204,221	\$11,085,664

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR-204: EB OPS HVAC				1134363
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,881,443	\$0	\$1,881,443
4 Implementation	\$0	\$0	\$0	\$0	\$7,042,055	\$7,042,055
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$1,881,443	\$7,042,055	\$8,923,498

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$1,881,443	\$0	\$0	\$0
4 Implementation	\$0	\$8,864,524	\$0	\$0	\$0
5 Closeout	\$0	\$339,697	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$11,085,664	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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-204: EB OPS HVAC 1134363

1. CURRENT PROJECT SCOPE

East Base Operations HVAC Replacement - Replacement of the HVAC systems at Base Ops/Maintenance buildings at East Base. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR-204: EB OPS HVAC

1134363

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SGR206 HVAC SMALL WRKS PRJ

1134364

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC SGR206 HVAC SMALL WRKS PRJ
Substantial Completion	
Location	All Transit Bases
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/21 - 12/31/21	\$0	\$0	\$311,357	\$0	\$311,357
4 Implementation 01/01/22 - 04/30/23	\$0	\$0	\$876,782	\$296,905	\$1,173,687
5 Closeout 05/01/23 - 06/30/23	\$0	\$0	\$0	\$56,658	\$56,658
6 Acquisition 01/01/21 - 12/31/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$1,188,139	\$353,563	\$1,541,702

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$1,188,139	\$353,563	\$1,541,702
Total Revenue	\$0	\$1,188,139	\$353,563	\$1,541,702

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR206 HVAC SMALL WRKS PRJ				1134364
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$311,357	\$0	\$311,357
4 Implementation	\$0	\$0	\$0	\$876,782	\$296,905	\$1,173,687
5 Closeout	\$0	\$0	\$0	\$0	\$56,658	\$56,658
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$1,188,139	\$353,563	\$1,541,702

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 SGR206 HVAC SMALL WRKS PRJ 1134364

1. CURRENT PROJECT SCOPE

Central Base HVAC Small Components Replacement - This project is for replacement of multiple components of the HVAC systems at Central Base. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR206 HVAC SMALL WRKS PRJ

1134364

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SGR-207: SB CSC HVAC REPL

1134365

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2025
Location	12100 E MARGINAL WY S, Tukwila 98168: South Base Vehicle Maintenance
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
3 Final Design 07/01/22 - 12/31/23	\$0	\$0	\$160,645	\$328,232	\$488,877
4 Implementation 01/01/24 - 06/30/25	\$0	\$0	\$0	\$6,349,440	\$6,349,440
5 Closeout 07/01/25 - 08/31/25	\$0	\$0	\$0	\$221,568	\$221,568
6 Acquisition 07/01/22 - 12/31/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$160,645	\$6,899,240	\$7,059,885

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$160,645	\$6,899,240	\$7,059,885
Total Revenue	\$0	\$160,645	\$6,899,240	\$7,059,885

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR-207: SB CSC HVAC REPL				1134365
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$160,645	\$328,232	\$488,877
4 Implementation	\$0	\$0	\$0	\$0	\$4,206,678	\$4,206,678
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$160,645	\$4,534,910	\$4,695,555

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$488,877	\$0	\$0	\$0
4 Implementation	\$0	\$6,349,440	\$0	\$0	\$0
5 Closeout	\$0	\$221,568	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$7,059,885	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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-207: SB CSC HVAC REPL 1134365

1. CURRENT 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

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR-207: SB CSC HVAC REPL

1134365

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SGR-208: CC NRV VEH LIFTS

1134366

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	02/28/2025
Location	1270 6TH AVE S, SEATTLE 98134: Atlantic Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
3 Final Design 07/01/22 - 10/31/23	\$0	\$0	\$414,456	\$705,296	\$1,119,752
4 Implementation 11/01/23 - 02/28/25	\$0	\$0	\$0	\$4,400,624	\$4,400,624
5 Closeout 03/01/25 - 04/30/25	\$0	\$0	\$0	\$289,583	\$289,583
6 Acquisition 07/01/22 - 10/31/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$414,456	\$5,395,503	\$5,809,959

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$414,456	\$5,395,503	\$5,809,959
Total Revenue	\$0	\$414,456	\$5,395,503	\$5,809,959

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR-208: CC NRV VEH LIFTS					1134366
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$414,456	\$705,296	\$1,119,752	
4 Implementation	\$0	\$0	\$0	\$0	\$3,850,358	\$3,850,358	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$0	\$414,456	\$4,555,654	\$4,970,110	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$1,119,752	\$0	\$0	\$0
4 Implementation	\$0	\$4,400,624	\$0	\$0	\$0
5 Closeout	\$0	\$289,583	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$5,809,959	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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-208: CC NRV VEH LIFTS 1134366

1. CURRENT PROJECT SCOPE

Non Revenue Vehicle Lifts Replacement - Project funds replacement of the rotary post axle lifts at the Non Revenue Vehicle facility. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR-208: CC NRV VEH LIFTS

1134366

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SGR-209: NB VM BUS LIFTS

1134367

MPA Reporting, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	08/31/2026
Location	2141 N 165TH ST, SHORELINE 98133: North Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
3 Final Design 07/01/22 - 02/29/24	\$0	\$0	\$538,344	\$1,286,186	\$1,824,530
4 Implementation 03/01/24 - 08/31/26	\$0	\$0	\$0	\$15,803,825	\$15,803,825
5 Closeout 09/01/26 - 10/31/26	\$0	\$0	\$0	\$865,720	\$865,720
6 Acquisition 07/01/22 - 02/29/24	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$538,344	\$17,955,731	\$18,494,075

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$538,344	\$17,955,731	\$18,494,075
Total Revenue	\$0	\$538,344	\$17,955,731	\$18,494,075

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR-209: NB VM BUS LIFTS					1134367
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$538,344	\$1,286,186	\$1,824,530	
4 Implementation	\$0	\$0	\$0	\$0	\$5,146,025	\$5,146,025	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$0	\$538,344	\$6,432,211	\$6,970,555	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$1,824,530	\$0	\$0	\$0
4 Implementation	\$0	\$15,803,825	\$0	\$0	\$0
5 Closeout	\$0	\$865,720	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$18,494,075	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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-209: NB VM BUS LIFTS 1134367

1. CURRENT PROJECT SCOPE

North Base Lift Replacement - Project includes replacement of the rotary post axle lifts and rotary post platform lifts at North Base . Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR-209: NB VM BUS LIFTS

1134367

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SGR-210: SB VM BUS LIFTS

1134368

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	02/29/2028
Location	12100 E MARGINAL WY S, Tukwila 98168: South Base Vehicle Maintenance
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/23 - 12/31/23	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/23 - 12/31/23	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/24 - 08/31/25	\$0	\$0	\$0	\$1,136,051	\$1,136,051
4 Implementation 09/01/25 - 02/29/28	\$0	\$0	\$0	\$0	\$0
5 Closeout 03/01/28 - 04/30/28	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/24 - 08/31/25	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$0	\$1,136,051	\$1,136,051

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$0	\$1,136,051	\$1,136,051
Total Revenue	\$0	\$0	\$1,136,051	\$1,136,051

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR-210: SB VM BUS LIFTS				1134368
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,136,051	\$1,136,051
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	\$1,136,051	\$1,136,051

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$1,912,942	\$0	\$0	\$0
4 Implementation	\$0	\$10,390,692	\$0	\$0	\$0
5 Closeout	\$0	\$627,148	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$12,930,781	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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-210: SB VM BUS LIFTS

1134368

1. CURRENT PROJECT SCOPE

South Base Vehicle Maintenance Bus Lift Replacement - Project includes replacement of the rotary post axle lifts, rotary post platform lift and custom post platform lifts at South Base. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR-210: SB VM BUS LIFTS

1134368

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SGR-211: SB CSC LIFTS

1134369

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	11/30/2025
Location	12100 E MARGINAL WY S, Tukwila 98168: South Base Vehicle Maintenance
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 05/31/22 - 05/31/22	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 05/31/22 - 05/31/22	\$0	\$0	\$0	\$0	\$0
3 Final Design 06/01/22 - 11/30/23	\$0	\$0	\$511,078	\$821,593	\$1,332,671
4 Implementation 12/01/23 - 11/30/25	\$0	\$0	\$0	\$3,444,098	\$3,444,098
5 Closeout 12/01/25 - 01/31/26	\$0	\$0	\$0	\$258,911	\$258,911
6 Acquisition 06/01/22 - 11/30/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$511,078	\$4,524,602	\$5,035,680

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$511,078	\$4,524,602	\$5,035,680
Total Revenue	\$0	\$511,078	\$4,524,602	\$5,035,680

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR-211: SB CSC LIFTS				1134369
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$511,078	\$821,593	\$1,332,671
4 Implementation	\$0	\$0	\$0	\$0	\$1,843,218	\$1,843,218
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$511,078	\$2,664,811	\$3,175,889

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$1,332,671	\$0	\$0	\$0
4 Implementation	\$0	\$3,444,098	\$0	\$0	\$0
5 Closeout	\$0	\$258,911	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$5,035,681	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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-211: SB CSC LIFTS

1134369

1. CURRENT PROJECT SCOPE

Component Supply Center Lift Replacement - Project includes replacement of the custom platform table lifts and custom platform post lift at Component Supply Center. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR-211: SB CSC LIFTS

1134369

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SGR215 NB YARD INFRST REPL

1134370

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2024
Location	2141 N 165TH ST, SHORELINE 98133: North Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/21 - 06/30/22	\$0	\$0	\$1,310,304	\$0	\$1,310,304
4 Implementation 07/01/22 - 06/30/24	\$0	\$0	\$5,905,128	\$0	\$5,905,128
5 Closeout 07/01/24 - 08/31/24	\$0	\$0	\$369,053	\$0	\$369,053
6 Acquisition 01/01/21 - 06/30/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$7,584,485	\$0	\$7,584,485

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$7,584,485	\$0	\$7,584,485
Total Revenue	\$0	\$7,584,485	\$0	\$7,584,485

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR215 NB YARD INFRST REPL				1134370
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,310,304	\$0	\$1,310,304
4 Implementation	\$0	\$0	\$0	\$1,442,888	\$4,462,240	\$5,905,128
5 Closeout	\$0	\$0	\$0	\$0	\$369,053	\$369,053
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$2,753,192	\$4,831,293	\$7,584,485

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$1,310,304	\$0	\$0	\$0
4 Implementation	\$0	\$5,905,128	\$0	\$0	\$0
5 Closeout	\$0	\$369,053	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$7,584,485	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 SGR215 NB YARD INFRST REPL 1134370

1. CURRENT PROJECT SCOPE

North Base Yard Infrastructure Replacement - Replacement of multiple components of North Base yard infrastructure. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR215 NB YARD INFRST REPL

1134370

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SGR217 RB YARD INFRST REPL

1134371

Baseline Required, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	03/31/2024
Location	1220 4TH AVE S, SEATTLE 98134: Ryerson Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/21 - 03/31/22	\$0	\$0	\$860,230	\$0	\$860,230
4 Implementation 04/01/22 - 03/31/24	\$0	\$0	\$2,983,611	\$0	\$2,983,611
5 Closeout 04/01/24 - 05/31/24	\$0	\$0	\$210,722	\$0	\$210,722
6 Acquisition 01/01/21 - 03/31/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$4,054,563	\$0	\$4,054,563

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$4,054,563	\$0	\$4,054,563
Total Revenue	\$0	\$4,054,563	\$0	\$4,054,563

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR217 RB YARD INFRST REPL				1134371
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$860,230	\$0	\$860,230
4 Implementation	\$0	\$0	\$0	\$1,097,662	\$1,885,950	\$2,983,612
5 Closeout	\$0	\$0	\$0	\$0	\$210,722	\$210,722
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$1,957,892	\$2,096,672	\$4,054,564

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$860,230	\$0	\$0	\$0
4 Implementation	\$0	\$2,983,611	\$0	\$0	\$0
5 Closeout	\$0	\$210,722	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$4,054,563	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 SGR217 RB YARD INFRST REPL	1134371
1. CURRENT PROJECT SCOPE	
Ryerson Base Yard Infrastructure Replacement - This project includes replacement of: 1) 1200' of 8" diameter pipe and five hydrants for Fire Protection Water and 2) oil/water separator control panel. Timing is consistent with Metro's Transit Asset Management Plan.	
2. PROGRAMMATIC PROJECT DISCUSSION	
3. PROJECT JUSTIFICATION	
4. PROJECT BENEFITS/OUTCOMES	

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR217 RB YARD INFRST REPL

1134371

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SGR218 SB YRD INFRST REPL

1134372

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2025
Location	12100 E MARGINAL WY S, Tukwila 98168: South Base Vehicle Maintenance
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
3 Final Design 07/01/22 - 09/30/23	\$0	\$0	\$599,585	\$916,290	\$1,515,875
4 Implementation 10/01/23 - 12/31/25	\$0	\$0	\$0	\$3,040,135	\$3,040,135
5 Closeout 01/01/26 - 02/28/26	\$0	\$0	\$0	\$109,419	\$109,419
6 Acquisition 07/01/22 - 09/30/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$599,585	\$4,065,844	\$4,665,429

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$599,585	\$4,065,844	\$4,665,429
Total Revenue	\$0	\$599,585	\$4,065,844	\$4,665,429

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR218 SB YRD INFRST REPL					1134372
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$599,585	\$916,290	\$1,515,875	
4 Implementation	\$0	\$0	\$0	\$0	\$1,665,205	\$1,665,205	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$0	\$599,585	\$2,581,495	\$3,181,080	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$1,515,875	\$0	\$0	\$0
4 Implementation	\$0	\$3,040,135	\$0	\$0	\$0
5 Closeout	\$0	\$109,419	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$4,665,428	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 SGR218 SB YRD INFRST REPL 1134372

1. CURRENT PROJECT SCOPE

South Base Yard Infrastructure Replacement - Evaluation and potential replacement of Propane Gas Distribution system at South Base. Due to more consistent and dependable natural gas supply from Puget Sound Energy, the propane backup system has not been used for some time and may no longer be required. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR218 SB YRD INFRST REPL

1134372

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SGR-219: SF YARD POT WTR

1134373

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2024
Location	12100 E MARGINAL WY S, Tukwila 98168: South Base Vehicle Maintenance
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
3 Final Design 07/01/22 - 06/30/23	\$0	\$0	\$128,418	\$130,114	\$258,532
4 Implementation 07/01/23 - 06/30/24	\$0	\$0	\$0	\$713,218	\$713,218
5 Closeout 07/01/24 - 07/31/24	\$0	\$0	\$0	\$54,971	\$54,971
6 Acquisition 07/01/22 - 06/30/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$128,418	\$898,303	\$1,026,721

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$128,418	\$898,303	\$1,026,721
Total Revenue	\$0	\$128,418	\$898,303	\$1,026,721

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR-219: SF YARD POT WTR				1134373
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$128,418	\$130,114	\$258,532
4 Implementation	\$0	\$0	\$0	\$0	\$713,219	\$713,219
5 Closeout	\$0	\$0	\$0	\$0	\$54,971	\$54,971
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$128,418	\$898,304	\$1,026,722

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$258,531	\$0	\$0	\$0
4 Implementation	\$0	\$713,218	\$0	\$0	\$0
5 Closeout	\$0	\$54,971	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,026,720	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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-219: SF YARD POT WTR

1134373

1. CURRENT PROJECT SCOPE

South Facilities Potable Water Replacement - This project involves replaceent of potable water infrastructure at South Facilities. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR-219: SF YARD POT WTR

1134373

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SGR220 SB NRV VEH FLD REPL

1134374

Green Building Reporting

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/21 - 12/31/21	\$0	\$0	\$285,289	\$0	\$285,289
4 Implementation 01/01/22 - 12/31/22	\$0	\$0	\$704,086	\$0	\$704,086
5 Closeout 01/01/23 - 01/31/23	\$0	\$0	\$27,895	\$0	\$27,895
6 Acquisition 01/01/21 - 12/31/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$1,017,270	\$0	\$1,017,270

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$1,017,270	\$0	\$1,017,270
Total Revenue	\$0	\$1,017,270	\$0	\$1,017,270

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR220 SB NRV VEH FLD REPL				1134374
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$285,289	\$0	\$285,289
4 Implementation	\$0	\$0	\$0	\$704,086	\$0	\$704,086
5 Closeout	\$0	\$0	\$0	\$0	\$27,895	\$27,895
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$989,375	\$27,895	\$1,017,270

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$285,289	\$0	\$0	\$0
4 Implementation	\$0	\$704,086	\$0	\$0	\$0
5 Closeout	\$0	\$27,895	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,017,270	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 SGR220 SB NRV VEH FLD REPL

1134374

1. CURRENT PROJECT SCOPE

Vehicle Fluids Distribution System Replacement - This project includes: 1) South Base— 500' of 1" Steel Pipe and associated fittings and two sets of hose reels; 2) Bellevue Base – 500' of 1" Steel Pipe and associated fittings and two sets of hose reels; and 3) Central Base/NRV – 500' of 1" Steel Pipe and associated fittings and two sets of hose reels. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR220 SB NRV VEH FLD REPL

1134374

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TD SGR222 OA BLD EN DR WNDW

1134375

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	All Transit Bases
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/21 - 12/31/22	\$0	\$0	\$6,519,096	\$0	\$6,519,096
5 Closeout 12/31/22 - 12/31/22	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/21 - 01/01/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$6,519,096	\$0	\$6,519,096

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$6,519,096	\$0	\$6,519,096
Total Revenue	\$0	\$6,519,096	\$0	\$6,519,096

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TD SGR222 OA BLD EN DR WNDW				1134375
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$6,519,096	\$0	\$6,519,096
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$6,519,096	\$0	\$6,519,096

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 TD SGR222 OA BLD EN DR WNDW 1134375

1. CURRENT PROJECT SCOPE

Building Envelope, Door and Window Replacement Placeholder - This project is placeholder funding for routine replacement of building envelope elements including replacement of doors and windows at multiple Transit bases. Timing is consistent with Metro's Transit Asset Management Plan and detailed investments will be identified in future budget cycles.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TD SGR222 OA BLD EN DR WNDW

1134375

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SGR223 OA BLD ENV RF REPL

1134376

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	All Transit Bases
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/21 - 12/31/22	\$0	\$0	\$3,628,176	\$0	\$3,628,176
5 Closeout 12/31/22 - 12/31/22	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/21 - 01/01/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$3,628,176	\$0	\$3,628,176

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$3,628,176	\$0	\$3,628,176
Total Revenue	\$0	\$3,628,176	\$0	\$3,628,176

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR223 OA BLD ENV RF REPL				1134376
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$3,628,176	\$0	\$3,628,176
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$3,628,176	\$0	\$3,628,176

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 SGR223 OA BLD ENV RF REPL 1134376

1. CURRENT PROJECT SCOPE

2021-2022 Roof Replacement Placeholder - This is a placeholder project for investments in the 2021-2022 Roof Replacement Program Including: 1) Bellevue Base fuel building; 2) Central Base fuel building; 3) Central Base maintenance east canopy; 4) Control Center Operations replace roof assembly and skylights over the main roof level; 5) North Base Operations Building; 6) South Base Wash Building. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR223 OA BLD ENV RF REPL

1134376

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SGR224 OA FIRE SYST REPL

1134377

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2024
Location	All Transit Bases
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/21 - 06/30/22	\$0	\$0	\$546,871	\$0	\$546,871
4 Implementation 07/01/22 - 06/30/24	\$0	\$0	\$1,975,621	\$0	\$1,975,621
5 Closeout 07/01/24 - 08/31/24	\$0	\$0	\$143,499	\$0	\$143,499
6 Acquisition 01/01/21 - 06/30/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$2,665,991	\$0	\$2,665,991

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$2,665,991	\$0	\$2,665,991
Total Revenue	\$0	\$2,665,991	\$0	\$2,665,991

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR224 OA FIRE SYST REPL					1134377
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$546,871	\$0	\$546,871	
4 Implementation	\$0	\$0	\$0	\$482,733	\$1,492,888	\$1,975,621	
5 Closeout	\$0	\$0	\$0	\$0	\$143,499	\$143,499	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$0	\$1,029,604	\$1,636,387	\$2,665,991	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$546,871	\$0	\$0	\$0
4 Implementation	\$0	\$1,975,621	\$0	\$0	\$0
5 Closeout	\$0	\$143,499	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,665,991	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 SGR224 OA FIRE SYST REPL1134377

1. CURRENT PROJECT SCOPE

Fire Control System Replacement Placeholder - This is a placeholder project for future routine replacement of fire control systems at multiple Transit locations. Locations will be identified in future budget cycle. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR224 OA FIRE SYST REPL

1134377

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SGR225 OA REPIPING WRKS

1134378

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2024
Location	All Transit Bases
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/21 - 06/30/22	\$0	\$0	\$514,141	\$0	\$514,141
4 Implementation 07/01/22 - 06/30/24	\$0	\$0	\$1,922,605	\$0	\$1,922,605
5 Closeout 07/01/24 - 08/31/24	\$0	\$0	\$139,439	\$0	\$139,439
6 Acquisition 01/01/21 - 06/30/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$2,576,185	\$0	\$2,576,185

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$2,576,185	\$0	\$2,576,185
Total Revenue	\$0	\$2,576,185	\$0	\$2,576,185

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR225 OA REPIPING WRKS				1134378
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$514,141	\$0	\$514,141
4 Implementation	\$0	\$0	\$0	\$469,779	\$1,452,826	\$1,922,605
5 Closeout	\$0	\$0	\$0	\$0	\$139,439	\$139,439
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$983,920	\$1,592,265	\$2,576,185

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$514,142	\$0	\$0	\$0
4 Implementation	\$0	\$1,922,605	\$0	\$0	\$0
5 Closeout	\$0	\$139,439	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,576,186	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 SGR225 OA REPIPING WRKS

1134378

1. CURRENT PROJECT SCOPE

Routine Piping Replacement - This is a placeholder project for future routine pipe replacements at multiple Transit bases. Detailed investments will be identified in future budget cycle. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC SGR225 OA REPIPING WRKS	1134378
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5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SGR-226: OA LIGHT REPLAC

1134379

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	10/31/2022
Location	All Transit Bases
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/21 - 04/30/21	\$0	\$0	\$84,446	\$0	\$84,446
4 Implementation 05/01/21 - 10/31/22	\$0	\$0	\$899,958	\$0	\$899,958
5 Closeout 11/01/22 - 12/31/22	\$0	\$0	\$65,972	\$0	\$65,972
6 Acquisition 01/01/21 - 04/30/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$1,050,376	\$0	\$1,050,376

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$1,050,376	\$0	\$1,050,376
Total Revenue	\$0	\$1,050,376	\$0	\$1,050,376

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR-226: OA LIGHT REPLAC				1134379
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$84,446	\$0	\$84,446
4 Implementation	\$0	\$0	\$0	\$899,958	\$0	\$899,958
5 Closeout	\$0	\$0	\$0	\$65,972	\$0	\$65,972
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$1,050,376	\$0	\$1,050,376

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$84,446	\$0	\$0	\$0
4 Implementation	\$0	\$899,958	\$0	\$0	\$0
5 Closeout	\$0	\$65,972	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,050,376	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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-226: OA LIGHT REPLAC

1134379

1. CURRENT PROJECT SCOPE

Routine Lighting System Replacements - This is a placeholder project for future routine replacement of lighting systems at multiple transit locations. Detailed investments will be identified in future budget cycle. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR-226: OA LIGHT REPLAC

1134379

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SGR227 NF & PD UST REPL

1134380

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	4
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2022
Location	12525 STONE AVE N, SEATTLE 98133: North Facilities
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/21 - 12/31/21	\$0	\$0	\$423,476	\$0	\$423,476
4 Implementation 01/01/22 - 12/31/22	\$0	\$0	\$434,958	\$0	\$434,958
5 Closeout 01/01/23 - 02/28/23	\$0	\$0	\$53,299	\$0	\$53,299
6 Acquisition 01/01/21 - 12/31/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$911,733	\$0	\$911,733

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$911,733	\$0	\$911,733
Total Revenue	\$0	\$911,733	\$0	\$911,733

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR227 NF & PD UST REPL				1134380
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$423,476	\$0	\$423,476
4 Implementation	\$0	\$0	\$0	\$434,958	\$0	\$434,958
5 Closeout	\$0	\$0	\$0	\$0	\$53,299	\$53,299
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$858,434	\$53,299	\$911,733

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$423,476	\$0	\$0	\$0
4 Implementation	\$0	\$434,958	\$0	\$0	\$0
5 Closeout	\$0	\$53,299	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$911,733	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 SGR227 NF & PD UST REPL

1134380

1. CURRENT PROJECT SCOPE

Fuel Storage Tank Replacement Placeholder - This is a placeholder project for the planned replacement of fuel storage tanks at North Facilities and Power Distribution. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR227 NF & PD UST REPL

1134380

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SGR228 ABVM PWR SYS REPL

1134381

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2025
Location	1270 6TH AVE S, SEATTLE 98134: Atlantic Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/21 - 12/31/21	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/21 - 12/31/21	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/22 - 12/31/23	\$0	\$0	\$387,828	\$399,463	\$787,291
4 Implementation 01/01/24 - 12/31/25	\$0	\$0	\$0	\$5,841,356	\$5,841,356
5 Closeout 01/01/26 - 02/28/26	\$0	\$0	\$0	\$136,149	\$136,149
6 Acquisition 01/01/22 - 12/31/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$387,828	\$6,376,968	\$6,764,796

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$387,828	\$6,376,968	\$6,764,796
Total Revenue	\$0	\$387,828	\$6,376,968	\$6,764,796

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR228 ABVM PWR SYS REPL				1134381
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$387,828	\$399,463	\$787,291
4 Implementation	\$0	\$0	\$0	\$0	\$2,881,510	\$2,881,510
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$387,828	\$3,280,973	\$3,668,801

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$787,291	\$0	\$0	\$0
4 Implementation	\$0	\$5,841,356	\$0	\$0	\$0
5 Closeout	\$0	\$136,149	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$6,764,795	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 SGR228 ABVM PWR SYS REPL 1134381

1. CURRENT PROJECT SCOPE

Atlantic Base Power Delivery System Replacement - This is a placeholder project for the routine replacement of power delivery system components at the Atlantic Base Vehicle Maintenance building. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC SGR228 ABVM PWR SYS REPL	1134381
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SGR229 BB FUEL VM PWR REP

1134382

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	6
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2025
Location	1790 124TH AVE NE, BELLEVUE 98005: Bellevue Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/21 - 12/31/21	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/21 - 12/31/21	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/22 - 12/31/23	\$0	\$0	\$349,495	\$359,980	\$709,475
4 Implementation 01/01/24 - 12/31/25	\$0	\$0	\$0	\$4,476,128	\$4,476,128
5 Closeout 01/01/26 - 02/28/26	\$0	\$0	\$0	\$269,666	\$269,666
6 Acquisition 01/01/22 - 12/31/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$349,495	\$5,105,774	\$5,455,269

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$349,495	\$5,105,774	\$5,455,269
Total Revenue	\$0	\$349,495	\$5,105,774	\$5,455,269

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR229 BB FUEL VM PWR REP				1134382
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$349,495	\$359,980	\$709,475
4 Implementation	\$0	\$0	\$0	\$0	\$2,208,050	\$2,208,050
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$349,495	\$2,568,030	\$2,917,525

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$709,475	\$0	\$0	\$0
4 Implementation	\$0	\$4,476,128	\$0	\$0	\$0
5 Closeout	\$0	\$269,666	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$5,455,268	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 SGR229 BB FUEL VM PWR REP 1134382

1. CURRENT PROJECT SCOPE

Bellevue Base Fuel Vehicle Maintenance Power Delivery System Replacement - This is a placeholder project for the routine replacement of power delivery system components at Bellevue Base. Timing is consistent with Metro's Transit Asset Management Plan. Work includes replacement of electrical distribution panels, step-down transformers, electrical branch wiring, transfer switches and switchgear.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR229 BB FUEL VM PWR REP

1134382

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SGR230 CB FUEL PWR REPL

1134383

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2026
Location	1270 6TH AVE S, SEATTLE 98134: Central Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
3 Final Design 07/01/22 - 06/30/24	\$0	\$0	\$175,943	\$544,116	\$720,059
4 Implementation 07/01/24 - 06/30/26	\$0	\$0	\$0	\$4,657,814	\$4,657,814
5 Closeout 07/01/26 - 08/31/26	\$0	\$0	\$0	\$275,050	\$275,050
6 Acquisition 07/01/22 - 06/30/24	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$175,943	\$5,476,980	\$5,652,923

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$175,943	\$5,476,980	\$5,652,923
Total Revenue	\$0	\$175,943	\$5,476,980	\$5,652,923

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR230 CB FUEL PWR REPL				1134383
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$175,943	\$544,116	\$720,059
4 Implementation	\$0	\$0	\$0	\$0	\$1,139,719	\$1,139,719
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$175,943	\$1,683,835	\$1,859,778

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$720,059	\$0	\$0	\$0
4 Implementation	\$0	\$4,657,814	\$0	\$0	\$0
5 Closeout	\$0	\$275,050	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$5,652,923	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 SGR230 CB FUEL PWR REPL 1134383

1. CURRENT PROJECT SCOPE

Central Base Fuel Power Delivery System Replacement - This is a placeholder project for the routine replacement of power delivery system components at Central Base. Timing is consistent with Metro's Transit Asset Management Plan. Work includes replacement of electrical distribution panels, step-down transformers, electrical branch wiring, transfer switches and switchgear.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC SGR230 CB FUEL PWR REPL	1134383
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5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SGR231 RB FUEL VM PWR REP

1134384

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2025
Location	1220 4TH AVE S, SEATTLE 98134: Ryerson Base
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
3 Final Design 07/01/22 - 12/31/23	\$0	\$0	\$168,889	\$345,075	\$513,964
4 Implementation 01/01/24 - 06/30/25	\$0	\$0	\$0	\$2,301,270	\$2,301,270
5 Closeout 07/01/25 - 08/31/25	\$0	\$0	\$0	\$151,000	\$151,000
6 Acquisition 07/01/22 - 12/31/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$168,889	\$2,797,345	\$2,966,234

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$168,889	\$2,797,345	\$2,966,234
Total Revenue	\$0	\$168,889	\$2,797,345	\$2,966,234

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR231 RB FUEL VM PWR REP					1134384
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$168,889	\$345,075	\$513,964	
4 Implementation	\$0	\$0	\$0	\$0	\$1,524,655	\$1,524,655	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$0	\$168,889	\$1,869,730	\$2,038,619	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$513,964	\$0	\$0	\$0
4 Implementation	\$0	\$2,301,270	\$0	\$0	\$0
5 Closeout	\$0	\$151,000	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,966,234	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 SGR231 RB FUEL VM PWR REP 1134384

1. CURRENT PROJECT SCOPE

Ryerson Base Fuel Power Delivery System Replacement - This is a placeholder project for the routine replacement of power delivery system components at Ryerson Base. Timing is consistent with Metro's Transit Asset Management Plan. Work includes replacement of electrical distribution panels, step-down transformers, electrical branch wiring, transfer switches and switchgear.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR231 RB FUEL VM PWR REP

1134384

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC SGR232 OA TROLLY PWR REPL

1134385

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	2, 4, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2025
Location	Seattle Trolley Network
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 06/30/22 - 06/30/22	\$0	\$0	\$0	\$0	\$0
3 Final Design 07/01/22 - 12/31/23	\$0	\$0	\$133,619	\$273,011	\$406,630
4 Implementation 01/01/24 - 12/31/25	\$0	\$0	\$0	\$1,854,402	\$1,854,402
5 Closeout 01/01/26 - 02/28/26	\$0	\$0	\$0	\$129,688	\$129,688
6 Acquisition 07/01/22 - 12/31/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$133,619	\$2,257,101	\$2,390,720

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$133,619	\$2,257,101	\$2,390,720
Total Revenue	\$0	\$133,619	\$2,257,101	\$2,390,720

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR232 OA TROLLY PWR REPL				1134385
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$133,619	\$273,011	\$406,630
4 Implementation	\$0	\$0	\$0	\$0	\$914,766	\$914,766
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$133,619	\$1,187,777	\$1,321,396

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$406,630	\$0	\$0	\$0
4 Implementation	\$0	\$1,854,402	\$0	\$0	\$0
5 Closeout	\$0	\$129,688	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,390,719	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 SGR232 OA TROLLY PWR REPL

1134385

1. CURRENT PROJECT SCOPE

Trolley Power Delivery System Replacement - This is a placeholder project for the routine replacement of power delivery system components at several substations. Individual locations will be identified in future budget cycle. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR232 OA TROLLY PWR REPL

1134385

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SGR-233: OA PAVING REPL

1134386

Department	TRANSPORTATION
Council District(s)	1, 6, 8
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	TBD
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/21 - 12/31/22	\$0	\$0	\$7,646,495	\$0	\$7,646,495
5 Closeout 12/31/22 - 12/31/22	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/21 - 01/01/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$7,646,495	\$0	\$7,646,495

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$7,646,495	\$0	\$7,646,495
Total Revenue	\$0	\$7,646,495	\$0	\$7,646,495

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR-233: OA PAVING REPL				1134386
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$7,646,495	\$0	\$7,646,495
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$7,646,495	\$0	\$7,646,495

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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-233: OA PAVING REPL 1134386

1. CURRENT PROJECT SCOPE

Base Paving Replacement - This is a placeholder project for routine paving replacements at multiple Transit locations which will be identified in future budget cycles. Timing is consistent with Metro's Transit Asset Management Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR-233: OA PAVING REPL

1134386

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC HASTUS UPGRADE 2023

1134387

IT Project

Department	TRANSPORTATION
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	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/24 - 03/31/24	\$0	\$0	\$0	\$204,704	\$204,704
2 Preliminary Design 04/01/24 - 06/30/24	\$0	\$0	\$0	\$874,704	\$874,704
3 Final Design 07/01/24 - 12/31/24	\$0	\$0	\$0	\$2,227,109	\$2,227,109
4 Implementation 01/01/25 - 12/31/25	\$0	\$0	\$0	\$0	\$0
5 Closeout 01/01/26 - 03/31/26	\$0	\$0	\$0	\$0	\$0
6 Acquisition 04/01/24 - 12/31/24	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$0	\$3,306,517	\$3,306,517

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$0	\$3,306,517	\$3,306,517
Total Revenue	\$0	\$0	\$3,306,517	\$3,306,517

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC HASTUS UPGRADE 2023					1134387
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$0	\$204,704	\$204,704	
2 Prelim Design	\$0	\$0	\$0	\$0	\$874,704	\$874,704	
3 Final Design	\$0	\$0	\$0	\$0	\$2,227,109	\$2,227,109	
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	\$3,306,517	\$3,306,517	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$204,704	\$0	\$0	\$0
2 Preliminary Design	\$0	\$874,704	\$0	\$0	\$0
3 Final Design	\$0	\$2,227,109	\$0	\$0	\$0
4 Implementation	\$0	\$2,988,482	\$0	\$0	\$0
5 Closeout	\$0	\$11,310	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$6,306,308	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 HASTUS UPGRADE 2023	1134387
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1. CURRENT PROJECT SCOPE

HASTUS Scheduling System Upgrade - This placeholder project will upgrade the current HASTUS Transit Scheduling and Operational Support system to the current vendor version in 2023. The upgrade will primarily consist of the vendor (GIRO) applying customizations that are specific to King County Metro and that continue to be required to meet specific business requirements and labor agreements to the base HASTUS modules. King County Metro staff will test the updated system extensively to verify that all required functionality works correctly. Investments are intended to improve the lifecycle management of information technology used by Metro.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC HASTUS UPGRADE 2023

1134387

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 2021 OBS-CCS REFRESH

1134388

IT Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2024
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/30/21 - 06/30/21	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 06/30/21 - 06/30/21	\$0	\$0	\$0	\$0	\$0
3 Final Design 06/30/21 - 06/30/21	\$0	\$0	\$0	\$0	\$0
4 Implementation 07/01/21 - 06/30/24	\$0	\$0	\$3,892,805	\$3,878,624	\$7,771,429
5 Closeout 06/30/24 - 06/30/24	\$0	\$0	\$0	\$0	\$0
6 Acquisition 06/30/21 - 06/30/21	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$3,892,805	\$3,878,624	\$7,771,429

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$3,892,805	\$3,878,624	\$7,771,429
Total Revenue	\$0	\$3,892,805	\$3,878,624	\$7,771,429

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC 2021 OBS-CCS REFRESH				1134388
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$3,892,805	\$3,878,624	\$7,771,429
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$3,892,805	\$3,878,624	\$7,771,429

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$7,771,429	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$7,771,429	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

1. CURRENT 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.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 2021 OBS-CCS REFRESH	1134388
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5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 2021 TBIRD FUTURE PHAS

1134389

IT Project

Department	TRANSPORTATION
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	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/21 - 12/31/24	\$0	\$0	\$4,178,092	\$4,183,815	\$8,361,907
5 Closeout 12/31/24 - 12/31/24	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$4,178,092	\$4,183,815	\$8,361,907

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$4,178,092	\$4,183,815	\$8,361,907
Total Revenue	\$0	\$4,178,092	\$4,183,815	\$8,361,907

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC 2021 TBIRD FUTURE PHAS					1134389
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$4,178,092	\$4,183,815	\$8,361,907	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$0	\$4,178,092	\$4,183,815	\$8,361,907	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$8,361,906	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$8,361,906	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

1. CURRENT 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 (TBIRD) 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.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 2021 TBIRD FUTURE PHAS	1134389
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5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 2023 NG ORCA ENHANC

1134390

IT Project

Department	TRANSPORTATION
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	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/22 - 12/31/22	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/22 - 12/31/22	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/22 - 12/31/22	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/23 - 12/31/24	\$0	\$0	\$0	\$3,180,953	\$3,180,953
5 Closeout 12/31/24 - 12/31/24	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/22 - 12/31/22	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$0	\$3,180,953	\$3,180,953

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$0	\$3,180,953	\$3,180,953
Total Revenue	\$0	\$0	\$3,180,953	\$3,180,953

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE	TDC 2023 NG ORCA ENHANC					1134390
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$3,180,953	\$3,180,953
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$0	\$3,180,953	\$3,180,953

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$3,180,953	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,180,953	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 2023 NG ORCA ENHANC 1134390

1. CURRENT PROJECT SCOPE

Next Generation ORCA Enhancements - This is a placeholder project to provide funds for Metro specific and Metro's portion of regional system upgrades and enhancements to the Next Generation ORCA system. Specific investments will be identified in future budget cycles.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 2023 NG ORCA ENHANC	1134390
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5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 2027 TR CNTRL CNTR SYS

1134391

IT Project

Department	TRANSPORTATION
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	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/23 - 12/31/23	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/23 - 12/31/23	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/23 - 12/31/23	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/24 - 12/31/26	\$0	\$0	\$0	\$2,261,262	\$2,261,262
5 Closeout 12/31/26 - 12/31/26	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/23 - 12/31/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$0	\$2,261,262	\$2,261,262

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$0	\$2,261,262	\$2,261,262
Total Revenue	\$0	\$0	\$2,261,262	\$2,261,262

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC 2027 TR CNTRL CNTR SYS					1134391
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$2,261,262	\$2,261,262	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$0	\$0	\$2,261,262	\$2,261,262	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$6,771,429	\$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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

1. CURRENT PROJECT SCOPE

Upgrades to Various Transit Control Center Systems - This placeholder project will fund upgrades to multiple backbone systems (radio, phone, network) at the transit control center to provide upgraded and expanded capacity to meet future business needs for an expanded 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.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC 2027 TR CNTRL CNTR SYS

1134391

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 2027 TR RADIO SYS REFR

1134392

IT Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	06/30/2026
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/23 - 12/31/23	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/23 - 12/31/23	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/23 - 12/31/23	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/24 - 06/30/26	\$0	\$0	\$0	\$3,501,958	\$3,501,958
5 Closeout 06/30/26 - 06/30/26	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/23 - 12/31/23	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$0	\$3,501,958	\$3,501,958

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$0	\$3,501,958	\$3,501,958
Total Revenue	\$0	\$0	\$3,501,958	\$3,501,958

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC 2027 TR RADIO SYS REFR					1134392
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$3,501,958	\$3,501,958	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$0	\$0	\$3,501,958	\$3,501,958	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$8,726,191	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$8,726,191	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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
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1. CURRENT 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 rapid ride bus fleet. Specific investments will be identified in future budget cycles.
2. PROGRAMMATIC PROJECT DISCUSSION
3. PROJECT JUSTIFICATION
4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC 2027 TR RADIO SYS REFR

1134392

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC ASSET MGMT PROGRAM

1134393

IT Project, Master Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC ASSET MGMT PROGRAM
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/21 - 12/31/28	\$0	\$0	\$2,679,118	\$2,682,788	\$5,361,906
5 Closeout 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$2,679,118	\$2,682,788	\$5,361,906

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$2,679,118	\$2,682,788	\$5,361,906
Total Revenue	\$0	\$2,679,118	\$2,682,788	\$5,361,906

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC ASSET MGMT PROGRAM				1134393
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$2,679,118	\$2,682,788	\$5,361,906
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$2,679,118	\$2,682,788	\$5,361,906

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 ASSET MGMT PROGRAM 1134393

1. CURRENT PROJECT SCOPE

Upgrade/Consolidation of Tools to Manage Fleet and Fixed Assets - This placeholder project will provide necessary upgrades and consolidation of multiple tools used to manage fleet and fixed assets across Metro's services. Specific investments will be identified in future budget cycles. Investments are intended to improve the lifecycle management of information technology used by Metro.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC ASSET MGMT PROGRAM	1134393
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC CUST INFO MGMT PRGRM

1134394

IT Project, Master Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC CUST INFO MGMT PRGRM
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/21 - 12/31/28	\$0	\$0	\$1,679,802	\$1,682,103	\$3,361,905
5 Closeout 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$1,679,802	\$1,682,103	\$3,361,905

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$1,679,802	\$1,682,103	\$3,361,905
Total Revenue	\$0	\$1,679,802	\$1,682,103	\$3,361,905

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC CUST INFO MGMT PRGRM				1134394
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,679,802	\$1,682,103	\$3,361,905
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$1,679,802	\$1,682,103	\$3,361,905

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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
1. CURRENT PROJECT SCOPE	
Upgrade/Consolidation of Customer Information Systems - This placeholder project will provide necessary upgrades and consolidation of multiple tools used to managed customer facing information 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.	
2. PROGRAMMATIC PROJECT DISCUSSION	
3. PROJECT JUSTIFICATION	
4. PROJECT BENEFITS/OUTCOMES	

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC CUST INFO MGMT PRGRM	1134394
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC MOBILITY TEC PRGRM

1134396

IT Project, Master Project

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/21 - 12/31/28	\$0	\$0	\$1,429,974	\$1,431,933	\$2,861,907
5 Closeout 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$1,429,974	\$1,431,933	\$2,861,907

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$290,191	\$1,296,406	\$1,586,597
33340 - FEDERAL HIGHWAY ADMIN	\$0	\$1,139,783	\$135,527	\$1,275,310
Total Revenue	\$0	\$1,429,974	\$1,431,933	\$2,861,907

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC MOBILITY TEC PRGRM				1134396
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,429,974	\$1,431,933	\$2,861,907
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$1,429,974	\$1,431,933	\$2,861,907

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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
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1. CURRENT 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

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC MOBILITY TEC PRGRM	1134396
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SAFETY AND SECURITY PR

1134398

IT Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/21 - 12/31/28	\$0	\$0	\$1,679,802	\$1,682,103	\$3,361,905
5 Closeout 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$1,679,802	\$1,682,103	\$3,361,905

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$1,679,802	\$1,682,103	\$3,361,905
Total Revenue	\$0	\$1,679,802	\$1,682,103	\$3,361,905

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SAFETY AND SECURITY PR				1134398
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,679,802	\$1,682,103	\$3,361,905
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$0	\$1,679,802	\$1,682,103	\$3,361,905

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

1. CURRENT 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.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC SAFETY AND SECURITY PR	1134398
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5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SERV DELIV PROGRAM

1134399

IT Project, Master Project

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/21 - 12/31/28	\$0	\$0	\$3,178,776	\$3,183,130	\$6,361,906
5 Closeout 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$3,178,776	\$3,183,130	\$6,361,906

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$3,178,776	\$3,183,130	\$6,361,906
Total Revenue	\$0	\$3,178,776	\$3,183,130	\$6,361,906

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SERV DELIV PROGRAM					1134399
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$3,178,776	\$3,183,130	\$6,361,906	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$0	\$3,178,776	\$3,183,130	\$6,361,906	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

1. CURRENT 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.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC SERV DELIV PROGRAM	1134399
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SERVICE DESIGN PRGRM

1134400

IT Project, Master Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC SERVICE DESIGN PRGRM
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/21 - 12/31/28	\$0	\$0	\$2,679,118	\$2,682,788	\$5,361,906
5 Closeout 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$0	\$2,679,118	\$2,682,788	\$5,361,906

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$2,679,118	\$2,682,788	\$5,361,906
Total Revenue	\$0	\$2,679,118	\$2,682,788	\$5,361,906

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SERVICE DESIGN PRGRM					1134400
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$2,679,118	\$2,682,788	\$5,361,906	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$0	\$2,679,118	\$2,682,788	\$5,361,906	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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 SERVICE DESIGN PRGRM 1134400

1. CURRENT PROJECT SCOPE

Upgrade/Consolidation of Route Design/Scheduling Tools - This placeholder project will fund necessary upgrades and consolidation of multiple tools used to design and schedule transit services. Specific investments will be identified in future budget cycles. Investments are intended to improve the lifecycle management of information technology used by Metro.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC SERVICE DESIGN PRGRM	1134400
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5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC OS LAYOVER UNFORESEEN

1134660

Master Project, Green Building Reporting

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/20 - 12/31/20	\$0	\$200,000	\$0	\$0	\$200,000
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
5 Closeout 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$200,000	\$0	\$0	\$200,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC OS LAYOVER UNFORESEEN					1134660
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$200,000	\$0	\$0	\$200,000	
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	\$200,000	\$0	\$0	\$200,000	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$200,000	\$200,000	\$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	\$200,000	\$200,000	\$0

NARRATIVES TDC OS LAYOVER UNFORESEEN 1134660

1. CURRENT 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 2019-2020 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

This programmatic project is complimentary and discrete from other layover planning projects, allowing the layover program to be successfully staffed with resources as needed to respond to business needs during the biennium.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC OS LAYOVER UNFORESEEN

1134660

3. PROJECT JUSTIFICATION

Layover locations are needed for buses at the beginning and end of routes to provide operators with breaks in their shifts and to maintain adherence to route schedules and predictable headways. Increasingly, in congested urban streets, use of the right of way for parking a bus increases congestion and cities are asking Metro to find off street layover locations. Metro cannot always anticipate when such a situation will occur; it can be prompted by congestion, street construction, adjacent development, change in land use or land due to complaints. As a good partner, Metro needs to have resources to, in good faith, respond to the need for changes in layover location.

4. PROJECT BENEFITS/OUTCOMES

This project allows Metro to maintain good relationships with cities by having resources available to be responsive to concerns about layover locations. Layovers in good locations provide acceptable working conditions for operators, to maintain adherence to route schedules and predictable headways. These benefits contribute to on-time performance and improved customer satisfaction.

5. BUDGET REQUEST BASIS

This is a rough order of magnitude estimate of the resources that would be needed to react to up to three problem layover locations over the biennium. Initial work would be to understand the problem, explore alternative on-street locations with the city, explore off-street opportunities in suitable locations, begin developing project for future budget action if funding would exceed available amount in this project. If no situations arise, the project funds will not be used.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget and other impacts will be evaluated on a per project basis.

8. PROJECT STATUS

This is a new standalone project. If no situations arise, the project funds will not be used.

9. ALTERNATIVES ANALYSIS

Alternatives analysis will be done on a project by project basis, when and if the need arises.

10. OTHER AGENCY INVOLVEMENT

Solutions will be explored in coordination with the host city.

11. ART ELIGIBILITY

Not Art eligible, planning project only

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC OS LAYOVER UNFORESEEN	1134660
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC SGR UNFORESEEN PRJ

1134661

Master Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	TDC SGR UNFORESEEN PRJ
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/20 - 12/31/20	\$0	\$200,000	\$0	\$0	\$200,000
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
5 Closeout 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$200,000	\$0	\$0	\$200,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC SGR UNFORESEEN PRJ					1134661
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$200,000	\$0	\$0	\$200,000	
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	\$200,000	\$0	\$0	\$200,000	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$200,000	\$200,000	\$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	\$200,000	\$200,000	\$0

NARRATIVES TDC SGR UNFORESEEN PRJ 1134661

1. CURRENT 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

NA

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SGR UNFORESEEN PRJ

1134661

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 effective 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 of the resources that would be needed to react to up to three problem asset repair or replacement issues that arise during the biennium. If no situations arise, the project funds will not be used.

6. FUNDING AND REVENUE DISCUSSION

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

N/A

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC SGR UNFORESEEN PRJ	1134661
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC N SEATTLE SR INVSTMNTS

1134664

Baseline Required

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	08/01/2028
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 01/01/19	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/19 - 12/31/26	\$0	\$506,538	\$5,606,127	\$1,612,225	\$7,724,890
3 Final Design 12/31/26 - 12/31/26	\$0	\$0	\$0	\$0	\$0
4 Implementation 12/31/26 - 12/31/26	\$0	\$0	\$0	\$0	\$0
5 Closeout 12/31/26 - 12/31/26	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/26 - 12/31/26	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$506,538	\$5,606,127	\$1,612,225	\$7,724,890

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
33436 - WA ST DEPT TRANSPORTATION	\$506,538	\$5,606,127	\$1,612,225	\$7,724,890
Total Revenue	\$506,538	\$5,606,127	\$1,612,225	\$7,724,890

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC N SEATTLE SR INVSTMNTS				1134664
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$506,538	\$6,006,127	\$1,785,431	\$8,298,096
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	\$506,538	\$6,006,127	\$1,785,431	\$8,298,096

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$9,573,206	\$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	\$9,573,206	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$506,538	\$506,538	\$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	\$506,538	\$506,538	\$0

NARRATIVES

TDC N SEATTLE SR INVSTMNTS

1134664

1. CURRENT PROJECT SCOPE

North Seattle Speed & Reliability Investment - This project will make speed and reliability improvements along the Routes 40, 44, 48 within the City of Seattle. These improvements may include, signal enhancement, intersection/roadway modifications, bus stop enhancements (including bus bulbs). Metro will work in partnership with the Seattle Department of Transportation to make these improvements. In the 2019-2020 biennium, the project will initiate the pre-planning effort to identify specific needs of speed and reliability improvements along route 40.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC N SEATTLE SR INVSTMNTS

1134664

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." If this project is not approved, Metro's ability to reactively maintain and improve transit speed and reliability on these routes will be limited. Metro will no longer be able to leverage and shape improved outcomes along these routes and will rely heavily on city partners. Therefore, as the region continues to grow, the level of congestion will increase, and transit on-time performance will be negatively impacted.

4. PROJECT BENEFITS/OUTCOMES

Defer service hours deployment to improve service reliability for a period of time on the targeted routes.

5. BUDGET REQUEST BASIS

The budget request is based on the past project for pre-planning phase.

6. FUNDING AND REVENUE DISCUSSION

This project is fully funded through a State of Washington legislative grant for \$3 million on each of the routes 40, 44, 48. \$9 million total.

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.

8. PROJECT STATUS

This project has not begun the planning phase yet.

9. ALTERNATIVES ANALYSIS

Each of the targeted corridors will under go a planning effort which will include the studying of alternatives to determine the optimal investments along the corridor.

10. OTHER AGENCY INVOLVEMENT

The City of Seattle will be a major partner in this effort and is desired to lead the construction and other phases of this work.

11. ART ELIGIBILITY

Not Art Eligible, roads, airport runways, sewers and solid waste landfills

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

The implementation of transit priority investments relies on a city's availability to review and approve plans, install equipment, and sometimes 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC N SEATTLE SR INVSTMNTS	1134664
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 3RD AVE IMPROVEMENTS

1135061

Department	TRANSPORTATION
Council District(s)	4
Fund	3641 PUBLIC TRANS CONST-UNREST
Class Code	STANDALONE
Substantial Completion	12/31/2021
Location	3d Avenue, Seattle.
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design 11/01/18 - 06/30/19	\$0	\$988,595	\$0	\$0	\$988,595
4 Implementation 07/01/19 - 12/31/21	\$0	\$2,180,991	\$0	\$0	\$2,180,991
5 Closeout 01/01/20 - 12/31/21	\$0	\$125,451	\$0	\$0	\$125,451
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$3,295,037	\$0	\$0	\$3,295,037

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$3,295,037	\$0	\$0	\$3,295,037
Total Revenue	\$3,295,037	\$0	\$0	\$3,295,037

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC 3RD AVE IMPROVEMENTS				1135061
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$201,821	\$758,096	\$28,677	\$0	\$988,594
4 Implementation	\$0	\$0	\$1,962,892	\$218,099	\$0	\$2,180,991
5 Closeout	\$0	\$0	\$112,906	\$12,545	\$0	\$125,451
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$201,821	\$2,833,894	\$259,321	\$0	\$3,295,036

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$988,594	\$0	\$0	\$201,821
4 Implementation	\$0	\$2,180,991	\$0	\$0	\$0
5 Closeout	\$0	\$125,451	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,295,036	\$0	\$0	\$201,821

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$201,821)	\$988,595	\$758,096	\$28,678
4 Implementation	\$0	\$2,180,991	\$1,962,892	\$218,099
5 Closeout	\$0	\$125,451	\$112,906	\$12,545
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$201,821)	\$3,295,037	\$2,833,894	\$259,322

NARRATIVES TDC 3RD AVE IMPROVEMENTS 1135061

1. CURRENT PROJECT SCOPE

Third Avenue Transit Corridor Improvement and RapidRide Facilities - This project provides 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. This is an existing project with work already completed, including 30% design for the entire corridor between Jackson and Denny. Upcoming work will include design and construction of a new transit-only signal and trolley wire at the intersection of Third Ave and Denny Way, which will allow all buses traveling north on Third Ave to turn left to westbound Denny Way instead of following the current pathway on Broad St and 1st Ave.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC 3RD AVE IMPROVEMENTS

1135061

3. PROJECT JUSTIFICATION

The project will improve speed and reliability through the north end of the Third Avenue corridor. Currently, at the north end of the corridor, northbound buses turn left onto Broad St from Third Ave, turn right onto First Ave, and then turn left onto Denny Way or head through on First Ave. This project would allow northbound buses to proceed on Third Ave directly to Denny Way via a new traffic signal at the intersection of Third Ave and Denny Way. Trolley wire would be installed to facilitate the movement by trolleybuses. 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 may allow Metro to save operating dollars that could be used for more service.

4. PROJECT BENEFITS/OUTCOMES

Traffic modeling estimates that the project will reduce travel time for northwestbound 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 southeastbound buses will remain unchanged. These travel time improvements will improve overall speed and reliability for bus routes traversing this segment.

5. BUDGET REQUEST BASIS

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. Approximately \$3.3M is being reappropriated from project "1116745 TD 3RD AVE IMPROVEMENTS" to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Additional operating costs of the new elements of the trolley infrastructure are addressed in the operating budget of the maintaining unit.

8. PROJECT STATUS

New.

9. ALTERNATIVES ANALYSIS

N/A.

10. OTHER AGENCY INVOLVEMENT

The final design contract will be led by the City of Seattle, as will construction contracts, minimizing permitting requirements. FTA procurement and reporting requirements will be followed. Project planning and development will be 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 neighborhood groups, and adjacent private property owners will be considered in the final design and construction phases. and 2)The project includes significant work expected to be completed by the City of Seattle. Under an interagency agreement between agencies, King County will pass through FTA grant funds to the City of Seattle to fund pre-design, design and construction costs associated with this project.

11. ART ELIGIBILITY

Not Art Eligible, technology or vehicle 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)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 3RD AVE IMPROVEMENTS	1135061
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC WSDOT 40' HYDBID BUS (TDC WSDOT 40' HYBRD OR BAT BRT)

1130164

Master Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3642 PUBLIC TRANS REVENUE FLEET CAPITAL
Class Code	TDC WSDOT 40' HYBRD OR BAT BRT
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/18 - 12/31/27	\$0	\$163,546,393	\$2,021,611	\$74,766,971	\$240,334,975
5 Closeout 12/31/27 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$163,546,393	\$2,021,611	\$74,766,971	\$240,334,975

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$143,557,319	\$2,021,611	\$23,038,508	\$168,617,438
33340 - FEDERAL HIGHWAY ADMIN	\$19,989,074	\$0	\$51,728,463	\$71,717,537
Total Revenue	\$163,546,393	\$2,021,611	\$74,766,971	\$240,334,975

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC WSDOT 40' HYBRD OR BAT BRT					1130164
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$275,635	\$102,290,114	\$60,980,644	\$2,021,611	\$74,766,971	\$240,334,975	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$275,635	\$102,290,114	\$60,980,644	\$2,021,611	\$74,766,971	\$240,334,975	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$129,600,000	\$0	\$21,994,461	\$0	\$102,565,749
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$129,600,000	\$0	\$21,994,461	\$0	\$102,565,749

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$102,565,749)	\$163,546,393	\$60,980,644	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$102,565,749)	\$163,546,393	\$60,980,644	\$0

NARRATIVES

TDC WSDOT 40' HYBRD OR BAT BRT

1130164

1. CURRENT PROJECT SCOPE

WSDOT 40-ft Hybrid or Battery Electric Bus - This project funds the replacement of King County Metro's existing fleet of 40-ft hybrid buses for the biennium. These new hybrid buses will feature all electric accessories. The first of the 65 new 40-ft Hybrid buses will be placed into service starting in mid-2019. The new fleet of 40-ft Hybrid buses will be low-floor buses with an FTA service life of 12 years. The buses will be purchased from the Washington State Department of Transportation (WSDOT) Consortium contract. The budget also includes funding for over 100 units delivered in 2018.

2. PROGRAMMATIC PROJECT DISCUSSION

This program is established for the procurement of 40-ft buses for both replacement and expansion of Transit's bus fleet. This program meets the requirements of Federal Transit Administration's State of Good Repair goals and is required to meet Transit's service growth needs.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC WSDOT 40' HYBRD OR BAT BRT

1130164

3. PROJECT JUSTIFICATION

This project provides for the replacement and expansion 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 advances King County's commitment to low- and no-emission transit and contributes toward the Environmental Sustainability goal.

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, approximately \$163 M is being reappropriated from project 1130286 TDC 40' HYBRID BUDGET to fund or partially fund this project. The request is based upon 40-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 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, and training.

6. FUNDING AND REVENUE DISCUSSION

Federal grant funds support this project.

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Manufacturing and assembly of the new 40-ft hybrid buses is expected to start in January of 2019. All 151 buses are expected to be delivered and placed into service before the end of 2019, or Q1 of 2020. Bus payments, factory inspection costs, post-delivery inspection costs, service preparation and commissioning costs will be incurred and paid during 2019 and 2020.

9. ALTERNATIVES ANALYSIS

Alternative: Purchase Battery Electric Buses - The purchase of 40-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 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 hybrid buses through the WSDOT Consortium contract.

11. ART ELIGIBILITY

Not Art Eligible, technology or vehicle project that does not consist of major physical infrastructure construction.

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC WSDOT 40' HYBRD OR BAT BRT	1130164
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC WSDOT 60' HYBRID BRT (TDC WSDOT 60' HYBRID OR BAT)

1130165

Master Project

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3642 PUBLIC TRANS REVENUE FLEET CAPITAL
Class Code	TDC WSDOT 60' HYBRID OR BAT
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/18 - 12/31/27	\$0	\$59,674,343	\$0	\$53,386,178	\$113,060,521
5 Closeout 12/31/27 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$59,674,343	\$0	\$53,386,178	\$113,060,521

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$59,674,343	\$0	\$7,060,219	\$66,734,562
33340 - FEDERAL HIGHWAY ADMIN	\$0	\$0	\$46,325,959	\$46,325,959
Total Revenue	\$59,674,343	\$0	\$53,386,178	\$113,060,521

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC WSDOT 60' HYBRID OR BAT				1130165
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$215,633	\$22,887,514	\$36,571,195	\$0	\$53,386,178	\$113,060,520
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$215,633	\$22,887,514	\$36,571,195	\$0	\$53,386,178	\$113,060,520

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$49,500,000	\$0	\$325,227	\$0	\$23,103,147
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$49,500,000	\$0	\$325,227	\$0	\$23,103,147

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$23,103,147)	\$59,674,343	\$36,571,195	\$1
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$23,103,147)	\$59,674,343	\$36,571,195	\$1

NARRATIVES

TDC WSDOT 60' HYBRID OR BAT

1130165

1. CURRENT PROJECT SCOPE

WSDOT 60-ft Hybrid or Battery Electric Bus - This project funds the replacement of King County Metro's existing fleet of 60-ft hybrid buses. The new 60-ft hybrid buses will feature all electric accessories. The biennial request covers 60-ft. Bus Rapid Transit (BRT) buses for the RapidRide program to be delivered in 2019. The new fleet of 60-ft hybrid buses will be low-floor buses with an FTA service life of 12 years. The buses will be purchased from the Washington State Department of Transportation (WSDOT) Consortium contract.

2. PROGRAMMATIC PROJECT DISCUSSION

This program is established for the procurement of 60ft Hybrid Battery Electric buses for both replacement and expansion of Transit's bus fleet. This program meets the requirements of Federal Transit Administration's State of Good Repair goals and is required to meet Transit's service growth needs.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC WSDOT 60' HYBRID OR BAT

1130165

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

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted to a master programmatic project or to a standalone project. Approximately \$60 M is being reappropriated from project 1130287 TDC 60' HYBRID BUDGET to fund or partially fund this project. The budget request covers the cost of 50 vehicles - 22 units received in 2018 and an additional 28 to be delivered in 2019. 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, and training.

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 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, technology or vehicle project that does not consist of major physical infrastructure construction.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC WSDOT 60' HYBRID OR BAT	1130165
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC WSDOT 60' HYBRID BUS (TDC WSDOT 60' HYBR OR BATT BUS)

1130166

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3642 PUBLIC TRANS REVENUE FLEET CAPITAL
Class Code	STANDALONE
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/18 - 12/31/27	\$0	\$278,826,897	\$105,543,475	\$0	\$384,370,372
5 Closeout 12/31/27 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$278,826,897	\$105,543,475	\$0	\$384,370,372

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$228,826,897	\$17,548,369	\$0	\$246,375,266
33340 - FEDERAL HIGHWAY ADMIN	\$50,000,000	\$87,995,106	\$0	\$137,995,106
Total Revenue	\$278,826,897	\$105,543,475	\$0	\$384,370,372

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC WSDOT 60' HYBR OR BATT BUS				1130166
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$114,513,492	\$105,000,000	\$59,313,405	\$105,543,475	\$0	\$384,370,372
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$114,513,492	\$105,000,000	\$59,313,405	\$105,543,475	\$0	\$384,370,372

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$132	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$201,000,000	\$0	\$214,273,413	\$0	\$219,513,492
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$201,000,000	\$0	\$214,273,545	\$0	\$219,513,492

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$219,513,492)	\$278,826,897	\$59,313,405	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$219,513,492)	\$278,826,897	\$59,313,405	\$0

NARRATIVES TDC WSDOT 60' HYBR OR BATT BUS 1130166

1. CURRENT 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. This request funds 89 unit in 2018-2019 and 45 units in 2020. The buses will be low-floor buses with a 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

This program is established for the procurement of 60-ft Hybrid buses for both replacement and expansion of Transit's bus fleet. This program meets the requirements of Federal Transit Administration's State of Good Repair goals and is required to meet Transit's service growth needs.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC WSDOT 60' HYBR OR BATT BUS

1130166

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, as well as advances King County's commitment to low- and no-emission transit fleet, and contributes toward the Environmental Sustainability goal.

5. BUDGET REQUEST BASIS

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. Approximately \$220 M is being reappropriated from project 1130287 TDC 60' HYBRID BUDGET to fund or partially fund this project. The budget request covers past expenditures as well as the purchase of 134 unit in 2019-2020. The amount of this request is based upon 60ft Hybrid bus prices 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.

7. OPERATING BUDGET AND OTHER IMPACTS

Operating costs should remain flat or decrease with the replacement of vehicles.

8. PROJECT STATUS

Manufacturing and assembly of the new 60-ft hybrid buses is expected to start in early 2019. All buses are expected to be delivered by the end of 2020. Buses will enter service as they complete the service preparation and commissioning process. Bus payments, factory inspection costs, post-delivery inspection costs, service preparation and commissioning costs will be incurred and paid during 2020.

9. ALTERNATIVES ANALYSIS

Alternative: Purchase Battery Electric Buses - The purchase of 60-ft battery electric buses as a complete stand-alone fleet replacement solution 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 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 may purchase these 60-ft hybrid buses through the WSDOT Consortium contract.

11. ART ELIGIBILITY

Not Art Eligible, technology or vehicle project that does not consist of major physical infrastructure construction.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC WSDOT 60' HYBR OR BATT BUS	1130166
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 60' TROLLEY 5DR SDOT

1130167

Master Project

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/21 - 12/31/21	\$0	\$32,035,280	\$0	\$0	\$32,035,280
5 Closeout 12/31/21 - 12/31/21	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/20 - 12/31/20	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$32,035,280	\$0	\$0	\$32,035,280

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$32,035,280	\$0	\$0	\$32,035,280
Total Revenue	\$32,035,280	\$0	\$0	\$32,035,280

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE TDC 60' TROLLEY 5DR SDOT 1130167

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$268,008	\$1,200,000	\$30,567,272	\$0	\$0	\$32,035,280
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$268,008	\$1,200,000	\$30,567,272	\$0	\$0	\$32,035,280

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$274,473	\$0	\$1,468,008
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$274,473	\$0	\$1,468,008

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$1,468,008)	\$32,035,280	\$30,567,272	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$1,468,008)	\$32,035,280	\$30,567,272	\$0

NARRATIVES TDC 60' TROLLEY 5DR SDOT 1130167

1. CURRENT 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. All of the new fleet of 60-ft electric trolley buses will be low-floor buses with an Federal Transit Authority (FTA) service life of 15 years and will feature a battery pack that provides the capability to travel off-wire for a limited range. If King County Metro is unable to acquire 5-door 60-ft electric trolley buses, the City has indicated their preference for 5-door 60-ft battery electric buses. Alternatively, if a suitable 5-door 60-ft trolley is not available, then King County Metro may acquire 5-door 60-ft hybrid buses instead. The viability of a 60-ft battery electric bus on this route has not been demonstrated. Testing and evaluation of the 60-ft battery electric bus is planned for September 2018.

2. PROGRAMMATIC PROJECT DISCUSSION

This program is established for the procurement of 60-ft Trolley buses for both replacement and expansion of Transit's bus fleet. This program meets the requirements of Federal Transit Administration's State of Good Repair goals and is required to meet Transit's service growth needs.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC 60' TROLLEY 5DR SDOT

1130167

3. PROJECT JUSTIFICATION

This project provides for the expansion 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. The addition of low-floor electric trolley buses, or in the alternative, battery electric buses off-wire travel, advances King County's commitment to zero-emission transit and contributes toward the Environmental Sustainability goal.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, approximately \$21.5 M is being reappropriated from project 1130288 TDC 60' TROLLEY BUDGET to fund or partially fund this project. The amount of the request is based upon 60ft trolley bus prices derived from a competitive request for proposals for 60ft electric trolley buses. The capital acquisition costs also 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. This budget request seeks new funding for 13 additional trolleybuses to serve the City of Seattle's planned BRT route for Madison Street scheduled to begin service in 2021. The amount this budget requests is sufficient to purchase 13 battery electric buses should that be the ultimate decision. However, this budget request does not address the capital investment required for the associated battery electric charging infrastructure to support the Madison Rapid Ride Corridor service.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Manufacturing and assembly of these 13 new buses is expected to start in 2020. The buses are expected to be delivered and placed into service by fall of 2021. Bus payments, factory inspection costs, post-delivery inspection costs, service preparation and commissioning costs will be incurred and paid during 2020 and 2021.

9. ALTERNATIVES ANALYSIS

Alternative #1: Purchase Battery Electric Buses -The purchase of 60-ft battery electric buses as a complete stand-alone fleet replacement solution 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 60-ft 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.

Alternative #2: Purchase hybrid Buses - If the 60-ft Battery Electric Bus and the charging infrastructure to support is not deemed viable within this project's time frame, hybrid buses will be purchased.

10. OTHER AGENCY INVOLVEMENT

King County Metro is partnering with City of Seattle on this project.

11. ART ELIGIBILITY

Not Art Eligible, technology or vehicle project that does not consist of major physical infrastructure construction.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC 60' TROLLEY 5DR SDOT

1130167

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project involves the purchase of trolley busses which is in alignment with the SCAP. Overall emissions produced by Metro operated busses will be reduced until Metro is eventually operating a 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 40' BATTERY EL BUS

1130168

Master Project

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/18 - 12/31/27	\$0	\$48,347,675	\$0	\$0	\$48,347,675
5 Closeout 12/31/27 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$48,347,675	\$0	\$0	\$48,347,675

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$43,316,983	\$0	\$0	\$43,316,983
33340 - FEDERAL HIGHWAY ADMIN	\$2,030,692	\$0	\$0	\$2,030,692
33436 - WA ST DEPT TRANSPORTATION	\$3,000,000	\$0	\$0	\$3,000,000
Total Revenue	\$48,347,675	\$0	\$0	\$48,347,675

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC 40' BATTERY EL BUS				1130168
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$113,892	\$0	\$0	\$0	\$0	\$113,892
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$7,058,764	\$2,010,321	\$39,164,698	\$0	\$0	\$48,233,783
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$7,172,656	\$2,010,321	\$39,164,698	\$0	\$0	\$48,347,675

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$114,413	\$0	\$113,892
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$7,280,000	\$0	\$8,183,191	\$0	\$9,069,085
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$7,280,000	\$0	\$8,297,604	\$0	\$9,182,977

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$113,892)	\$0	\$0	(\$113,892)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$9,069,084)	\$48,347,675	\$39,164,698	\$113,893
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$9,182,976)	\$48,347,675	\$39,164,698	\$1

NARRATIVES TDC 40' BATTERY EL BUS 1130168

1. CURRENT 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 to 140 miles between charges. On board batteries will be required to charge in four hours or less. The two buses should enter service in late 2019 or early 2020, while the other 30 should enter service in 2021. These new 40-ft battery electric buses will be low-floor buses with an FTA service life of 12 years.

2. PROGRAMMATIC PROJECT DISCUSSION

This program is established for the procurement of 40-ft Battery Electric buses for both replacement and expansion of Transit's bus fleet. This program meets the requirements of Federal Transit Administration's State of Good Repair goals and is required to meet Transit's service growth needs.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC 40' BATTERY EL BUS

1130168

3. PROJECT JUSTIFICATION

This project provides for the expansion 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. The addition of battery electric trolley buses advances King County's commitment to zero-emission transit and contributes toward the Environmental Sustainability goal. Not implementing the project would affect delay the expansion of the battery electric bus fleet and delay the advancement of zero-emission transit vehicles.

4. PROJECT BENEFITS/OUTCOMES

This project will allow us to test the viability of 40-ft extended-range battery electric buses, and help us refine specifications for future procurement of 40-ft extended-range battery electric buses.

5. BUDGET REQUEST BASIS

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. Approximately \$9 M is being reappropriated from project 1130289 TDC BATTERY BUS BUDGET to fund or partially fund this project. The amount of the request is based upon 40-ft battery electric bus costs derived from a competitive request for proposals for 40-ft battery electric 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, and training.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Manufacturing and assembly of the two new buses is expected to start in 2019. Both buses are expected to be delivered and placed into service before the end of 2019. Bus payments, factory inspection costs, post-delivery inspection costs, service preparation and commissioning costs will be incurred and paid during 2019.

9. ALTERNATIVES ANALYSIS

King County Metro is continuing to evaluate the feasibility and viability of the battery electric bus. This budget request expands the battery bus fleet and enables us to test the extended-range battery electric buses. This will allow more comprehensive testing of the electric bus operating in actual conditions 24/7. Meaningful and measurable results can be compared to the historic performance of diesel and hybrid buses under similar operating conditions.

10. OTHER AGENCY INVOLVEMENT

The State of Washington through its Department of Enterprise Services acting on behalf of the Washington State Department of Transportation 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 intends to purchase the 40-ft battery electric buses through the WSDOT Consortium contract.

11. ART ELIGIBILITY

Not Art Eligible, technology or vehicle project that does not consist of major physical infrastructure construction.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC 40' BATTERY EL BUS

1130168

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project involves the purchase of battery electric buses which is in alignment with the SCAP. As Metro Transit transitions to the use of battery electric buses the overall emissions produced by Metro operated buses will be reduced until Metro is eventually operating a zero emissions fleet.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC VANPOOL VEHICLE PURCHASE

1130169

Master Project

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/18 - 12/31/27	\$14,710,525	\$19,961,271	\$21,147,515	\$22,466,586	\$78,285,897
5 Closeout 12/31/27 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
Total Budget	\$14,710,525	\$19,961,271	\$21,147,515	\$22,466,586	\$78,285,897

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$12,490,638	\$13,477,189	\$16,329,385	\$42,297,212
33436 - WA ST DEPT TRANSPORTATION	\$4,565,425	\$4,565,425	\$4,565,425	\$13,696,275
36999 - OTHER MISC REVENUE	\$2,905,208	\$3,104,901	\$1,571,776	\$7,581,885
Total Revenue	\$19,961,271	\$21,147,515	\$22,466,586	\$63,575,372

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC VANPOOL VEHICLE PURCHASE				1130169
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$5,239,148	\$9,471,377	\$19,961,271	\$21,147,515	\$22,466,586	\$78,285,897
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$5,239,148	\$9,471,377	\$19,961,271	\$21,147,515	\$22,466,586	\$78,285,897

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$5,591,292	\$14,710,525	\$14,710,525
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$5,591,292	\$14,710,525	\$14,710,525

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$19,961,271	\$19,961,271	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$19,961,271	\$19,961,271	\$0

NARRATIVES

TDC VANPOOL VEHICLE PURCHASE

1130169

1. CURRENT 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.

2. PROGRAMMATIC PROJECT DISCUSSION

Since 2012, vanpool service levels increased by 415 groups; an average increase of 69 groups per year. More than 3.6 million trips are projected in 2018. This rate of increase provides the basis for the growth in 2019 and 2020 at 70 per year. From 2019 through 2028, the number of daily vanpool customers is projected to increase 39% from 10,906 to 15,140.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC VANPOOL VEHICLE PURCHASE

1130169

3. PROJECT JUSTIFICATION

The Vanpool Vehicle Purchase project helps meet the growing 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 Vehicle Purchase project helps meet the growing 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. 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 efficient, safe and dependable vans for vanpool customers.

5. BUDGET REQUEST BASIS

During the biennium, 523 vans reach the end of their useful life and will be replaced. In addition, the number of operating vanpool groups is expected to increase by 140 groups and based on this level of service, this project provides for the purchase of 70 expansion vans in each year of the biennium.

6. FUNDING AND REVENUE DISCUSSION

Fares from vanpool riders cover the cost of replacement vans. King County Code requires that vanpool rider fares recover 100 percent of capital costs, 100 percent of operating expenses and at least 25 percent of administrative costs. During 2019-2020, it is also projected that the State of Washington will reimburse the Department approximately \$4.2 million, based on the average reimbursement from WDSOT since 2006. Revenue from the sale of vans is estimated at \$2.9 million for the biennium.

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. Biennial operating expenditures estimated at \$11.5 million.

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. 83 replacement and 130 expansion vans were purchased in 2017. The vanpool program expands its review of alternative fuel vehicles in 2018 as it continues to develop a long-term alternative fuel fleet plan. In 2018, 336 replacement vans and 10 expansion vans have been ordered. Of the 336 replacement vans, 20 are all-electric 5-passenger Nissan Leafs. The 10 expansion vans are 7-passenger electric/gas Chrysler Pacificas. The ten Pacificas will be deployed through a pilot program to help us evaluate their performance across various commute groups (low, mid and high mileage; urban commuting – stop & go; and primarily highway use). The program will use the data and analysis provided by the pilot to determine the sustainability of this platform in vanpool fleet operations. The Nissan Leaf is a proven, cost effective Electric Vehicle platform for fleet applications. However, as a vanpool it has passenger capacity limitations. The rear seat has 50" of available passenger hip room. This does not provide a comfortable seating arrangement for three passengers, in order to have at least five passengers total, a vanpool requirement.

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.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art Eligible, technology or vehicle project that does not consist of major physical infrastructure construction.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC VANPOOL VEHICLE PURCHASE

1130169

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project has the opportunity to advance Metro's sustainable infrastructure and fleet goals.

14. OTHER CONSIDERATIONS (OPTIONAL)

Metro Transit operates the largest publicly owned commuter van program in the nation. A vanpool is a group of five to fifteen people commuting to work together in a van provided by Metro Transit. Each vanpool group has at least two volunteer drivers (not Metro Transit employees) plus a bookkeeper. Fares are based on the length of the commute, the size of the van, the group's work schedule, and the number of group members. Vans are kept at a driver's house and group members determine their routes and operating rules. Vanpool fares are set to recover the direct cost of the service along with 25% of indirect operating costs, making this a largely revenue backed service.

During the 2019/2020 biennium 140 expansion vans and 523 replacement vans will be purchased. Of those, 40 are expected to be 7-passenger electric/gas Chrysler Pacificas, pending early results from the ten unit Pacifica pilot in 2018. Five all-electric 5-passenger Nissan Leafs are planned, but could be replaced with the Chrysler Pacifica and or a different alternative fuel vehicle making its way to the marketplace. Metro Transit staff have been in discussion with Mercedes Benz concerning their all electric 7/8 passenger light duty van, which will be released in the North American market in model year 2020. The program may evaluate this platform against what was learned with the Chrysler Pacifica Hybrid pilot in 2018.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC ADA VAN PROCUREMENT

1130170

Master Project, Green Building Reporting

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/18 - 12/31/27	\$0	\$17,663,715	\$11,504,649	\$12,222,248	\$41,390,612
5 Closeout 12/31/27 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$17,663,715	\$11,504,649	\$12,222,248	\$41,390,612

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$17,449,215	\$11,398,149	\$12,082,748	\$40,930,112
36999 - OTHER MISC REVENUE	\$214,500	\$106,500	\$139,500	\$460,500
Total Revenue	\$17,663,715	\$11,504,649	\$12,222,248	\$41,390,612

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC ADA VAN PROCUREMENT				1130170
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,618,009	\$5,186,396	\$10,859,310	\$11,504,649	\$12,222,248	\$41,390,612
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$1,618,009	\$5,186,396	\$10,859,310	\$11,504,649	\$12,222,248	\$41,390,612

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0		\$0	\$0	\$0
2 Preliminary Design	\$0		\$0	\$0	\$0
3 Final Design	\$0		\$0	\$0	\$0
4 Implementation	\$0		\$1,924,206	\$0	\$6,804,405
5 Closeout	\$0		\$0	\$0	\$0
6 Acquisition	\$0		\$0	\$0	\$0
Total	\$0		\$1,924,206	\$0	\$6,804,405

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$6,804,405)	\$17,663,715	\$10,859,310	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$6,804,405)	\$17,663,715	\$10,859,310	\$0

NARRATIVES

TDC ADA VAN PROCUREMENT

1130170

1. CURRENT 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.

2. PROGRAMMATIC PROJECT DISCUSSION

This is an on-going effort where the number and type of vehicles changes yearly based on projected service assumptions 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 vans. Access Paratransit services are provided in accordance with the ADA requirements and King County Ordinances. This project is projected to procure a total of 214 vehicles, 178 replacement and 36 expansion in 2019-2020.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC ADA VAN PROCUREMENT

1130170

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

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. Approximately \$7.8 M is being reappropriated from project 1130290 TDC ADA PARATR BUDGET to fund or partially fund this project. Estimated costs include all associated procurement costs including labor, vehicles, inspections, licensing and preparation up to the in-service date required for operation.

6. FUNDING AND REVENUE DISCUSSION

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 project is ongoing and updated as service demands fluctuate and vehicles reach the end of their useful life.

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. The evaluation of the current use of Liquid Propane Gas (LPG) in the Access fleet is in progress. Recommendations, including the feasibility of expanding the use of LPG, are pending.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art Eligible, technology or vehicle project that does not consist of major physical infrastructure construction.

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project has the opportunity to advance Metro's sustainable infrastructure and fleet goals.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC ADA VAN PROCUREMENT	1130170
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC CAT VEHICLES PROCUREMENT

1130171

Master Project

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/18 - 12/31/27	\$0	\$8,104,817	\$3,830,048	\$4,068,945	\$16,003,810
5 Closeout 12/31/27 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$8,104,817	\$3,830,048	\$4,068,945	\$16,003,810

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$8,073,317	\$3,798,548	\$4,034,445	\$15,906,310
36999 - OTHER MISC REVENUE	\$31,500	\$31,500	\$34,500	\$97,500
Total Revenue	\$8,104,817	\$3,830,048	\$4,068,945	\$16,003,810

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC CAT VEHICLES PROCUREMENT					1130171
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$2,762,994	\$1,726,619	\$3,615,205	\$3,830,048	\$4,068,945	\$16,003,811	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$2,762,994	\$1,726,619	\$3,615,205	\$3,830,048	\$4,068,945	\$16,003,811	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0		\$0	\$0	\$0
2 Preliminary Design	\$0		\$0	\$0	\$0
3 Final Design	\$0		\$0	\$0	\$0
4 Implementation	\$0		\$2,763,042	\$0	\$4,489,613
5 Closeout	\$0		\$0	\$0	\$0
6 Acquisition	\$0		\$0	\$0	\$0
Total	\$0		\$2,763,042	\$0	\$4,489,613

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$4,489,613)	\$8,104,817	\$3,615,205	(\$1)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$4,489,613)	\$8,104,817	\$3,615,205	(\$1)

NARRATIVES

TDC CAT VEHICLES PROCUREMENT

1130171

1. CURRENT PROJECT SCOPE

Community Access Transportation (CAT) Vehicles Procurement - This project funds the purchase of new vehicles needed to support Metro Transit's CAT Program. New vehicles are purchased to replace vehicles at the end of their useful life, to "right-size" the fleet, to reduce expenses, and to expand or enhance the service.

2. PROGRAMMATIC PROJECT DISCUSSION

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 vans. This project is projected to procure a total of 34 vehicles, 22 replacement and 12 expansion. Based on these vehicles not being parked at any central location and primarily operated by social service agencies, establishing fueling infrastructures and availability to offsite fueling creates dynamic challenges regarding how to provide alternative fuel vehicles for this program.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC CAT VEHICLES PROCUREMENT

1130171

3. PROJECT JUSTIFICATION

The CAT program partners with community agencies that serve people with special transportation needs. Metro Transit provides operating funds, technical support, and vehicles, helping agencies set up their own transportation services customized to meet their clients' needs. This program includes the Hyde Shuttle which is a door-to-door van service for adults with disabilities in areas around the King County.

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

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. Approximately \$5 M is being reappropriated from project 1130290 TDC ADA PARATR BUDGET to fund or partially fund this project. The estimated costs include all associated procurement costs including labor, vehicles, inspections, licensing and preparation up to the in-service date required for operation.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Operating costs for the CAT fleet are included in the Accessible 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

11. ART ELIGIBILITY

Not Art Eligible, technology or vehicle project that does not consist of major physical infrastructure construction.

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

A full feasibility assessment comparing propulsion options has not been conducted. At this time Metro staff are not aware of any electric vehicles that meet the service requirements of the access fleets – travel a minimum of 200-250 on a single charge. There are also infrastructure challenges – vehicles are owned by contractors, storage facilities where EV infrastructure would be required is not owned by Metro, some vehicles are parked at locations of social service agency providers. LPG will expand alternative fuel use.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 40' HYBRID BUDGET

1130286

Master Project, TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3642 PUBLIC TRANS REVENUE FLEET CAPITAL
Class Code	TDC 40' HYBRID BUDGET
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$209,974,239	(\$209,974,239)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$209,974,239	(\$209,974,239)	\$0	\$0	\$0

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$209,974,239)	\$0	\$0	(\$209,974,239)
Total Revenue	(\$209,974,239)	\$0	\$0	(\$209,974,239)

EXPENSE TDC 40' HYBRID BUDGET 1130286

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$209,974,239	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$209,974,239	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$209,974,239	(\$209,974,239)	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$209,974,239	(\$209,974,239)	\$0	\$0

NARRATIVES

TDC 40' HYBRID BUDGET

1130286

1. CURRENT PROJECT SCOPE

This project funded the continuation of the replacement and expansion of King County Metro's existing fleet of 40-ft hybrid buses.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The procurement is done according to Transit's fleet plan that reflects changes in service and addresses the need to replace coaches that reach end of life.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$163 M is being disappropriated from this project and reappropriated to 1130164 TDC WSDOT 40' HYDBID BUS, with the remaining existing appropriation in this budget being disappropriated.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Ongoing procurement of 40 foot buses will continue. With the creation of the new projects and transfer of funds, this project will be closed.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 40' HYBRID BUDGET	1130286
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 60' HYBRID BUDGET

1130287

Master Project, TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3642 PUBLIC TRANS REVENUE FLEET CAPITAL
Class Code	TDC 60' HYBRID BUDGET
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$297,499,451	(\$297,499,451)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$297,499,451	(\$297,499,451)	\$0	\$0	\$0

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$297,499,451)	\$0	\$0	(\$297,499,451)
Total Revenue	(\$297,499,451)	\$0	\$0	(\$297,499,451)

EXPENSE TDC 60' HYBRID BUDGET 1130287

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$297,499,451	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$297,499,451	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$297,499,451	(\$297,499,451)	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$297,499,451	(\$297,499,451)	\$0	\$0

NARRATIVES

TDC 60' HYBRID BUDGET

1130287

1. CURRENT PROJECT SCOPE

60-Ft Hybrid Bus Budget - This project funded the continuation of the replacement and expansion of King County Metro's existing fleet of 60 -ft hybrid buses.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The procurement is done according to Transit's fleet plan that reflects changes in service and addresses the need to replace coaches that reach end of life.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$282 M is being disappropriated from this project and reappropriated to the following: \$60M to project 1130165 TDC WSDOT 60' HYBRID BRT, \$220 M to project 1130166 TDC WSDOT 60' HYBRID BUS, and \$2 M to project 1132837 TDC LEASED BUS TESTING. The remaining budget is disappropriated.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 60' HYBRID BUDGET	1130287
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8. PROJECT STATUS

Ongoing procurement of 60 foot buses will continue. With the creation of the new projects and transfer of funds, this project will be closed.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art Eligible, technology or vehicle 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 60' TROLLEY BUDGET

1130288

Master Project, TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3642 PUBLIC TRANS REVENUE FLEET CAPITAL
Class Code	TDC 60' TROLLEY BUDGET
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$21,481,595	(\$21,481,595)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$21,481,595	(\$21,481,595)	\$0	\$0	\$0

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$21,481,595)	\$0	\$0	(\$21,481,595)
Total Revenue	(\$21,481,595)	\$0	\$0	(\$21,481,595)

EXPENSE TDC 60' TROLLEY BUDGET 1130288

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$21,481,595	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$21,481,595	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$21,481,595	(\$21,481,595)	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$21,481,595	(\$21,481,595)	\$0	\$0

NARRATIVES

TDC 60' TROLLEY BUDGET

1130288

1. CURRENT PROJECT SCOPE

60-Ft Trolley Budget - This project funded the continuation of the replacement and expansion of King County Metro's existing fleet of 60-ft trolley buses.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The procurement is done according to Transit's fleet plan that reflects changes in service and addresses the need to replace coaches that reach end of life.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$21.5 M is being disappropriated from this project and reappropriated to 1130167 TDC 60' TROLLEY 5DR SDOT.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

With the creation of the new projects and transfer of funds, this project will be closed.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 60' TROLLEY BUDGET	1130288
9. ALTERNATIVES ANALYSIS		
10. OTHER AGENCY INVOLVEMENT		
11. ART ELIGIBILITY		
Not Art Eligible, technology or vehicle 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC BATTERY BUS BUDGET

1130289

Master Project, TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3642 PUBLIC TRANS REVENUE FLEET CAPITAL
Class Code	TDC BATTERY BUS BUDGET
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$9,182,977	(\$9,182,977)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$9,182,977	(\$9,182,977)	\$0	\$0	\$0

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$9,182,977)	\$0	\$0	(\$9,182,977)
Total Revenue	(\$9,182,977)	\$0	\$0	(\$9,182,977)

EXPENSE TDC BATTERY BUS BUDGET

1130289

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$9,182,977	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$9,182,977	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$9,182,977	(\$9,182,977)	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$9,182,977	(\$9,182,977)	\$0	\$0

NARRATIVES

TDC BATTERY BUS BUDGET

1130289

1. CURRENT PROJECT SCOPE

Battery Bus Budget - This project funded the expansion of King County Metro's fleet of three 40-ft battery electric buses.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The procurement is done according to Transit's fleet plan that reflects changes in service, as well as strategic decisions around fleet electrification.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$9 M is being disappropriated from this project and reappropriated to the 1130168 TDC 40' BATTERY EL BUS.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Ongoing procurement of 40 foot electric buses will continue. With the creation of the new standalone projects and transfer of funds, this project will be closed.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC BATTERY BUS BUDGET	1130289
9. ALTERNATIVES ANALYSIS		
10. OTHER AGENCY INVOLVEMENT		
11. ART ELIGIBILITY		
Not Art Eligible, technology or vehicle 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC ADA PARATR BUDGET

1130290

Master Project, TA, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3642 PUBLIC TRANS REVENUE FLEET CAPITAL
Class Code	TDC ADA PARATR BUDGET
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$12,768,232	(\$12,768,232)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$12,768,232	(\$12,768,232)	\$0	\$0	\$0

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$12,768,232)	\$0	\$0	(\$12,768,232)
Total Revenue	(\$12,768,232)	\$0	\$0	(\$12,768,232)

EXPENSE TDC ADA PARATR BUDGET

1130290

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$12,768,232	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$12,768,232	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$12,768,232	(\$12,768,232)	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$12,768,232	(\$12,768,232)	\$0	\$0

NARRATIVES

TDC ADA PARATR BUDGET

1130290

1. CURRENT PROJECT SCOPE

ADA Paratransit Vehicle Budget - This programmatic project provides for expansion and replacement vehicles for Access Transportation ADA paratransit service program and Community Access program.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Replacing the older vehicles minimizes the cost of vehicle operations, equipment failures and safety concerns. Scheduled vehicle replacement is based on age, mileage accumulation, vehicle operating expense, vehicle downtime or availability and functionality.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$12.8 M is being disappropriated from this project and reappropriated to the following: 1130170 TDC ADA VAN PROCUREMENT - \$7.8 M and 1130171 TDC CAT VEHICLES PROCUREMENT - \$5 M.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC ADA PARATR BUDGET

1130290

8. PROJECT STATUS

Procurement of vans will continue in a different, standalone project. With the creation of the new standalone projects and transfer of funds, this project will be closed.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC LEASEED EL BUS TESTING (TDC LEASED EL BUS TESTING)

1132837

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3642 PUBLIC TRANS REVENUE FLEET CAPITAL
Class Code	STANDALONE
Substantial Completion	12/31/2019
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/30/18 - 06/30/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 06/30/18 - 06/30/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 06/30/18 - 06/30/18	\$0	\$0	\$0	\$0	\$0
4 Implementation 07/01/18 - 12/31/19	\$0	\$4,719,370	\$0	\$0	\$4,719,370
5 Closeout 12/31/19 - 12/31/19	\$0	\$0	\$0	\$0	\$0
6 Acquisition 06/30/18 - 06/30/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$4,719,370	\$0	\$0	\$4,719,370

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$4,719,370	\$0	\$0	\$4,719,370
Total Revenue	\$4,719,370	\$0	\$0	\$4,719,370

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC LEASED EL BUS TESTING				1132837
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,604,586	\$3,114,784	\$0	\$0	\$4,719,370
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$1,604,586	\$3,114,784	\$0	\$0	\$4,719,370

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$4,719,370	\$19,378	\$0	\$1,604,586
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$4,719,370	\$19,378	\$0	\$1,604,586

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$1,604,586)	\$4,719,370	\$3,114,784	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$1,604,586)	\$4,719,370	\$3,114,784	\$0

NARRATIVES

TDC LEASED EL BUS TESTING

1132837

1. CURRENT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC LEASED EL BUS TESTING

1132837

3. PROJECT JUSTIFICATION

This project will help determine actual range and charging time under King County Metro operating conditions, demonstrate bus performance on hills and inclines, and evaluate and assess the reliability of the vehicles of three different battery electric bus manufacturers. The evaluation and testing will provide valuable information to be used in the development of future battery electric bus procurements.

4. PROJECT BENEFITS/OUTCOMES

This project will help determine actual range and charging time under KCM operating conditions, demonstrate bus performance on hills and inclines, and evaluate and assess the reliability of the vehicles of three different battery electric bus manufacturers. The evaluation and testing will provide valuable information to be used in the development of future battery electric bus procurements.

5. BUDGET REQUEST BASIS

This budget request seeks to fund the leasing of extended-range battery electric buses for testing and evaluation purposes, and costs are based upon current market offerings for bus selling prices, charging equipment pricing, estimated operational costs for the lease term, and estimated cost of money. 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. Approximately \$2 M is being reappropriated from project 1130287 TDC 60' HYBRID BUDGET to fund or partially fund this project.

6. FUNDING AND REVENUE DISCUSSION

No federal grant funds will be used to support this project.

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

KCM is in the process of securing the leases for the above mentioned buses and the associated charging equipment. KCM plans to test each bus for one year, accordingly, we expect to incur expenditures during 2019 and 2020, with a modest amount of expenditure incurred in 2018. Lease allows KCM to extend term for up to six additional months if needed.

9. ALTERNATIVES ANALYSIS

KCM chose to lease vehicles for this test instead of purchasing them outright to limit our overall investment and to forego ownership of the test vehicles.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art Eligible, technology or vehicle 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC LEASED EL BUS TESTING	1132837
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC 60' BATTERY EL BUS

1133710

Master Project

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/18 - 12/31/27	\$0	\$75,754,737	\$79,708,822	\$0	\$155,463,559
5 Closeout 12/31/27 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/17 - 12/31/17	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$75,754,737	\$79,708,822	\$0	\$155,463,559

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$63,353,258	\$33,361,567	\$0	\$96,714,825
33340 - FEDERAL HIGHWAY ADMIN	\$12,401,479	\$46,347,255	\$0	\$58,748,734
Total Revenue	\$75,754,737	\$79,708,822	\$0	\$155,463,559

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		TDC 60' BATTERY EL BUS				1133710
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$75,754,737	\$79,708,822	\$0	\$155,463,559
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$75,754,737	\$79,708,822	\$0	\$155,463,559

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$75,754,737	\$75,754,737	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$75,754,737	\$75,754,737	\$0

NARRATIVES TDC 60' BATTERY EL BUS 1133710

1. CURRENT 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

This program is established for the procurement of 60-ft battery electric buses for both replacement and expansion of Transit's bus fleet. This program meets the requirements of Federal Transit Administration's State of Good Repair goals and is required to meet Transit's service growth needs.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

TDC 60' BATTERY EL BUS

1133710

3. PROJECT JUSTIFICATION

This project provides for the expansion 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. The addition of battery electric buses advances King County's commitment to zero-emission transit and contributes toward the Environmental Sustainability goal. Not implementing the project would affectively delay the expansion of the battery electric bus fleet and delay the advancement of zero-emission transit vehicles.

4. PROJECT BENEFITS/OUTCOMES

The addition of battery electric trolley buses advances King County Metro's commitment to zero-emission transit and contributes toward the Environmental Sustainability goal.

5. BUDGET REQUEST BASIS

This budget request represents the first large-scale fleet purchase of 60-ft battery electric buses program expansion project. The amount of the request is based upon the unit price of a 60-ft battery electric bus derived from a competitive request for proposals in 2015 with adjustments for more recent market activity and inflation. The amount of the request also includes funding for 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, and training.

6. FUNDING AND REVENUE DISCUSSION

Federal grant funds support this project.

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

This project is in its early planning stages. Buses will be purchased through a new RFP expected to be issued in 2019.

9. ALTERNATIVES ANALYSIS

Alternative: Purchase 60-ft hybrid buses –Testing and evaluation of the battery electric bus as an equivalent replacement for a hybrid bus is being expanded to analyze 60-ft 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. Metro Transit is also evaluating the extent to which purchase of 40-ft battery electric buses as a complete stand-alone fleet replacement solution would be a viable alternative, given our route capacity needs. If the 60-ft Battery Electric Bus and the charging infrastructure to support is not deemed viable within this project's time frame, hybrid buses may be purchased.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Not Art Eligible, technology or vehicle project that does not consist of major physical infrastructure construction.

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project involves the purchase of battery electric buses which is in alignment with the SCAP. As Metro Transit transitions to the use of battery electric buses the overall emissions produced by Metro operated buses will be reduced until Metro is eventually operating a zero emissions fleet.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC 60' BATTERY EL BUS	1133710
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC FIXED RT PROG MGMT

1134163

Master Project

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/28	\$0	\$1,094,018	\$1,159,033	\$1,231,327	\$3,484,378
2 Preliminary Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
4 Implementation 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
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	\$0	\$1,094,018	\$1,159,033	\$1,231,327	\$3,484,378

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,094,018	\$1,159,033	\$1,231,327	\$3,484,378
Total Revenue	\$1,094,018	\$1,159,033	\$1,231,327	\$3,484,378

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE	TDC FIXED RT PROG MGMT					1134163
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$1,094,018	\$1,159,033	\$1,231,327	\$3,484,378
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	\$1,094,018	\$1,159,033	\$1,231,327	\$3,484,378

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$1,094,018	\$1,094,018	\$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	\$1,094,018	\$1,094,018	\$0

NARRATIVES TDC FIXED RT PROG MGMT 1134163

1. CURRENT PROJECT SCOPE

Fixed Route Program Management - This project is a programmatic effort to support the Revenue Fleet Sub Portfolio capital planning efforts. The Fixed Route Vehicle Sub Portfolio contains the following programs: purchasing of hybrid, diesel, battery electric and trolley buses and onboard systems. Program management activities include 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. Program management activities also include: prioritization of purchases within programs; feasibility studies; exploration of funding and partnership opportunities; consideration of benefits of the various projects within the programs; monitoring projects for progress and changes in scope, schedule, and budget and adapting other projects within the programs to maintain the program benefits anticipated; and tracking interdependencies and coordinating with projects in other programs.

2. PROGRAMMATIC PROJECT DISCUSSION

This programmatic project manages the capital program for the following programs: Purchasing of Hybrid, Diesel, Battery Electric and Trolley buses and Onboard Systems.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC FIXED RT PROG MGMT

1134163

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

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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC FIXED RT PROG MGMT	1134163
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

TDC ADA VANS BACKUP CAM

1134227

Baseline Required

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3642 PUBLIC TRANS REVENUE FLEET CAPITAL
Class Code	STANDALONE
Substantial Completion	06/30/2019
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
4 Implementation 01/01/19 - 06/30/19	\$0	\$142,758	\$0	\$0	\$142,758
5 Closeout 06/30/19 - 06/30/19	\$0	\$0	\$0	\$0	\$0
6 Acquisition 12/31/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$142,758	\$0	\$0	\$142,758

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$142,758	\$0	\$0	\$142,758
Total Revenue	\$142,758	\$0	\$0	\$142,758

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC ADA VANS BACKUP CAM					1134227
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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		\$142,758	\$0	\$0	\$142,758	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$142,758	\$0	\$0	\$142,758	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$142,758	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$142,758	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$142,758	\$142,758	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$142,758	\$142,758	\$0

NARRATIVES

TDC ADA VANS BACKUP CAM		1134227
1. CURRENT PROJECT SCOPE		
ADA Paratransit Van Backup Cameras - Replace existing back up camera system for 360 ADA Vans for which the useful life of the cameras differs from the useful life of the vehicle. This project will utilize the existing "rear camera" and only purchase and install the "viewing screen" on existing Access ADA Paratransit fleet. As fleet is replaced, new fleet will have back up cameras installed and procured as part of the vehicle.		
2. PROGRAMMATIC PROJECT DISCUSSION		
N/A		
3. PROJECT JUSTIFICATION		
This is a one time request to replace outdated and non functional safety equipment.		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC ADA VANS BACKUP CAM

1134227

4. PROJECT BENEFITS/OUTCOMES

The rear back up camera systems improves the ability of drivers to view behind the vehicle prior to moving the vehicle backwards. Safety is the key outcome, ensure that operators have the ability to see objects and pedestrians prior to moving the vehicles.

5. BUDGET REQUEST BASIS

This budget request supports installation of back up camera systems as needed.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

New Project

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

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

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC NON FIXED RT PR MGMT

1134228

Master Project, Baseline Required

Department	TRANSPORTATION
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	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 12/31/28	\$0	\$214,798	\$227,563	\$241,757	\$684,118
2 Preliminary Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
3 Final Design 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
4 Implementation 12/31/28 - 12/31/28	\$0	\$0	\$0	\$0	\$0
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	\$0	\$214,798	\$227,563	\$241,757	\$684,118

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$214,798	\$227,563	\$241,757	\$684,118
Total Revenue	\$214,798	\$227,563	\$241,757	\$684,118

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		TDC NON FIXED RT PR MGMT					1134228
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$214,798	\$227,563	\$241,757	\$684,118	
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	\$214,798	\$227,563	\$241,757	\$684,118	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
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

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$214,798	\$214,798	\$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	\$214,798	\$214,798	\$0

NARRATIVES TDC NON FIXED RT PR MGMT 1134228

1. CURRENT PROJECT SCOPE

Non-Fixed Route Program Management - This programmatic project supports the Non-Fixed Route Fleet Sub Portfolio capital planning efforts. Program management activities include ensuring adequate coordination with Vehicle Maintenance, Fleet Purchasing and Fixed Asset program and other groups internal to Metro to meet their needs. Program management activities also include: prioritization of purchases within programs; feasibility studies; exploration of funding and partnership opportunities; consideration of benefits of the various projects within the programs; monitoring projects for progress and changes in scope, schedule, and budget and adapting other projects within the programs to maintain the program benefits anticipated; and tracking interdependencies and coordinating with projects in other programs.

2. PROGRAMMATIC PROJECT DISCUSSION

The Non-Fixed Route Vehicle Sub Portfolio contains the following programs: Purchasing of Non-Revenue, Accessible Services, Rideshare Operations, and Vanpool vehicles.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC NON FIXED RT PR MGMT

1134228

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

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Program management activities will begin in Q3 2018 to be ready for robust implementation January 1, 2019.

9. ALTERNATIVES ANALYSIS

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

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC NON FIXED RT PR MGMT	1134228
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17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

TDC EMERG NEED CONT FUND 3642

1134670

Department	TRANSPORTATION
Council District(s)	
Fund	3642 PUBLIC TRANS REVENUE FLEET CAPITAL
Class Code	ADMIN
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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 - 12/31/20	\$0	\$20,000,000	\$0	\$0	\$20,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$20,000,000	\$0	\$0	\$20,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$20,000,000	\$0	\$0	\$20,000,000
Total Revenue	\$20,000,000	\$0	\$0	\$20,000,000

EXPENSE TDC EMERG NEED CONT FUND 3642 1134670

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$20,000,000	\$0	\$20,000,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$20,000,000	\$0	\$20,000,000

NARRATIVES

TDC EMERG NEED CONT FUND 3642

1134670

1. CURRENT 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 fund 3642. 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

The budget request represents the maximum amount allowed per King County Code. The maximum amount is requested based on the size of Transit's capital program.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC EMERG NEED CONT FUND 3642	1134670
9. ALTERNATIVES ANALYSIS		
10. OTHER AGENCY INVOLVEMENT		
11. ART ELIGIBILITY		
Not Art eligible, admin project		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLMR CAO MR MASTER

1047594

Department	NATURAL RESOURCES AND PARKS
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3673 CRITICAL AREAS MITIGATION
Class Code	STANDALONE
Substantial Completion	
Location	Countywide
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/14/13 - 12/31/20	\$933,836	\$461,611	\$485,903	\$510,501	\$2,391,851
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$611,166	\$21,411,806	\$3,936,861	\$3,800,699	\$29,760,532
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$50,000	\$0	\$0	\$0	\$50,000
Total Budget	\$1,595,002	\$21,873,417	\$4,422,764	\$4,311,200	\$32,202,383

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
34497 - CAO MITIGATION FEES	\$21,873,417	\$4,422,764	\$4,311,200	\$30,607,381
Total Revenue	\$21,873,417	\$4,422,764	\$4,311,200	\$30,607,381

EXPENSE WLMR CAO MR MASTER 1047594

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$20,000	\$508,094	\$539,036	\$571,864	\$1,638,994
2 Prelim Design	\$0	\$382,100	\$0	\$0	\$0	\$382,100
3 Final Design	\$0	\$697,000	\$679,954	\$0	\$0	\$1,376,954
4 Implementation	\$0	\$291,005	\$6,626,872	(\$515,085)	(\$2,875,374)	\$3,527,418
5 Closeout	\$0	\$55,000	\$138,996	\$199,994	\$59,047	\$453,037
6 Acquisition	\$0	\$0	\$7,622,522	\$8,086,732	\$8,579,214	\$24,288,468
Total Expense	\$0	\$1,445,105	\$15,576,438	\$8,310,677	\$6,334,751	\$31,666,971

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$2,476,565	\$0	\$933,836	\$20,000
2 Preliminary Design	\$0	\$1,030,652	\$0	\$0	\$382,100
3 Final Design	\$0	\$2,030,719	\$0	\$0	\$697,000
4 Implementation	\$0	\$4,361,569	\$0	\$611,166	\$291,005
5 Closeout	\$0	\$701,442	\$0	\$0	\$55,000
6 Acquisition	\$0	\$31,250,698	\$0	\$50,000	\$0
Total	\$0	\$41,851,645	\$0	\$1,595,002	\$1,445,105

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$913,836	\$461,611	\$508,094	\$867,353
2 Preliminary Design	(\$382,100)	\$0	\$0	(\$382,100)
3 Final Design	(\$697,000)	\$0	\$679,954	(\$1,376,954)
4 Implementation	\$320,161	\$21,411,806	\$6,626,872	\$15,105,095
5 Closeout	(\$55,000)	\$0	\$138,996	(\$193,996)
6 Acquisition	\$50,000	\$0	\$7,622,522	(\$7,572,522)
Total	\$149,897	\$21,873,417	\$15,576,438	\$6,446,876

NARRATIVES

WLMR CAO MR MASTER

1047594

1. CURRENT PROJECT SCOPE

Critical Areas Mitigation Reserves Program Master - This 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

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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLMR CAO MR MASTER

1047594

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

This project is funded by \$2.5M from the City of Tacoma approved in ordinance 14755. The funds mitigated for impacts as a result of the Tacoma Second Supply Pipeline passing through this area.

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

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 CO2 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

WLMR CARBON CREDITS LAND ACQ

1134299

Department	NATURAL RESOURCES AND PARKS
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3673 CRITICAL AREAS MITIGATION
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$997,000	\$1,047,000	\$1,050,000	\$3,094,000
Total Budget	\$0	\$997,000	\$1,047,000	\$1,050,000	\$3,094,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	\$997,000	\$1,047,000	\$1,050,000	\$3,094,000
Total Revenue	\$997,000	\$1,047,000	\$1,050,000	\$3,094,000

EXPENSE WLMR CARBON CREDITS LAND ACQ 1134299

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$213,516	\$595,294	\$747,779	\$1,556,589
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$348,484	\$369,706	\$392,221	\$1,110,411
Total Expense	\$0	\$0	\$562,000	\$965,000	\$1,140,000	\$2,667,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$1,556,590	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$1,110,410	\$0	\$0	\$0
Total	\$0	\$2,667,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$213,516	(\$213,516)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$997,000	\$348,484	\$648,516
Total	\$0	\$997,000	\$562,000	\$435,000

NARRATIVES

WLMR CARBON CREDITS LAND ACQ

1134299

1. CURRENT PROJECT SCOPE

Mitigation Reserve Carbon Credits For Land Acquisitions - This project generates funding which will be contributed to eligible open space acquisitions throughout the County and cities. There is a three step process to generate funds: 1) Quantification of carbon sequestration benefits of forest preservation resulting from open space acquisitions, 2) External verification of these benefits (creating tradeable carbon "credits"), and 3) Sale of credits to businesses and other non-government entities wishing to offset their greenhouse gas emissions. Generated funds will be contributed to eligible open space acquisitions which meet the requirements of external carbon credit protocols. In general terms, acquisitions funded with revenues from carbon credit sales must at minimum permanently protect forest that is at risk of cutting for either timber production or conversion to a non-forest land use.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

This project was one of several new private (non-tax) funding strategies for land conservation recommended by the King County Land Conservation Initiative Advisory Group in their Final Report (December 2017). This project helps the County and cities conserve land by generating revenue from the private sector and minimizing the cost burden on taxpayers.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

As noted above under Project Justification, this project was one of several new private (non-tax) funding strategies for land conservation whose development was recommended by the King County Land Conservation Initiative Advisory Group in their Final Report (December 2017). Legislation has been proposed to allow for the fund to generate revenue from carbon credit sales. This project request uses those funds as matching funds for eligible open space acquisitions.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

WLMR CARBON CREDITS LAND ACQ

1134299

6. FUNDING AND REVENUE DISCUSSION

This project is funded by carbon credit sales. Due to requirements of the external credit verification process, the revenue generated from sale of carbon credits can only be used for eligible open space acquisitions and the administrative expenses incurred to create the credits.

7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

8. PROJECT STATUS

New project.

9. ALTERNATIVES ANALYSIS

The alternative to this request is not authorizing this project and thus foregoing the associated new private funding for land conservation.

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

The project will help provide public green space accessible to the general public, help ensure retention of tree canopy and its public benefits, preserve or enhance health, and/or provide scenic amenities from a public park, open space, or right of way.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project helps King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years by increasing permanent conservation of remaining high-priority forested land. By protecting trees at risk of cutting for either timber production or conversion to a non-forest land use, this project keeps more CO2 stored in trees and soils. This also lets forests keep growing and continue sequestering carbon out of the atmosphere.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$22,784,361	\$257,000	\$0	\$0	\$23,041,361
5 Closeout	\$2	\$0	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$26,936,177	\$257,000	\$0	\$0	\$27,193,177

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39789 - CONTRIB REET #1	\$257,000	\$0	\$0	\$257,000
Total Revenue	\$257,000	\$0	\$0	\$257,000

EXPENSE PSB REET 1 DEBT SERVICE 1033534

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$21,572,050	\$0	\$0	\$0	\$0	\$21,572,050
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$26,803,493	\$0	\$0	\$0	\$0	\$26,803,493

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$21,688,795	\$22,784,361	\$21,572,050
5 Closeout	\$0	\$0	\$0	\$2	\$0
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$0	\$26,920,238	\$26,936,176	\$26,803,493

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$1,212,311	\$257,000	\$0	\$1,469,311
5 Closeout	\$2	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$132,683	\$257,000	\$0	\$389,683

NARRATIVES

PSB REET 1 DEBT SERVICE

1033534

1. CURRENT PROJECT SCOPE

REET 1 Debt Service - This project is for debt service funded by REET 1.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This project funds debt service for the 2006 LTGO Bonds and 2011 LTGO Bonds.

4. PROJECT BENEFITS/OUTCOMES

N/A

5. BUDGET REQUEST BASIS

Budget is needed to pay existing debt service and fees associated with issuing debt. Amount is based on the debt service payment schedule.

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

N/A

8. PROJECT STATUS

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PSB REET 1 DEBT SERVICE	1033534
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		
N/A		
12. EQUITY AND SOCIAL JUSTICE IMPACT		
N/A		
13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT		
N/A		
14. OTHER CONSIDERATIONS (OPTIONAL)		
N/A		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,500,000	\$6,694,000	\$3,418,000	\$3,254,000	\$14,866,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,500,000	\$6,694,000	\$3,418,000	\$3,254,000	\$14,866,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$3,300,000	\$0	\$0	\$3,300,000
39789 - CONTRIB REET #1	\$3,394,000	\$3,418,000	\$3,254,000	\$10,066,000
Total Revenue	\$6,694,000	\$3,418,000	\$3,254,000	\$13,366,000

EXPENSE PSB REET 1 RSD TRANSFER 1130281

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,500,042	\$0	\$6,694,000	\$3,418,000	\$3,254,000	\$14,866,042
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$1,500,042	\$0	\$6,694,000	\$3,418,000	\$3,254,000	\$14,866,042

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$1,500,042	\$1,500,000	\$1,500,042
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$1,500,042	\$1,500,000	\$1,500,042

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$42)	\$6,694,000	\$6,694,000	(\$42)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$42)	\$6,694,000	\$6,694,000	(\$42)

NARRATIVES

PSB REET 1 RSD TRANSFER

1130281

1. CURRENT PROJECT SCOPE

REET 1 Transfer to Roads Capital - This project transfers REET 1 proceeds to the Road Capital Fund.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

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

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PSB REET 1 RSD TRANSFER

1130281

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

Road Services Division will receive reimbursement for eligible capital projects.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PSB REET 1 TRANSFER TO MMRF 3421 (PSB REET 1 TRANSFER MMRF 3421)

1131431

Department	COUNTY EXECUTIVE
Council District(s)	
Fund	3681 REAL ESTATE EXCISE TX CAP
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$6,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$6,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39789 - CONTRIB REET #1	\$1,500,000	\$1,500,000	\$1,500,000	\$4,500,000
Total Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$4,500,000

EXPENSE PSB REET 1 TRANSFER MMRF 3421

1131431

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$750,000	\$750,000	\$1,500,000	\$1,500,000	\$1,500,000	\$6,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$750,000	\$750,000	\$1,500,000	\$1,500,000	\$1,500,000	\$6,000,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$750,000	\$1,500,000	\$1,500,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$750,000	\$1,500,000	\$1,500,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$1,500,000	\$1,500,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,500,000	\$1,500,000	\$0

NARRATIVES

PSB REET 1 TRANSFER MMRF 3421

1131431

1. CURRENT PROJECT SCOPE

REET 1 Transfer to Major Maintenance Fund - This project transfers REET 1 proceeds to MMRF

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This project allows REET to transfer funding to support capital projects which go to support work that benefit Unincorporated King County Residents.

4. PROJECT BENEFITS/OUTCOMES

N/A

5. BUDGET REQUEST BASIS

This project allows REET to transfer funding to support capital projects which go to support work that benefit Unincorporated King County Residents.

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

Facilities Management Division (FMD) will receive reimbursement for eligible capital projects.

8. PROJECT STATUS

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PSB REET 1 TRANSFER MMRF 3421	1131431
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		
N/A		
14. OTHER CONSIDERATIONS (OPTIONAL)		
N/A		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
v		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$12,007,000	\$12,090,000	\$11,512,000	\$35,609,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$12,007,000	\$12,090,000	\$11,512,000	\$35,609,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39789 - CONTRIB REET #1	\$12,007,000	\$12,090,000	\$11,512,000	\$35,609,000
Total Revenue	\$12,007,000	\$12,090,000	\$11,512,000	\$35,609,000

EXPENSE PSB Transfer REET 1 to Parks 1134866

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$12,007,000	\$12,090,000	\$11,512,000	\$35,609,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$12,007,000	\$12,090,000	\$11,512,000	\$35,609,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$12,007,000	\$12,007,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$12,007,000	\$12,007,000	\$0

NARRATIVES

PSB Transfer REET 1 to Parks

1134866

1. CURRENT PROJECT SCOPE

REET 1 Transfer to Parks Funds - This project transfers Real Estate Excise Tax 1 proceeds to support the Parks Department Capital programs.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

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

N/A

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

N/A

9. ALTERNATIVES ANALYSIS

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PSB Transfer REET 1 to Parks	1134866
10. OTHER AGENCY INVOLVEMENT		
Transfer to support Parks Division		
11. ART ELIGIBILITY		
Projects funded in the Parks program may be Art eligible.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$7,675,640	\$2,234,000	\$3,512,000	\$3,512,000	\$16,933,640
5 Closeout	\$2	\$0	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$8,217,896	\$2,234,000	\$3,512,000	\$3,512,000	\$17,475,896

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39776 - CONTRIB REET #2	\$2,234,000	\$3,512,000	\$3,512,000	\$9,258,000
Total Revenue	\$2,234,000	\$3,512,000	\$3,512,000	\$9,258,000

EXPENSE PSB REET 2 DEBT SERVICE 1033539

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$6,052,958	\$0	\$2,234,000	\$3,512,000	\$3,512,000	\$15,310,958
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$8,217,896	\$0	\$2,234,000	\$3,512,000	\$3,512,000	\$17,475,896

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$6,052,958	\$7,675,640	\$6,052,958
5 Closeout	\$0	\$0	\$0	\$2	\$0
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$0	\$8,217,896	\$8,217,895	\$8,217,896

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$1,622,687)	\$0	\$0	(\$1,622,687)
2 Preliminary Design	\$1	\$0	\$0	\$1
3 Final Design	\$1	\$0	\$0	\$1
4 Implementation	\$1,622,682	\$2,234,000	\$2,234,000	\$1,622,682
5 Closeout	\$2	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$0	\$2,234,000	\$2,234,000	\$0

NARRATIVES

PSB REET 2 DEBT SERVICE

1033539

1. CURRENT PROJECT SCOPE

Debt service payments for Parks central maintenance shop

2. PROGRAMMATIC PROJECT DISCUSSION

n/a

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Budget is needed to pay the proposed debt service of \$24M over a 20 year term at 4% interest

6. FUNDING AND REVENUE DISCUSSION

Funded by REET2 revenues

7. OPERATING BUDGET AND OTHER IMPACTS

Debt service payments for Parks central maintenance shop

8. PROJECT STATUS

N/A

9. ALTERNATIVES ANALYSIS

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PSB REET 2 DEBT SERVICE	1033539
10. OTHER AGENCY INVOLVEMENT		
11. ART ELIGIBILITY		
No - Parks Central Maintenance Shop construction may be eligible for Art		
12. EQUITY AND SOCIAL JUSTICE IMPACT		
N/A		
13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT		
N/A		
14. OTHER CONSIDERATIONS (OPTIONAL)		
N/A		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$19,218,000	\$13,765,000	\$12,939,000	\$45,922,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$19,218,000	\$13,765,000	\$12,939,000	\$45,922,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39776 - CONTRIB REET #2	\$19,218,000	\$13,765,000	\$12,939,000	\$45,922,000
Total Revenue	\$19,218,000	\$13,765,000	\$12,939,000	\$45,922,000

EXPENSE PSB REET2 TRANSFER TO PARKS

1134869

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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		\$19,218,000	\$13,765,000	\$12,939,000	\$45,922,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$19,218,000	\$13,765,000	\$12,939,000	\$45,922,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$19,218,000	\$19,218,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$19,218,000	\$19,218,000	\$0

NARRATIVES

PSB REET2 TRANSFER TO PARKS

1134869

1. CURRENT PROJECT SCOPE

REET 2 transfer to Parks - this project transfers REET2 funds to the various Parks funds for REET2 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

This project includes under allocated revenues from prior years and revenues based on the OEFA July 2018 estimate of 2019-2020 REET revenues.

6. FUNDING AND REVENUE DISCUSSION

N/A

7. OPERATING BUDGET AND OTHER IMPACTS

Operating impacts will be discussed within the individual projects within the Parks CIP.

8. PROJECT STATUS

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PSB REET2 TRANSFER TO PARKS	1134869
9. ALTERNATIVES ANALYSIS		
N/A		
10. OTHER AGENCY INVOLVEMENT		
Transfer to the Parks Capital program		
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)		
N/A		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
N/A		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$33,187,152	\$22,922,667	\$7,844,602	\$2,150,972	\$66,105,393
Total Budget	\$33,239,421	\$22,922,667	\$7,844,602	\$2,150,972	\$66,157,662

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	\$22,922,667	\$7,844,602	\$2,150,972	\$32,918,241
Total Revenue	\$22,922,667	\$7,844,602	\$2,150,972	\$32,918,241

EXPENSE WLTD TDR BANK 1033971

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$1,724,521	\$0	\$0	\$0	\$0	\$1,724,521
2 Prelim Design	\$774	\$0	\$0	\$0	\$0	\$774
3 Final Design	\$11,300	\$0	\$0	\$0	\$0	\$11,300
4 Implementation	\$6,354	(\$7,459,841)	\$644,805	(\$3,368,997)	(\$3,935,783)	(\$14,113,462)
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$10,399,546	\$18,482,356	\$15,251,577	\$16,180,397	\$17,165,783	\$77,479,659
Total Expense	\$12,142,494	\$11,022,515	\$15,896,382	\$12,811,400	\$13,230,000	\$65,102,791

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$1,724,521	\$1,724,521	\$52,269	\$1,724,521
2 Preliminary Design	\$0	\$774	\$774	\$0	\$774
3 Final Design	\$0	\$11,300	\$12,420	\$0	\$11,300
4 Implementation	\$0	(\$14,113,462)	\$6,354	\$0	(\$7,453,487)
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$72,891,023	\$11,033,420	\$33,187,152	\$28,881,902
Total	\$0	\$60,514,156	\$12,777,489	\$33,239,421	\$23,165,010

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$1,672,252)	\$0	\$0	(\$1,672,252)
2 Preliminary Design	(\$774)	\$0	\$0	(\$774)
3 Final Design	(\$11,300)	\$0	\$0	(\$11,300)
4 Implementation	\$7,453,487	\$0	\$644,805	\$6,808,682
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$4,305,250	\$22,922,667	\$15,251,577	\$11,976,340
Total	\$10,074,411	\$22,922,667	\$15,896,382	\$17,100,696

NARRATIVES

WLTD TDR BANK

1033971

1. CURRENT PROJECT SCOPE

Transfer of Development Rights (TDR) Bank - This 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

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

N/A

5. BUDGET REQUEST BASIS

The 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 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 in 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 Agricultural Production Districts, as well as several Vashon farms.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLTD TDR BANK

1033971

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 project.

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 CO2 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

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$110,519	\$940,807	\$998,579	\$1,059,393	\$3,109,298
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$157,969	\$0	\$0	\$0	\$157,969
Total Budget	\$1,095,667	\$940,807	\$998,579	\$1,059,393	\$4,094,446

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	\$940,807	\$998,579	\$1,059,393	\$2,998,779
Total Revenue	\$940,807	\$998,579	\$1,059,393	\$2,998,779

EXPENSE WLTD TDR PROGRAM SUPPORT 1033976

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$34,514	\$222,370	\$0	\$0	\$0	\$256,884
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$36	\$0	\$940,807	\$998,579	\$1,059,393	\$2,998,815
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$830,522	\$0	\$0	\$0	\$0	\$830,522
Total Expense	\$865,073	\$222,370	\$940,807	\$998,579	\$1,059,393	\$4,086,222

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$256,884	\$53,922	\$667,142	\$256,884
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$160,037	\$0
4 Implementation	\$0	\$2,998,815	\$36	\$110,519	\$36
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$830,522	\$948,900	\$157,969	\$830,522
Total	\$0	\$4,086,221	\$1,002,858	\$1,095,667	\$1,087,442

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$410,258	\$0	\$0	\$410,258
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$160,037	\$0	\$0	\$160,037
4 Implementation	\$110,483	\$940,807	\$940,807	\$110,483
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	(\$672,553)	\$0	\$0	(\$672,553)
Total	\$8,225	\$940,807	\$940,807	\$8,225

NARRATIVES

WLTD TDR PROGRAM SUPPORT

1033976

1. CURRENT PROJECT SCOPE

Transfer of Development Rights (TDR) Program Support - This project provides for ongoing administrative support to the TDR Program. This includes marketing, negotiating and developing new TDR 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

3. PROJECT JUSTIFICATION

Provides operation of the Transfer of Development Rights (TDR) Program in accordance with ordinance 13733.

4. PROJECT BENEFITS/OUTCOMES

N/A

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

WLTD TDR PROGRAM SUPPORT

1033976

8. PROJECT STATUS

Ongoing project.

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 CO2 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

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

KCIT INFO SECURITY/PRIVACY

1047289

IT Project, TA

Department	PUBLIC HEALTH
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3771 OIRM CAPITAL PROJECTS
Class Code	STANDALONE
Substantial Completion	06/30/2014
Location	401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1,887	\$0	\$0	\$0	\$1,887
2 Preliminary Design	\$191,461	\$0	\$0	\$0	\$191,461
3 Final Design	\$1,436,399	\$0	\$0	\$0	\$1,436,399
4 Implementation	\$2,441,194	(\$172,165)	\$0	\$0	\$2,269,029
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$4,070,940	(\$172,165)	\$0	\$0	\$3,898,775

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

EXPENSE KCIT INFO SECURITY/PRIVACY 1047289

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$43,876	\$0	\$0	\$0	\$0	\$43,876
2 Prelim Design	\$203,836	\$0	\$0	\$0	\$0	\$203,836
3 Final Design	\$1,463,236	\$0	\$0	\$0	\$0	\$1,463,236
4 Implementation	\$2,078,443	\$0	\$0	\$0	\$0	\$2,078,443
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$109,384	\$0	\$0	\$0	\$0	\$109,384
Total Expense	\$3,898,775	\$0	\$0	\$0	\$0	\$3,898,775

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$43,876	\$1,887	\$43,876
2 Preliminary Design	\$0	\$0	\$203,836	\$191,461	\$203,836
3 Final Design	\$0	\$0	\$1,463,236	\$1,436,399	\$1,463,236
4 Implementation	\$0	\$0	\$2,078,443	\$2,441,194	\$2,078,443
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$109,384	\$0	\$109,384
Total	\$0	\$0	\$3,898,775	\$4,070,941	\$3,898,775

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$41,989)	\$0	\$0	(\$41,989)
2 Preliminary Design	(\$12,375)	\$0	\$0	(\$12,375)
3 Final Design	(\$26,838)	\$0	\$0	(\$26,838)
4 Implementation	\$362,751	(\$172,165)	\$0	\$190,586
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	(\$109,384)	\$0	\$0	(\$109,384)
Total	\$172,165	(\$172,165)	\$0	\$0

NARRATIVES

KCIT INFO SECURITY/PRIVACY

1047289

1. CURRENT PROJECT SCOPE

King County Information Technology (KCIT) Information Security/Privacy Project included acquisition and implementation of a number of tools that shared the overarching goal of improving the County's system for information security and privacy. The project was completed in 2014.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This project had a goal of risk minimization, namely the risk of malicious traffic and activities penetrating the KC network and causing major issues and the risk of sensitive information on mobile devices becoming compromised.

4. PROJECT BENEFITS/OUTCOMES

The project was successful. The following results were achieved:

- Acquired and put in place managed services (with Dell SecureWorks) for log management and security information monitoring (SIEM). These services are essential for achieving payment card industry (PCI) compliance.
- Improved management of vulnerability in workstations and servers environment by replacing McAfee Vulnerability Management with Rapid7 Nexpose. The replacement consolidated 3 physical servers and 6 physical scanning engine down to 2 systems in SVE.
- Implemented an Intrusion Detection/Prevention System (IDPS) to monitor traffic flow through the network.
- Implemented a cloud-based solution (MDM - Mobile Device Management) to protect King County information on mobile devices (mobile phones, tablets, etc.).
- Upgraded the County's endpoint protections system (anti-virus and other components to protect workstations and servers).
- Migrated to server virtual environment (from physical servers).

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

KCIT INFO SECURITY/PRIVACY

1047289

5. BUDGET REQUEST BASIS

The project was completed under budget. This request is to disappropriate the unused budget authority.

6. FUNDING AND REVENUE DISCUSSION

N/A

7. OPERATING BUDGET AND OTHER IMPACTS

N/A

8. PROJECT STATUS

Completed.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

KCIT Assessors Tablet PC Replacement (KCIT Assessors Tablet PC Repla)

1111959

IT Project, TA

Department	ASSESSMENTS
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3771 OIRM CAPITAL PROJECTS
Class Code	STANDALONE
Substantial Completion	01/31/2015
Location	401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$194,000	(\$194,000)	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$188,400	(\$60,512)	\$0	\$0	\$127,888
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$382,400	(\$254,512)	\$0	\$0	\$127,888

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

EXPENSE KCIT Assessors Tablet PC Repla 1111959

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$127,888	\$0	\$0	\$0	\$0	\$127,888
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$127,888	\$0	\$0	\$0	\$0	\$127,888

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$194,000	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$127,888	\$188,400	\$127,888
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$127,888	\$382,400	\$127,888

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$194,000	(\$194,000)	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$60,512	(\$60,512)	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$254,512	(\$254,512)	\$0	\$0

NARRATIVES

KCIT Assessors Tablet PC Repla

1111959

1. CURRENT PROJECT SCOPE

King County Information Technology (KCIT) Assessors Tablet Personal Computers (PC) Replacement Project included two elements: replacement of old tablet PC devices used by County appraisers and creation of a web-based application to run on the new tablet PC devices, allowing real time synchronization between tablets and the real property database and enabling use of the GIS to map site visits while in the field. The project capitalized on the investment King County had already made in this mobile approach and allowed to capture even more efficiencies and productivity gains by taking fuller advantage of the capabilities offered by tablet devices. The project was completed in 2015.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

The project was completed in 2015. Prior to the project, DOA appraisers were using 5-year-old Tablet PC devices to collect important data related to commercial and residential property assessment calculations. The Tablet PC devices allowed appraisers to enter this data directly into an electronic platform, as opposed to collecting the data in paper form and entering it into the electronic database later. This improved productivity and efficiency in operations and also improved accuracy in the collection of data. This is vitally important to citizens and government as the property assessment is what the property tax collection is based on. However, the Tablet PC devices used by DOA appraisers were at the end of their useful life and were outdated from a technological and performance standpoint. For example:

- * The devices were not a fully "mobile" tool in that the DOA appraisers used them to collect data in the field, but they still had to upload the information from the device into the database when they got back to the office.

- * The battery life for the devices was about 2 hours, while newer tablet devices had a battery life of up to 10 hours. This was important when considering that the appraisers work in the field, all over the county, and not in an office, collecting data.

In addition, the old devices were 4 times more expensive than the newer devices available on the market.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

KCIT Assessors Tablet PC Repla

1111959

4. PROJECT BENEFITS/OUTCOMES

The project enabled DOA's real estate appraisers to collect property-based data using the iPad and enter it directly into the Real Property database/Computer Assisted Mass Appraisal (CAMA) application. The iRP application works in disconnected mode with a subset of countywide data stored locally, because adequate-bandwidth, affordable, wireless or satellite coverage to all parcels in King County does not exist and is not anticipated in the immediate future. iRP has the ability to synchronize data with DOA servers and Azure Cloud when wireless, Wi-Fi, or Ethernet connections are available.

Efficiency gains:

- * Paperless input of field data with immediate validation
- * Integrated camera for adding photos to each property
- * Integrated GPS and GIS for efficient navigation to assigned work

5. BUDGET REQUEST BASIS

This is a request to disappropriate unused budget authority. The project was completed and closed out by the Project Review Board.

6. FUNDING AND REVENUE DISCUSSION

\$60,512 of the funds received from the General Fund for this project but not used will be transferred back to the General Fund.

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Completed.

9. ALTERNATIVES ANALYSIS

If the Tablet PC devices were not replaced, DOA essentially had two choices for field data collection:

- * Purchase laptop computers for each of the appraisers in lieu of Tablet PC devices -- at increased capital costs, but with lower performance in many key areas.
- * Go to a paper-based system in which appraisers write down field notes on paper, and bring them back to the office for entry into the database. This would have lowered productivity, reduced efficiency and accuracy in the assessment process. Reduced accuracy in the assessment process could lead to more appeals of property valuations, and less property tax revenue for the county, other local governments, and the state.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

IT project

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	KCIT Assessors Tablet PC Repla	1111959
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

Elections Equipment Rplc

1115924

TA

Department	ELECTIONS
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3771 OIRM CAPITAL PROJECTS
Class Code	STANDALONE
Substantial Completion	12/31/2017
Location	401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$282,842	(\$341)	\$0	\$0	\$282,501
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$282,842	(\$341)	\$0	\$0	\$282,501

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

EXPENSE Elections Equipment Rplc 1115924

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$282,501	\$0	\$0	\$0	\$0	\$282,501
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$282,501	\$0	\$0	\$0	\$0	\$282,501

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$282,501	\$282,842	\$282,501
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$282,501	\$282,842	\$282,501

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$341	(\$341)	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$341	(\$341)	\$0	\$0

NARRATIVES

Elections Equipment Rplc

1115924

1. CURRENT PROJECT SCOPE

Elections Equipment Replacement project replaced old IT equipment at the King County Elections Office. Last replacement was completed in 2012. Future equipment replacement will be done in the new Technology Capital Fund 3280 managed by the Office of Performance, Strategy, and Budget.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This is a request to disappropriate the remaining, unused budget authority from a completed project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Completed.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	Elections Equipment Rplc	1115924
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

Two-factor Authentication

1116899

IT Project, TA

Department	PUBLIC HEALTH
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3771 OIRM CAPITAL PROJECTS
Class Code	STANDALONE
Substantial Completion	12/31/2014
Location	401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$261,500	(\$83,749)	\$0	\$0	\$177,751
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$261,500	(\$83,749)	\$0	\$0	\$177,751

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

EXPENSE Two-factor Authentication

1116899

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$3,350	\$0	\$0	\$0	\$0	\$3,350
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$32,722	\$0	\$0	\$0	\$0	\$32,722
4 Implementation	\$141,679	\$0	\$0	\$0	\$0	\$141,679
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$177,751	\$0	\$0	\$0	\$0	\$177,751

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$3,350	\$0	\$3,350
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$32,722	\$0	\$32,722
4 Implementation	\$0	\$0	\$141,679	\$261,500	\$141,679
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$177,751	\$261,500	\$177,751

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$3,350)	\$0	\$0	(\$3,350)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$32,722)	\$0	\$0	(\$32,722)
4 Implementation	\$119,821	(\$83,749)	\$0	\$36,072
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$83,749	(\$83,749)	\$0	\$0

NARRATIVES

Two-factor Authentication

1116899

1. CURRENT PROJECT SCOPE

Two-Factor Authentication Project scope included acquisition of hardware and software, training, and technical staff support to fully deploy an advanced authentication solution that satisfied the FBI security requirements. The project was completed.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

On February 9, 2011, the FBI released Version 5.0 of their CJIS Security Policy, CJISD-ITS-DOC-08140-5.0. This policy outlined security requirements for any law enforcement/criminal justice agencies that access criminal justice information through the State or FBI CJIS Systems and therefore, must comply with the CJIS policy. King County was impacted by this policy and had to implement advanced authentication by September 30, 2013.

4. PROJECT BENEFITS/OUTCOMES

The project provided a solution with dual factor authentication (password plus proximity card or fingerprint swipe) when accessing a mobile computer, such as officers' wireless laptops that are carried around in their vehicle or in any unsecured location. The solution was needed to enable King County to comply with the U.S. Department of Justice Federal Bureau of Investigation (FBI) Criminal Justice Information Services (CJIS) Security Policy Version 5.0, Section 5.6.2.2.

5. BUDGET REQUEST BASIS

This is a request to disappropriate the remaining, unused budget authority from a completed project.

6. FUNDING AND REVENUE DISCUSSION

The residual funds were refunded in 2016.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	Two-factor Authentication	1116899
7. OPERATING BUDGET AND OTHER IMPACTS		
8. PROJECT STATUS		
Completed.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DOA PTAS

1123944

IT Project

Department	ASSESSMENTS
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3771 OIRM CAPITAL PROJECTS
Class Code	STANDALONE
Substantial Completion	03/31/2021
Location	401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$896,456	\$18,000,000	\$0	\$0	\$18,896,456
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$896,456	\$18,000,000	\$0	\$0	\$18,896,456

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$18,000,000	\$0	\$0	\$18,000,000
Total Revenue	\$18,000,000	\$0	\$0	\$18,000,000

EXPENSE DOA PTAS 1123944

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$181,069	\$0	\$0	\$0	\$0	\$181,069
2 Prelim Design	\$105,260	\$0	\$0	\$0	\$0	\$105,260
3 Final Design	\$0	\$786,376	\$0	\$0	\$0	\$786,376
4 Implementation	\$23,751	\$0	\$17,800,000	\$0	\$0	\$17,823,751
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$310,080	\$786,376	\$17,800,000	\$0	\$0	\$18,896,456

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$363,955	\$0	\$181,069
2 Preliminary Design	\$0	\$0	\$324,492	\$0	\$105,260
3 Final Design	\$0	\$0	\$0	\$0	\$786,376
4 Implementation	\$0	\$18,896,456	\$27,033	\$896,456	\$23,751
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$18,896,456	\$715,480	\$896,456	\$1,096,456

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$181,069)	\$0	\$0	(\$181,069)
2 Preliminary Design	(\$105,260)	\$0	\$0	(\$105,260)
3 Final Design	(\$786,376)	\$0	\$0	(\$786,376)
4 Implementation	\$872,705	\$18,000,000	\$17,800,000	\$1,072,705
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$200,000)	\$18,000,000	\$17,800,000	\$0

NARRATIVES

DOA PTAS

1123944

1. CURRENT PROJECT SCOPE

Department of Assessments' (DOA) Property Tax Administration System (PTAS) - The PTAS project is a modernization effort to implement a tax administration solution that utilizes a modern data and technology architecture to support current and future business needs. The new system will provide a stable environment to deliver tax revenue for the County and the multiple jurisdictions that the County serves.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

The current property tax system lacks a single system of record and has grown from a database and software running on the County's mainframe computing platform to several complex applications to encompass all the needs of the DOA and Treasury. Several home-grown applications, such as RealProperty, iRealProperty (the mobile version), eAppeals, Senior Exemptions, and others, have significantly extended the capabilities of internal staff to manage the county's property records, tax roll, and tax collection. While the current system allows the collection of nearly \$6 billion in property tax revenue annually, the application code has reached its life limit and is very difficult to maintain.

4. PROJECT BENEFITS/OUTCOMES

The primary benefit is avoidance of catastrophic failure of the County's system to collect billions in tax revenues. Additional benefits of replacing the PTAS system are greater efficiency, simplified workflows, higher satisfaction rates, increased accuracy, and better reliability. Examples include:

- Taxpayers: Basic services such as refunds, name and address changes, and senior citizen exemption application decisions currently take between 3 to 6 months. The new system will reduce time to four to six weeks and also allow for online self service.
- IT Staff: A large portion of time for KCIT and DOA IT staff is currently spent keeping outdated systems running. The new system is expected to be easier to manage, easier to configure, and easier to support. Outdated systems are more vulnerable to outages and security breaches. Modernizing the system will result in fewer emergency situations for IT Staff.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DOA PTAS

1123944

5. BUDGET REQUEST BASIS

The current appropriation request of \$18M includes: \$234k to complete the planning and design phases of the project; \$14.8 for implementation and \$3M for contingency. The planning and design phases were initially estimated at \$896k, but due to extended Proof of Concept and extension of external consultant (Core MC2) the project needs another \$234k to reimburse KCIT for staff time and external consultant time. The \$14.8M will cover the costs of the technology solution (\$10M), KCIT resources (\$3.8M), DOA and Treasury TLT resources (\$820k), and Core MC2 (\$180k). The \$10M assumed for the solution is based on RFI responses. KCIT and Treasury provided inputs to the cost estimate. Note: a portion of the requested appropriation (\$234K) will be used to repay KCIT for the deferred costs incurred during the RFP phase of the project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

N/A -- The entire request will be bond-financed.

8. PROJECT STATUS

The PTAS Project hired a consultant to review DOA's business, technical, and functional requirements for a new PTAS system. Additionally, DOA conducted a Request for Information (RFI) and an RFP (Request for Proposal) and, by the time of Council approval, will have selected a suitable vendor for full system implementation. The scope for full implementation has not changed.

9. ALTERNATIVES ANALYSIS

A more detailed analysis will be provided once the vendor is selected. Generally, there are two options, a "vertical" approach provided by legacy vendors; or a "horizontal" approach using Microsoft Dynamics BPM.

10. OTHER AGENCY INVOLVEMENT

Implementation of a new PTAS will have an impact on DOA and Treasury's agency partners, Records and Licensing Services (RALS), the Department of Permitting and Environmental Review (DPER), and King County Information Technology (KCIT), including their Geographic Information Services (GIS) functions. The agencies noted below will be included in the project's kick-off meeting, integration planning meetings, project status meetings, and user acceptance testing. Timing for these activities is yet to be determined.

From a functionality perspective, RALS has an application which accesses DOA parcel information via a DOA IT provided web service. When the location of the web service changes, the URL within the RALS application will need to change. DOA IT also provides the web service which supports the GIS application called Parcel Viewer. The URL within Parcel Viewer will need to change, similar to the RALS application. Additionally, DOA IT pushes data to a GIS database; the database would need to allow access from the PTAS system. For DPER, DOA has access to a DPER SQL database to pull new construction permits. Permissions to the database would potentially need to change to allow the PTAS system access. Also, the new PTAS will be integrated with many KCIT supported systems such as Oracle EBS, iLinx Content & Document Storage, eTax, Active Directory, and Landmark (Recorder's Office).

11. ART ELIGIBILITY

IT project

12. EQUITY AND SOCIAL JUSTICE IMPACT

An equity impact review is required and will be completed by the end of 2018.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

14. OTHER CONSIDERATIONS (OPTIONAL)

CIO and PSB Critical Success Factors and Conditions:

- 1) EIR is required
- 2) PRB/CIO conditions

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DOA PTAS

1123944

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

- 1) This project will directly contribute to Effective Digital Systems by increasing value to taxpayers through high quality digital systems that meet their needs.
- 2) This project will also directly contribute to Data Driven objectives through improved workplace efficiency due to better performing business applications and reporting, better response to rapidly changing business needs, and allowing taxpayers to engage with King County where and when it is best for them.

16. PROJECT COMPLEXITY

The project has a total of 511 business requirements (90% driven by law) that span DOA and Treasury. There are seven re-hosted mainframe core applications that will be replaced, 27 DOA IT supported desktop applications to be replaced, migration from Excel spreadsheets to supported system tables, and nine web based applications to be updated.

Additional complexity is due to:

1. Integration with partner systems that will not be replaced.
2. Updates to Web applications that will not be replaced.
3. Data migration from legacy systems.
4. Decommission of the legacy applications and systems.
5. Significant change management efforts.

Mitigation: The project team will include a Data Architect, Integration Architect, and Software Quality Assurance Analysts to address the risks associated with the technical complexity. The County's expectation is that the selected vendor will have a technical team to assist in data and system integrations.

17. CAPACITY TO IMPLEMENT THE PROJECT

Prior Technology Projects: DOA CAMA system (RealProperty) is a native application built by DOA IT staff. Additionally, DOA assisted Core MC2 with the development of an iPad application, iRealProperty. Finally, DOA and Treasury were part of the re-hosted mainframe project.

Agency Leadership: The project is sponsored by King County Assessor John Wilson, DES Administrator Carolyn Whalen, and KCIT CIO Tanya Hannah. Agency staff allocated to the project include DOA IT resources, Treasury subject matter experts, and an external technical consultant (Core MC2) who will remain on the project through implementation.

Stakeholder Management: The project includes an Executive and Steering Committee which includes Agency leadership to help drive the success of this project.

KCIT support includes: IT PM, IT BA, Data Architect, and other technical resources.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DOA PTAS

1123944

18. PROJECT RISKS

HIGH RISK: Complexity

Replacing the complete set of interdependent applications with PTAS is a significant endeavor. Some existing software has been around for over 25 years, and significant knowledge and history has been accumulated over this period. Additionally, the systems have dependencies upon each other, so replacing any component in this system has a repercussion over other components.

Mitigation: Detailed plans for data migration, change management, implementation, and decommission.

HIGH RISK: Cost

The project has a designated budget which may not garner RFP responses from vertical vendors giving the county limited solutions to choose from.

Mitigation: Change management board established

HIGH RISK: Schedule

The project has a designated schedule of 24 months. This may be difficult to achieve given the complexity of the project.

Mitigation: Complete technical specifications in parallel to RFP process.

Finally, as with any project, availability of subject matter experts is always of concern. For PTAS, there are a few key subject matter experts within DOA and Treasury that may be retiring prior to the end of the project. This is a known and documented risk. DOA and Treasury are mitigating this risk through succession plans that are part of normal operations. Multiple people are being trained on the work processes performed by the people anticipated to retire.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

KCIT Regional Aerials

1124187

IT Project, TA

Department	PUBLIC HEALTH
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3771 OIRM CAPITAL PROJECTS
Class Code	STANDALONE
Substantial Completion	12/30/2016
Location	401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,993,238	(\$564,010)	\$0	\$0	\$1,429,228
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,993,238	(\$564,010)	\$0	\$0	\$1,429,228

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

EXPENSE KCIT Regional Aerials

1124187

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$48,167	\$0	\$0	\$0	\$0	\$48,167
4 Implementation	\$1,364,210	\$0	\$0	\$0	\$0	\$1,364,210
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$16,851	\$0	\$0	\$0	\$0	\$16,851
Total Expense	\$1,429,229	\$0	\$0	\$0	\$0	\$1,429,229

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$48,167	\$0	\$48,167
4 Implementation	\$0	\$0	\$1,364,210	\$1,993,238	\$1,364,210
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$16,851	\$0	\$16,851
Total	\$0	\$0	\$1,429,228	\$1,993,238	\$1,429,228

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$48,167)	\$0	\$0	(\$48,167)
4 Implementation	\$629,028	(\$564,010)	\$0	\$65,018
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	(\$16,851)	\$0	\$0	(\$16,851)
Total	\$564,010	(\$564,010)	\$0	\$0

NARRATIVES

KCIT Regional Aerials

1124187

1. CURRENT PROJECT SCOPE

King County Information Technology (KCIT) Regional Aerials Project was a continuation of the County's digital imagery acquisition program, which collects high-resolution orthophotography for the King County region at two- to three-year intervals to support the business needs. The project replaced the County's 2012 aerial imagery (vertical photos taken from aircraft which are geometrically corrected to create an accurate representation of the earth's surface). The project was completed in 2016.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The project replaced the county's 2012 aerial imagery which had aged beyond the desired two year replacement cycle established by the King County Geographic Information System Technical and Oversight committees. There had been significant development activity in King County since 2012 and the new imagery was needed to provide county agencies with a detailed view of up-to-date ground conditions to help make better informed decisions to serve the public. Aerial imagery is a key data component for agencies in performing mapping, query, analysis and decision-making in support of their business functions such as facilities management, natural resource conservation, property assessment, building permit and land development review, and situational awareness during emergency operations. For example, King County Assessments depends heavily on aerial imagery to determine changes to real property, and the Road Services Division uses the imagery to map maintained infrastructure increasing the accuracy of their asset inventory and reducing the need for field visits.

As the accuracy of the 2012 imagery diminished, land use decision making was going to suffer, emergency situational awareness was going to decline, needless site visits were to be scheduled, asset management was to suffer, property appraisal was to become more difficult, etc. The degradation was already impacting some groups due to rapid urban development changes impacting various infrastructure areas include utilities (due to asset relocation, impacting their maintenance and disaster response costs); planning and permitting; tax assessments; storm water runoff calculations; etc.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

KCIT Regional Aerials

1124187

4. PROJECT BENEFITS/OUTCOMES

- * Through regional collaboration, this project successfully replaced outdated KC GIS & Participant GIS Imagery and Data with current and higher quality imagery and data, and achieved 'substantially complete' implementation in December of 2016.
- * The updated imagery and data have enabled KC GIS and participant agencies to perform more accurate mapping, query, analysis and decision-making in support of their business functions, such as facilities management, natural resource conservation, property assessment, building permit and land development review, and situational awareness during emergency operations.
- * The total cost of the project was \$1,506,386. King County's cost share came to \$582,533 or 39% of the total. The target goal of a 60% cost reduction was met.
- * By taking a regional collaboration approach, both King County and the Participants received deeper pricing discounts than would be realized individually or through smaller volume projects.
- * This collaborative approach allowed product Quality Assurance, Project Management & Oversight, and Project Close-out costs to be shared by all the involved agencies.
- * Lower unit costs allowed KC and participants to maximize their budgets and avoid having to exclude highly desired deliverables, or on the other hand using savings to order 'nice to have' deliverables in addition to those needed.

5. BUDGET REQUEST BASIS

The project was completed and closed out by the Project Review Board. This is a request to disappropriate the unused budget authority.

6. FUNDING AND REVENUE DISCUSSION

N/A

7. OPERATING BUDGET AND OTHER IMPACTS

N/A

8. PROJECT STATUS

Completed.

9. ALTERNATIVES ANALYSIS

n/a

10. OTHER AGENCY INVOLVEMENT

n/a

11. ART ELIGIBILITY

IT project

12. EQUITY AND SOCIAL JUSTICE IMPACT

n/a

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

n/a

14. OTHER CONSIDERATIONS (OPTIONAL)

n/a

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	KCIT Regional Aerials	1124187
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DCHS DDD Financial System

1124221

IT Project, TA

Department	COMMUNITY AND HUMAN SERVICES
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3771 OIRM CAPITAL PROJECTS
Class Code	STANDALONE
Substantial Completion	02/28/2017
Location	401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$484,753	(\$190,490)	\$0	\$0	\$294,263
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$484,753	(\$190,490)	\$0	\$0	\$294,263

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

EXPENSE DCCHS DDD Financial System 1124221

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$31,390	\$0	\$0	\$0	\$0	\$31,390
2 Prelim Design	\$212,933	\$0	\$0	\$0	\$0	\$212,933
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$49,940	\$0	\$0	\$0	\$0	\$49,940
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$294,264	\$0	\$0	\$0	\$0	\$294,264

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$31,390	\$0	\$31,390
2 Preliminary Design	\$0	\$0	\$212,933	\$0	\$212,933
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$49,940	\$484,753	\$49,940
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$294,263	\$484,753	\$294,263

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$31,390)	\$0	\$0	(\$31,390)
2 Preliminary Design	(\$212,933)	\$0	\$0	(\$212,933)
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$434,813	(\$190,490)	\$0	\$244,323
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$190,490	(\$190,490)	\$0	\$0

NARRATIVES

DCHS DDD Financial System

1124221

1. CURRENT PROJECT SCOPE

Department of Community and Human Services (DCHS) Developmental Disabilities Division (DDD) Financial System Project had the objective of streamlining and automating data flow for the preparation of provider billing, fiscal reporting, and contract management by implementing a similar system currently used by the DCHS Mental Health, Chemical Abuse & Dependency Services (MHCADS) Division. The project was discontinued in early 2017.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

DCHS DDD supports people with developmental disabilities and their families, managing over ten different types of service provided by approximately 48 contractors with six different funding streams. The processes for preparing contractor billing, developing fiscal reports, and managing the contract process are manually intensive and involve multiple systems filled with repetitive procedures and error prone. DDD utilizes ClientTrack, a third party SQL-server, on-premise based client management system to track contracts and bill submittals. Contractors do not have access to ClientTrack, so they submit their billings to DCHS who then manually enters them into ClientTrack. There is no interface between ClientTrack and the county's financial system, Oracle EBS, so payment data must be manually entered into EBS.

4. PROJECT BENEFITS/OUTCOMES

The project documented current and future state workflows, documented the new requirements reflective of future state needs, and conducted a gap analysis to evaluate whether ClientTrack can be reconfigured to meet the new requirements.

The project was to develop a solution that would have provided contractors a way to enter billing information directly into the billing database via a web-based interface, as well as provide enhanced reporting capabilities for analysis and decision making. Due to concerns with the vendor's ability to deliver a timely and responsive product, the CIO, in consultation with the PRB and the agency sponsor, determined that it was in the County's best interest to discontinue this project. DCHS will come back with a future request for a new project to complete this work. The business rules developed as part of this project will be used for a future procurement process to solicit a new vendor.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DCHS DDD Financial System

1124221

5. BUDGET REQUEST BASIS

This is a request to disappropriate the project's remaining, unused budget authority. The project has been closed out by the Project Review Board.

6. FUNDING AND REVENUE DISCUSSION

N/A

7. OPERATING BUDGET AND OTHER IMPACTS

N/A

8. PROJECT STATUS

Completed.

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

N/A

11. ART ELIGIBILITY

IT project

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES BRC EBS Upgrade

1126544

IT Project, TA

Department	EXECUTIVE SERVICES
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3771 OIRM CAPITAL PROJECTS
Class Code	STANDALONE
Substantial Completion	02/28/2017
Location	401 5th Ave, Seattle 98104
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$5,519,433	(\$2,787,878)	\$0	\$0	\$2,731,555
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$5,519,433	(\$2,787,878)	\$0	\$0	\$2,731,555

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

EXPENSE DES BRC EBS Upgrade 1126544

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$78,309	\$0	\$0	\$0	\$0	\$78,309
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$1,076,132	\$0	\$0	\$0	\$0	\$1,076,132
5 Closeout	\$1,577,020	\$94	\$0	\$0	\$0	\$1,577,114
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$2,731,460	\$94	\$0	\$0	\$0	\$2,731,554

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$78,309	\$0	\$78,309
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$1,076,227	\$5,519,433	\$1,076,132
5 Closeout	\$0	\$0	\$1,577,020	\$0	\$1,577,114
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$2,731,556	\$5,519,433	\$2,731,555

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$78,308)	\$0	\$0	(\$78,308)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$4,443,301	(\$2,787,878)	\$0	\$1,655,423
5 Closeout	(\$1,577,114)	\$0	\$0	(\$1,577,114)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$2,787,879	(\$2,787,878)	\$0	\$1

NARRATIVES

DES BRC EBS Upgrade

1126544

1. CURRENT PROJECT SCOPE

Department of Executive Services (DES) Business Resource Center (BRC) EBS Upgrade Project upgraded the County's Oracle EBS system from version 12.1.3 to 12.2.5 and replaced the aging hardware infrastructure (EBS servers and disk storage controllers). The upgrade allowed the County to renew premier vendor support for its financial system. Additionally, the project updated existing EBS tools: Discoverer and BI Publisher, improving their performance. The project was completed in 2017.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

King County implemented Oracle EBS in 2012 and needed to upgrade to the existing release to keep current and ensure maximum benefit to the county for its investment. King County's version of Oracle EBS was to enter extended support in January 2017. Oracle follows a 5 year/3 year support policy, meaning that they provide premiere support for 5 years from the general availability release date followed by 3 years of extended support for an additional cost. Incremental cost increases are applied each year extended support is leveraged.

The EBS servers and storage were acquired in Q1 2009, with additional servers in Q1 2011. At the time the project was requested, the servers were reaching their maximum lifespan and needed to be replaced. BRC needed to improve system performance and plan for peak period loads that happen between December and early March each year. Additionally, BRC/County had exceeded the capacity of the disk storage controllers. These were often running at 100% load impacting all EBS instances. There were constant disk usage and CPU alerts. Oracle experts had told BRC that the County had maxed out our CPU utilization at 75% of the time and they also noted that disk I/O performance was challenged. The EBS servers needed more upgraded processors. The storage system needed to be replaced to address the disk bottleneck issues.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DES BRC EBS Upgrade

1126544

4. PROJECT BENEFITS/OUTCOMES

The project was completed in 2017. Some of the achieved benefits include:

- Continued vendor support for the County's financial system
- Reduced security risks associated with older Java versions that had to be used due to the old version of Discoverer
- Significant improvement of system performance including improved reporting performance and reduction in time to complete EBS jobs
- Reduced infrastructure management costs for BRC while improving response times for hardware configuration changes
- Reduced support requirements for KCIT

5. BUDGET REQUEST BASIS

This is a disappropriation request. The project was completed and closed out by the Project Review Board. The project was implemented under budget.

6. FUNDING AND REVENUE DISCUSSION

\$1.3 million will be transferred back to the BRC fund 5490 and \$1.5 million will stay in fund 3771 to be used for the DES BRC Reporting Project 1126545.

7. OPERATING BUDGET AND OTHER IMPACTS

n/a

8. PROJECT STATUS

Completed.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

IT project

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

- Effective digital systems
- IT mobility
- Workforce empowerment

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES BRC EBS Upgrade	1126544
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

PSB PIC Green Bldg Module

1127457

IT Project, TA

Department	COUNTY EXECUTIVE
Council District(s)	
Fund	3771 OIRM CAPITAL PROJECTS
Class Code	STANDALONE
Substantial Completion	06/15/2018
Location	401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$80,000	(\$21,668)	\$0	\$0	\$58,332
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$145,000	(\$145,000)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$225,000	(\$166,668)	\$0	\$0	\$58,332

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

EXPENSE PSB PIC Green Bldg Module 1127457

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$49,388	\$0	\$0	\$0	\$0	\$49,388
2 Prelim Design	\$8,944	\$0	\$0	\$0	\$0	\$8,944
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	\$58,333	\$0	\$0	\$0	\$0	\$58,333

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$49,388	\$0	\$49,388
2 Preliminary Design	\$0	\$0	\$8,944	\$80,000	\$8,944
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$0	\$145,000	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$58,332	\$225,000	\$58,332

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$49,388)	\$0	\$0	(\$49,388)
2 Preliminary Design	\$71,056	(\$21,668)	\$0	\$49,388
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$145,000	(\$145,000)	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$166,668	(\$166,668)	\$0	\$0

NARRATIVES

PSB PIC Green Bldg Module

1127457

1. CURRENT PROJECT SCOPE

Performance, Strategy, and Budget (PSB) Project Information Center (PIC) Green Building Module Project had the objective of improving the County's capacity to implement the King County Green Building Ordinance 17709 adopted by the County Council in 2013. The project was to set up a centralized database to collect and store green building rating checklists with data sorting, filtering, and extraction functionalities utilizing the County's existing capital budget and reporting system, PIC. The project was discontinued on determination that another system, PRISM, which several parts of the Department of Natural Resources and Parks (DNRP) already use for green building reporting purposes, should be expanded for broader County use.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

The County needs a centralized database to efficiently fulfill the reporting requirements under the Green Building Ordinance. Such database would eliminate the current paper-based system, improve the accuracy of total number of capital projects and compliance of those projects, enable the ability to roll up reporting information and produce quantitative results needed for annual reports and performance measures, and institutionalize a location that documents how capital projects are implementing the Green Building Ordinance. The current process of tracking hundreds of capital projects from multiple divisions and determining project compliance is very time consuming. In addition, it is difficult to roll up existing information to obtain quantitative countywide results. There is no easy mechanism to sort, search or view all projects.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

PSB PIC Green Bldg Module

1127457

4. PROJECT BENEFITS/OUTCOMES

The primary benefits sought by the project included:

- 1) Improved transparency in green building and sustainable development implementation by producing quantitative results,
- 2) Less time for projects managers and other involved staff to complete and collect reporting requirements, and
- 3) Reduced reliance on side-systems.

Other benefits included:

- * Cost avoidance from time spent collecting reports from multiple divisions and all project managers, verifying correct documents are received, and matching Scorecards with annual reporting forms,
- * Improved accuracy of data reported,
- * Improved transparency of green building and sustainable development implementation,
- * Increased consistency in reporting,
- * Improved ability to monitor program compliance and address audit concerns.

5. BUDGET REQUEST BASIS

This request is to disappropriate the unused budget appropriation. The project was discontinued by PRB.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

The project was discontinued in early 2018. The project sponsor and PRB determined that the PRISM capital system will be used for Green Building Module data collection and reporting requirements. The majority of current PRISM users are familiar with green building reporting and utilize the system for the annual reporting. DNRP will add users to create one streamlined process rather than pursuing the IT option.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

IT project

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	PSB PIC Green Bldg Module	1127457
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DAJD Distributed Antenna Network Phase III (DAJD DAN Phase III)

1129762

IT Project

Department	ADULT AND JUVENILE DETENTION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3771 OIRM CAPITAL PROJECTS
Class Code	STANDALONE
Substantial Completion	12/31/2019
Location	500 5TH AVE, Seattle 98104: King County Correctional Facility
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,052,755	\$809,811	\$0	\$0	\$1,862,566
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,052,755	\$809,811	\$0	\$0	\$1,862,566

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$809,811	\$0	\$0	\$809,811
Total Revenue	\$809,811	\$0	\$0	\$809,811

EXPENSE DAJD DAN Phase III 1129762

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$8,980	\$0	\$0	\$0	\$0	\$8,980
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$552,138	\$1,301,448	\$0	\$0	\$1,853,586
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$8,980	\$552,138	\$1,301,448	\$0	\$0	\$1,862,566

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$36,878	\$0	\$8,980
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$0	\$1,052,755	\$552,138
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$36,878	\$1,052,755	\$561,118

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$8,980)	\$0	\$0	(\$8,980)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$500,617	\$809,811	\$1,301,448	\$8,980
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$491,637	\$809,811	\$1,301,448	\$0

NARRATIVES

DAJD DAN Phase III

1129762

1. CURRENT PROJECT SCOPE

Department of Adult and Juvenile Detention (DAJD) Distributed Antenna Network (DAN) Phase III is a follow-on effort to DAN Phase I and DAN Phase II. All three projects were scoped to eliminate the 800 MHz communication "dead spots" throughout the King County Correctional Facility (KCCF) and connect the facility to the Seattle Simulcast System. The dead spots (in areas such as the elevators and stairwells) do not allow DAJD staff to communicate with KCCF's Central Control, resulting in a public safety issue. Completed in 2012, DAN Phase I provided the design for a small scale proof of concept and addressed the 800 MHz "dead spots" on floors 1-3. Completed in 2016, DAN Phase II addressed the dead spots on floors 5-7. DAN Phase III will address the remaining floors 4 and 8-12, replace the equipment on floors 1-3 and 5-7, and connect to the Seattle Simulcast System, which will serve all 12 floors of the building. The connection to the Seattle Simulcast System will enable DAN to transition to the PSERN system when PSERN goes live.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

DAJD has experienced radio communication ineffectiveness, or "dead spots" within KCCF. The "dead spots" in the building do not allow DAJD staff to effectively communicate with KCCF's Central Control during critical and emergent situations, resulting in a staff and public safety issue. At the time of the original budget request for DAN III, DAN Phase I and II had installed a distributed antenna system on floors 1-3 and 5-7, leaving floors 4 & 8-12 that still needed compatible 800MHz communication. The hardware vendor for Phase I and II went out of business in Oct. 2016. There is no support available in the event that the equipment needs to be repaired or replaced and there's no support for the changes required to transition to PSERN in 2020.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DAJD DAN Phase III

1129762

4. PROJECT BENEFITS/OUTCOMES

This project will significantly improve the safety of our operations by standardizing the 800 MHz communication capabilities within KCCF. This project will install a distributed antenna system on floors 4 & 8-12 and replace the equipment on floors 1-3 and 5-7 which will enable KCCF to be connected to the Seattle Simulcast system that provides the capacity to support our broader set of customers including Seattle Police, King County Sheriff, Seattle Firefighters, and other broader emergency services. Connection to the Seattle Simulcast System will also enable radio coverage to continue to be available within KCCF after PSERN goes live in 2020.

Expected measurable results:

1. Radio coverage is available on floors 1-12 as well as the related stairwells and elevators.
2. Vendor support will be available for the equipment on floors 1-12.
3. Talk groups will increase from 8 to 20 channels.

5. BUDGET REQUEST BASIS

The estimated total cost at completion has increased to \$1,862,566. This includes a 20-percent contingency. The cost increase is due to adding to the Phase III scope floors 1-3 and 5-7 (which were previously covered in DAN I and DAN II but have since lost vendor support) and floor 4 (which was not included in the prior projects due to the belief that the signal from the adjacent floors would be strong enough to cover the floor). The hardware and related consulting costs are based on estimates from the professional engineering firm that designed the system. KCIT labor costs are based on KCIT project management and radio labor rates. DAJD escort costs were estimated based on prior history. Consultant labor costs were calculated based on the average labor rate adjusted for a medium-security facility with escort. Non-labor costs include other equipment and were based on the list price. This additional authority will be used in the implementation and closeout phases of the project.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

No significant impact on the operating budget is anticipated.

8. PROJECT STATUS

Phase of the Project: Design

Major milestones completed to date:

- Project Kick-off - November 2017
- Project Initiation - January 2018
- Design services contract signed - January 2018

Current Project Status - on track

9. ALTERNATIVES ANALYSIS

The following alternatives were considered:

A. Utilize the Hatfield and Dawson consulting firm and complete the full scope as defined. Builds on what has already been implemented by DAN Projects I & II. Provides DAJD and other King County departments with an 800MHz infrastructure that will support known present and planned communication requirements. Preferred solution (long-term, low risk solution; supported by DAJD and the KCIT Regional Radio Service; higher cost due to connection to the Seattle Simulcast System).

B. Implement DAN Phase III excluding the linkage to Seattle Simulcast System. DAN III would rely on the existing King County repeater located in the Courthouse to support the KCCF 800 MHz communication until PSERN goes live (a lower cost alternative but a short-term solution as King County will eventually need to swing over to the Seattle Simulcast System).

C. Do Nothing – Continue to use the existing 800MHz capability, which would imply that 800 MHz communication risks will be unmitigated.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DAJD DAN Phase III

1129762

10. OTHER AGENCY INVOLVEMENT

The project will connect the in-building system to the City of Seattle's Simulcast System. The project has been in communication with the City. In addition, the project is coordinating with the County's Enhanced Wireless Project in order to reduce escort costs.

11. ART ELIGIBILITY

IT project

12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

14. OTHER CONSIDERATIONS (OPTIONAL)

CIO and PSB Critical Success Factors:

- 1) Coordinate with the Enhanced Wireless for MRJC and Downtown buildings so escort costs across two projects can be minimized. Provide to PRB an integrated schedule for all three projects.
- 2) CIO/PRB conditions.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

The project will address the strategic initiative of IT Mobility by improving the operability and performance of the mobile hand-held radios that are utilized by DAJD staff and emergency personnel. This project will support the transition to the new, state of the art public safety radio communications system, the Puget Sound Emergency Radio Network (PSERN). The project will also address the Effective Systems objective by replacing equipment that is no longer supported. This reduces the risk of failure of infrastructure equipment and components due to lack of vendor support.

16. PROJECT COMPLEXITY

This project complexity is low. The project approach that was used to successfully complete Phase I and II is being used for Phase III. The engineering firm that designed the original distributed antenna network was hired to update the design for Phase III.

17. CAPACITY TO IMPLEMENT THE PROJECT

- Prior Technology Projects: This is Phase III of the implementation. The previous 2 phases were completed successfully.
- Agency Leadership: The project is sponsored by DAJD Director William Hayes and is supported by the KCCF Commander and the Administrative Captain.
- KCIT support includes: IT Project Manager and IT Radio Communication Specialists

18. PROJECT RISKS

1. The project schedule including start/end dates and project duration may be delayed due to competing demands for KCIT resources, vendor availability, and stipulations around coordination with KCCF operations. Mitigation: The implementation schedule will be determined when the contract is negotiated with the vendor with input from DAJD and KCIT resource managers so that all parties are aware of the dates that resources need to be available. The project includes a 20% contingency that should address this risk if the mitigation is unsuccessful.

2. The hardware vendor may go out of business. Mitigation: A much larger hardware vendor (Cobham) that is publicly traded on the London Stock Exchange was recommended by the design vendor. Communication systems are one sector of Cobham's diverse business portfolio. Cobham was also selected to supply the distributed antenna system hardware for the Sound Transit tunnel project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DAJD Jail Management System

1129763

IT Project

Department	ADULT AND JUVENILE DETENTION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3771 OIRM CAPITAL PROJECTS
Class Code	STANDALONE
Substantial Completion	12/31/2020
Location	500 5TH AVE, Seattle 98104: King County Correctional Facility
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$12,189,034	\$3,933,612	\$0	\$0	\$16,122,646
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$12,189,034	\$3,933,612	\$0	\$0	\$16,122,646

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39199 - DEBT PROCEEDS TRANSFER	\$3,933,612	\$0	\$0	\$3,933,612
Total Revenue	\$3,933,612	\$0	\$0	\$3,933,612

EXPENSE DAJD Jail Management System 1129763

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$363,297	\$0	\$0	\$0	\$0	\$363,297
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$506,529	\$1,692,143	\$17,480,677	\$0	\$0	\$19,679,349
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$869,826	\$1,692,143	\$17,480,677	\$0	\$0	\$20,042,646

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$363,297	\$428,083	\$0	\$363,297
2 Preliminary Design	\$0	\$0	\$2,847	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$19,679,349	\$1,052,517	\$12,189,034	\$2,198,672
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$20,042,646	\$1,483,447	\$12,189,034	\$2,561,969

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$363,297)	\$0	\$0	(\$363,297)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$9,990,362	\$3,933,612	\$17,480,677	(\$3,556,703)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$9,627,065	\$3,933,612	\$17,480,677	(\$3,920,000)

NARRATIVES

DAJD Jail Management System

1129763

1. CURRENT PROJECT SCOPE

Department of Adult and Juvenile Detention (DAJD) Jail Management System (JMS) project will replace dozens of disjointed applications that have been in place since 1974 and hundreds of highly inefficient, manual processes with a new, comprehensive and integrated jail management system that will help DAJD to achieve more effective and efficient jail operations. For example, the new system will automate calculation of inmate release date, increase data accuracy, and reduce time spent on locating files and manual processing.

2. PROGRAMMATIC PROJECT DISCUSSION

n/a

3. PROJECT JUSTIFICATION

DAJD's ability to effectively provide adult and juvenile detention services and alternatives to secure detention is its highest priority and is negatively impacted by

- Staff time wasted from redundant data entry in multiple systems
- Inefficient business processes due to a mix of computer and hand-written steps
- High infrastructure and support costs due to antiquated systems
- Not meeting essential service 24-hr disaster recovery requirement

DAJD currently operates with ~40 automated interfaces, which will either become obsolete or will have to be modified to adapt to the new JMS. Failure to modify these crucial interfaces will produce a massive disruption to jail & partner operations and require implementation of manual processes.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DAJD Jail Management System

1129763

4. PROJECT BENEFITS/OUTCOMES

1. Reduction of the risk of imminent system failure is the primary benefit for this project. DAJD estimates that the current SIP/SeaKing systems are reaching a critical stage. These 40 year old systems were developed using the COBOL programming language and developed for mainframe data systems. Neither of these technologies are supported by mainstream developers. Currently KCIT supports these systems internally, however, the key personnel performing this support are nearing retirement or have the potential to leave KCIT employment at any time. The loss of this support would be problematic for DAJD and the agencies integrated with SIP/SeaKing.

2. The proposed JMS will reduce IT investment costs by reducing the current number of applications and systems currently in use by DAJD that have O&M cost incurred from KCIT. DAJD should realize an estimated saving of \$500,000 annually. DAJD should realize these saving within the first year of new JMS implementation planned for Q4 2020.

Expected outcomes:

1. Reduced risk of legacy system failures
2. Improved operational efficiency across jail operations (i.e., improved business processes; transition from paper to electronic workflow; and reduction of time spent entering data, fixing errors, locating pertinent offender information found on paper documents or log books; calculating accurate inmate good time, assessing inmate classification and offender risk, etc.)
3. Improved visibility to operational data
4. Reduced integration complexity and cost
5. Maintain current data exchanges (uninterrupted) with partner agencies after the new JMS is deployed

5. BUDGET REQUEST BASIS

The Council approved \$3.92 million--half of the requested amount--in the 2017-2018 3rd Omnibus. This biennial budget request covers the remaining half. The additional budget is needed to cover (i) an increase in the vendor costs, which are re-estimated based on the bids received in response to a completed RFP, (ii) costs not included in the previous estimate (updating partner systems and standardizing/cleansing the rehosted mainframe data), and (iii) other costs previously underestimated (implementation of a modern interface approach that reduces ongoing support and KCIT resources). This appropriation will be used in the project's implementation and closeout phases.

6. FUNDING AND REVENUE DISCUSSION

The project is being bond funded.

7. OPERATING BUDGET AND OTHER IMPACTS

The implementation of the JMS will reduce the costs of IT support and interface changes and enhancements (around \$500K/year), allowing DAJD to focus its resources on its core business.

8. PROJECT STATUS

Ongoing. The project is in preliminary design. Major milestones completed to date include:

- Advertised RFI & Conducted Demonstrations - May 2017
- Procured third-party Quality Assurance Vendor - July 2017
- Performed Analysis and Documentation of Current Business Requirements - September 2017
- Met with Partners to Document Current and Desired Data Exchanges and Interfaces - September 2017
- Advertised RFP - October 2017
- Received 5 proposals from 3 vendors - Feb 2018
- Announced apparent successful proposer - June 2018

9. ALTERNATIVES ANALYSIS

The project reviewed five alternatives received in response to the recently completed RFP and selected Tribridge Offender 360, based on the Dynamics 365 platform and hosted in the MS Government Cloud. The evaluation scoresheets have been provided to the County's Procurement.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DAJD Jail Management System

1129763

10. OTHER AGENCY INVOLVEMENT

The project has been coordinating with the following county partner agencies that will be impacted by the new JMS:

- Superior Court
- Prosecuting Attorney's Office
- District Court
- Judicial Administration
- Jail Health Services
- AFIS
- DCHS

11. ART ELIGIBILITY

IT project

12. EQUITY AND SOCIAL JUSTICE IMPACT

The new JMS will improve DAJD's access to operational data to help with ensuring equitable access to services and other Equity and Social Justice initiatives (e.g., program access, etc.). An equity impact review is required for this project and will be completed before the end of 2018.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

n/a

14. OTHER CONSIDERATIONS (OPTIONAL)

Implementation of the new JMS provides DAJD with a huge opportunity to further increase operational efficiency with their criminal justice partners by developing new interfaces as well as sharing more data which is currently not possible due to technological constraint. Here are examples of new data exchanges that could be developed as part of the new JMS implementation. The benefiting agencies are in parenthesis.

1. FBI# and SID# for every detainee (DAJD): Reduces risk of wrongful detainment, errors in housing, and sentencing.
2. Fingerprint confirmation (DAJD): Quickly identify detainees against records outside the County jails during booking and before releasing them.
3. Commitments and pre-commitment orders (KCDC,DAJD): Do away with faxes and print outs.
4. Inmates/offenders custody status (DJA,DAJD,PAO): Sharing data proactively thereby reducing manual intervention like preventing KCDC from issuing warrants for people in custody
5. Bail bond data (DJA,DAJD,PAO): Sharing data proactively thereby reducing manual intervention
6. Credit for time served (KCDC,DAJD,KCSC): No manual intervention in requesting, calculating and sending back this data to the partners.
7. Court documents (DJA,DAJD,KCDC): Direct link to documents generated by different courts; Eliminate the need to verify data from various sources.
8. Airborne and Contact Isolation/Medical Alerts (DAJD,JHS): Notification to alert operations about critical medical needs requiring immediate medical intervention for detainees.
9. Tentative Release Date; Facility Location for Juvenile; Homelessness status; Latino and Transgender status (DCHS,DAJD): All these new data exchanges would help DCHS coordinate with their providers more proactively to provide mental health and substance abuse services to the detainees leading to an overall reduction in the jail use.

DPD is gearing up to implement a new system for their agency to better serve the inmates. They will soon be requesting funding from the Council for this effort and funding for developing interface with DAJD to get all the necessary details will be a part of that project. However, in the interim, DAJD will work with DPD to create reports in the new JMS and send them to DPD for their daily operations like booking recap, release recap, and location/facility for juvenile.

CIO and PSB Critical Success Factors and Conditions:

- 1) EIR is to be completed before the end of 2018
- 2) CIO/PRB conditions

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DAJD Jail Management System

1129763

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

The JMS system will support the "Effective Digital Systems" objective by:

1. Eliminating unnecessary operational and labor costs for replacing existing automated data exchanges with manual processes by developing a comprehensive and robust data exchange system.
2. Streamlining communications in the shared business processes between DAJD and partner agencies.
3. Automating and streamlining juvenile detention processes to provide quality and comprehensive services to youth.
4. Enabling the exchange of data in a standardized format with lower risk.

16. PROJECT COMPLEXITY

High technical complexity due to:

1. Integration with partner systems and DAJD systems that will not be replaced
2. Updates to DAJD systems that will not be replaced
3. Data migration from the legacy systems
4. Decommission of the legacy systems
5. Compliance with CJIS requirements
6. Essential service that must be recoverable within 24 hours

MITIGATION: The project team includes a Data Architect, Integration Architect, and Software Quality Assurance Analysts to address the risks associated with the technical complexity.

High business complexity due to:

1. Significant change management effort to re-engineer jail management processes
2. Complex stakeholder environment that includes internal and external partners and 13 collective bargaining units
3. 24 x 7 x 365 operation with ~900 uniformed and administrative staff

MITIGATION: The change management and communications efforts are being led by DAJD's Sr. Business Analyst with support from 5 FTEs from DAJD operations.

17. CAPACITY TO IMPLEMENT THE PROJECT

Prior Technology Projects: The successful mainframe re-host project to move DAJD's primary applications and data from mainframe technologies into up-to-date technologies was completed in 2015. The lessons learned from this project were used to determine the agency resources that needed to be dedicated to the JMS project.

Agency Leadership: The project is sponsored by DAJD Director William Hayes and is supported by all levels of DAJD management and is welcomed throughout the organization. The agency staff allocated to the project are a dedicated Senior Business Analyst, 5 FTE staff.

Stakeholder Management: The project includes an Executive and Steering Committee as well as a Stakeholder Communications Committee. An external quality assurance firm is also tracking the project throughout its lifecycle and reporting on the various progress and risks along the way.

KCIT support includes: IT PM, IT BA, Data Architect, and other technical resources.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DAJD Jail Management System

1129763

18. PROJECT RISKS

1. (HIGH) Multiple partners need to adapt and change their systems to continue to exchange data with the JMS using new, modern technologies and the partners' development schedule may not be aligned with DAJD's schedule.

MITIGATION: Communications with partners began in July 2017 and a work group will be established in Q3 2018 to provide a forum for ongoing communication and coordination of the timeline for development and testing.

2. (HIGH) There is significant scope for the vendor to replace multiple legacy systems, implement new interfaces, and address data conversion requirements and the vendor may not perform as expected.

MITIGATION: An extensive vendor evaluation process was followed to select the vendor. The vendor contract will include liquidated damages to address performance issues. An Agile process will be followed that encourages a high level of collaboration between DAJD, KCIT, and the vendor as well as enables the review of deliverables at regular intervals.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	KCIT ITS EQUIPMENT REPLACEMENT
Substantial Completion	
Location	401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$4,849,469	\$1,841,000	\$4,506,258	\$1,841,000	\$13,037,727
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$4,849,469	\$1,841,000	\$4,506,258	\$1,841,000	\$13,037,727

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$2,665,258	\$0	\$2,665,258
39753 - CONTRIB ITS	\$1,841,000	\$1,841,000	\$1,841,000	\$5,523,000
Total Revenue	\$1,841,000	\$4,506,258	\$1,841,000	\$8,188,258

EXPENSE KCIT DSS REPLACEMENT 1047605

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$1,363,291	\$0	\$0	\$0	\$0	\$1,363,291
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$1,962,263	\$1,523,915	\$1,841,000	\$4,506,258	\$1,841,000	\$11,674,436
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$3,325,554	\$1,523,915	\$1,841,000	\$4,506,258	\$1,841,000	\$13,037,727

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$1,400,940	\$0	\$1,363,291
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$1,962,263	\$4,849,469	\$3,486,178
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$3,363,203	\$4,849,469	\$4,849,469

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$1,363,291)	\$0	\$0	(\$1,363,291)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$1,363,291	\$1,841,000	\$1,841,000	\$1,363,291
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,841,000	\$1,841,000	\$0

NARRATIVES

KCIT DSS REPLACEMENT

1047605

1. CURRENT PROJECT SCOPE

King County Information Technology (KCIT) Distributed System Services (DSS) Replacement Project will replace enterprise infrastructure equipment and agencies' server systems that are at the end of their expected useful life.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This equipment replacement project is in line with KCIT's internal policies and industry best practice related to replacing capital equipment that has reached the end of its useful life.

4. PROJECT BENEFITS/OUTCOMES

The project will replace end of life equipment in order to prevent business disruptions due to equipment failure.

5. BUDGET REQUEST BASIS

The request amount is based on the 2019-2020 funding available for infrastructure equipment replacement. End-of-life equipment will be replaced in the order of its business priority and criticality up to \$1,841,000 being requested in this budget. A detailed inventory list planned for replacement is provided as supplemental documentation.

6. FUNDING AND REVENUE DISCUSSION

KCIT rate in 2019-2020 and outyears, plus fund balance in 2021.

7. OPERATING BUDGET AND OTHER IMPACTS

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	KCIT DSS REPLACEMENT	1047605
8. PROJECT STATUS		
On-going equipment replacement capital project		
9. ALTERNATIVES ANALYSIS		
Equipment replacement decisions are made based on the life cycle of the asset, funding availability, business priorities, and risk factors.		
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)		
Planned replacement: 1. DOT's OBS system replacement in 2019. 5 servers + 1 Netapp = \$315,000 - Replace in Q3 2019 2. DNR's Paradigm server system replacement at 12 sites but need 15 servers total @ \$12k ea. = \$180,000 - Replace in Q2 2019 3. DRNP's Video system replacement at 12 sites but need 18 servers total @ \$17k ea. = \$306,000.00 - Replace in Q1,2,3,4 of 2019 4. Virtual Server Environments (Assumes that 820 VM's in the hardware purchased in 2016) a. Vmware (Non-Hyper-V environment) = \$50,000.00 - Replace 2 servers in Q1 2019 b. Oracle Database environment = \$70,000.00 - Replace 2 servers in Q3 2020 c. PKI environment (2 physical) = \$20,000.00 - Replace 2 servers in Q2 of 2019 5. Storage = \$300,000 - Replace 2 nodes in Q2 2019 6. Backup = \$600,000 to replace the altavaults - Replace 4 altavaults in Q2 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	KCIT ITS EQUIPMENT REPLACEMENT
Substantial Completion	
Location	401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$6,252,369	\$1,500,000	\$1,500,000	\$1,500,000	\$10,752,369
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$6,252,369	\$1,500,000	\$1,500,000	\$1,500,000	\$10,752,369

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39753 - CONTRIB ITS	\$1,500,000	\$1,500,000	\$1,500,000	\$4,500,000
Total Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$4,500,000

EXPENSE KCIT WAN REPLACEMENT 1047610

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$33,504	\$0	\$0	\$0	\$0	\$33,504
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$4,616,043	\$1,602,822	\$1,500,000	\$1,500,000	\$1,500,000	\$10,718,865
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$4,649,547	\$1,602,822	\$1,500,000	\$1,500,000	\$1,500,000	\$10,752,369

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$33,905	\$0	\$33,504
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$4,771,675	\$6,252,369	\$6,218,865
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$4,805,580	\$6,252,369	\$6,252,369

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$33,504)	\$0	\$0	(\$33,504)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$33,504	\$1,500,000	\$1,500,000	\$33,504
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,500,000	\$1,500,000	\$0

NARRATIVES

KCIT WAN REPLACEMENT

1047610

1. CURRENT PROJECT SCOPE

King County Information Technology (KCIT) Wide Area Network (WAN) Replacement Project will replace enterprise network equipment that are at the end of expected useful life.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

The project is to 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

The request is to replace end of life enterprise network equipment in order to prevent potential business disruptions due to equipment failure.

5. BUDGET REQUEST BASIS

The request amount is based on the 2019-2020 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	KCIT WAN REPLACEMENT	1047610
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		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

KCIT IP Fax Service Project

1124575

IT Project, TA

Department	INFORMATION TECHNOLOGY
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3781 ITS CAPITAL
Class Code	STANDALONE
Substantial Completion	12/04/2017
Location	401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$120,000	(\$2,283)	\$0	\$0	\$117,717
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$120,000	(\$2,283)	\$0	\$0	\$117,717

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

EXPENSE KCIT IP Fax Service Project 1124575

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$30,619	\$0	\$0	\$0	\$0	\$30,619
2 Prelim Design	\$87,098	\$0	\$0	\$0	\$0	\$87,098
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	\$117,717	\$0	\$0	\$0	\$0	\$117,717

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$30,619	\$0	\$30,619
2 Preliminary Design	\$0	\$0	\$87,098	\$0	\$87,098
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$0	\$120,000	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$117,717	\$120,000	\$117,717

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$30,619)	\$0	\$0	(\$30,619)
2 Preliminary Design	(\$87,098)	\$0	\$0	(\$87,098)
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$120,000	(\$2,283)	\$0	\$117,717
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$2,283	(\$2,283)	\$0	\$0

NARRATIVES

KCIT IP Fax Service Project

1124575

1. CURRENT PROJECT SCOPE

King County Information Technology (KCIT) IP Fax Service Project procured and implemented a modern, digital, countywide IT Fax Service, decommissioning and retiring the County's physical fax machines that were migrated to the IT fax service. This project was completed in 2017.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

Machine-based faxing is an outdated technology originally invented in 1843. Almost all organizations have chosen to replace fax machines over the past 25 years. Modern technology enables online (IP) fax services, which both transmit and receive documents in a digital format. This reduces the risk of having confidential hard copy documents exposed to unauthorized access. Inbound documents are routed to a recipient's workstation, where they can be saved, archived, and/or printed. Outbound documents can be sent digitally from a workstation, or scanned and sent from a printer/scanner. Adopting such technology enhances user operations and capabilities, enables a more mobile workforce, reduces environmental impact, and allows the County to reduce the fax telephony infrastructure, hardware, and associated maintenance costs. The average life-cycle replacement for fax machines is 5-7 years.

4. PROJECT BENEFITS/OUTCOMES

- Converted 293 lines or 36% of total to the IP Fax solution
- Decommissioned 344 lines or 42% of total, saving an average of \$6,880 a month
- Fax services remaining on-site 168 lines or 21% of total

5. BUDGET REQUEST BASIS

This request is to disappropriate an unused appropriation balance from a completed project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	KCIT IP Fax Service Project	1124575
6. FUNDING AND REVENUE DISCUSSION		
7. OPERATING BUDGET AND OTHER IMPACTS		
8. PROJECT STATUS		
Completed.		
9. ALTERNATIVES ANALYSIS		
10. OTHER AGENCY INVOLVEMENT		
11. ART ELIGIBILITY		
IT project		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	KCIT ITS EQUIPMENT REPLACEMENT
Substantial Completion	
Location	401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$691,456	\$691,456	\$691,456	\$691,456	\$2,765,824
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$691,456	\$691,456	\$691,456	\$691,456	\$2,765,824

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39753 - CONTRIB ITS	\$691,456	\$691,456	\$691,456	\$2,074,368
Total Revenue	\$691,456	\$691,456	\$691,456	\$2,074,368

EXPENSE KCIT I-Net ER 1129570

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$691,456	\$691,456	\$691,456	\$691,456	\$2,765,824
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$691,456	\$691,456	\$691,456	\$691,456	\$2,765,824

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$691,456	\$691,456
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$691,456	\$691,456

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

1. CURRENT PROJECT SCOPE

King County Information Technology (KCIT) Institutional Network (I-Net) Equipment Replacement (ER) Project will replace I-Net equipment that are approaching the anticipated end of life.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

The project is to 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

The request is to replace end of life equipment in order to prevent business disruptions due to equipment failure.

5. BUDGET REQUEST BASIS

The request amount is based on the 2019-2020 funding available for I-Net equipment replacement. Equipment at the end of life will be replaced in the order of business priority and criticality. A detailed inventory planned for replacement is provided as part of supplemental documentation.

6. FUNDING AND REVENUE DISCUSSION

I-Net rate

7. OPERATING BUDGET AND OTHER IMPACTS

N/A

8. PROJECT STATUS

Ongoing equipment replacement project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	KCIT I-Net ER	1129570
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

KCIT KC.Gov Web Presence

1134308

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	07/31/2019
Location	401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$1,346,326	\$0	\$0	\$1,346,326
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,346,326	\$0	\$0	\$1,346,326

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39796 - CONTRIB OTHER FUNDS	\$1,346,326	\$0	\$0	\$1,346,326
Total Revenue	\$1,346,326	\$0	\$0	\$1,346,326

EXPENSE

KCIT KC.Gov Web Presence

1134308

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,346,326	\$0	\$0	\$1,346,326
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$1,346,326	\$0	\$0	\$1,346,326

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$1,346,326	\$1,346,326	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,346,326	\$1,346,326	\$0

NARRATIVES

KCIT KC.Gov Web Presence

1134308

1. CURRENT PROJECT SCOPE

King County Information Technology (KCIT) Kingcounty.gov Web Presence project will upgrade the obsolete version of the SiteCore platform used by the County for managing content on its kingcounty.gov website. The platform is used by over 200 county staff to create and manage webpages on the County website. Archiving and content cleanup are outside of the project scope. The project scope and duration are only for the upgrade, which will enable future content cleanup and archiving activities.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

KingCounty.gov is our broadest-reaching communications tool for constituents and is an essential service for King County communications. The website is a primary source of information for members of the community, government agencies, King County Employees, and the general public. The website receives traffic of over 14M users who view more than 89M pages a year. There are over 200 employees that manage content on the site.

The current version of the Website Content Management System (WCMS) is obsolete, and will be out of support in the next year. It needs to be upgraded. Since the current version is out of date, the staff spends a lots of time on break/fix issues and is not able to work on much needed improvements that have been in a backlog for the past two years. The upgrade will eliminate that unplanned and resource demanding work.

Furthermore, we need to prepare for countywide support of ESJ initiatives, including ADA compliance and language translation. The upgraded system will support these needs.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

KCIT KC.Gov Web Presence

1134308

4. PROJECT BENEFITS/OUTCOMES

The primary benefit category (per the Benefit Achievement Plan) is "Maintaining service levels by replacing or upgrading older technology." The project will also improve operational efficiency and external/public services. Specific benefits and measures include:

-- People with disabilities will be able to consume and navigate KC.gov with access to more content and improved results from assistive technologies than is available today.

Measure: Reduction of pages with issues found as well as reduction of the issues

-- Most content in KC.gov will be in compliance with ADA requirements.

Measure: Significant reduction of pages with ADA compliance issues.

-- Reduced time on break-fixes that need to be run outside of the business hours in order to keep the platform running

Measure: Staff hours per quarter spent on break-fixes

-- Users will be able to find information more easily, spending less time looking for it.

Measure: Reduction in the number of web pages published.

5. BUDGET REQUEST BASIS

KCIT staff were involved in developing both the estimate and the approach for this project. There are two labor components to this modernization effort: internal and external. Internal resources (\$398k) include KCIT labor (project manager, business analyst, developer, and user experience analyst), as well as the cost of quality assurance. External resources (\$667k) include the cost of consultants with deep experience in this specific platform and migration path. KCIT does not have existing resources that can undertake a migration as complex as this one. The project costs also include \$57k for software/hardware. The total estimate of \$1.3 million assumes a 20-percent contingency. Based on the project risks, the certainty of this cost estimate is approximately 75 percent.

6. FUNDING AND REVENUE DISCUSSION

Countywide IT investment rate

7. OPERATING BUDGET AND OTHER IMPACTS

N/A

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

To be completed once the project is initiated (as part of the project's planning and design phases).

10. OTHER AGENCY INVOLVEMENT

-- This upgrade impacts all departments that have a web presence on Kingcounty.gov. KCIT will run automated scripts to convert pages that contain both content and HTML/code. There will be some pages where the automated process will not be effective. Each department will need to assist with correcting any web pages that could not be converted successfully via automation. KCIT will provide a list of pages to revise, and will also assist with guidance on how to make the updates. The level of effort for each department is impossible to predict prior to beginning this project, as each subsection of the site is unique.

-- KCIT will also work with Records Management to define and publish guidelines for retention as well as archiving.

-- KCIT Divisions: Engineering and IT Delivery will be participating in the project.

Upon approval, the project will work with agencies and departments to assist them in the migration of their content. The Project Sponsor will lead the county-wide communication to assure that all agencies and departments are engaged and participate. The project scope and duration is only for a platform upgrade that will enable the above activities.

11. ART ELIGIBILITY

IT project

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

KCIT KC.Gov Web Presence

1134308

12. EQUITY AND SOCIAL JUSTICE IMPACT

By the end of 2018, KCIT will conduct a comprehensive equity impact review (EIR) for this technology solution. EIR is required for this project.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

14. OTHER CONSIDERATIONS (OPTIONAL)

CIO and PSB Critical Success Factors and Conditions:

- 1) Include approach and design to "archive/retire/ clean-up" agency web pages before porting to new platform in coordination with RALS - Records Mgmt.
- 2) Project Schedule/Duration to include agency migrations.
- 3) Provide to PRB a clear scope statement what the project will provide to agencies and agency migration/clean-up schedule and estimated effort.
- 4) EIR is required.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

Digital Civic Engagement - Leverage IT platforms and tools as a channel to increase the opportunities, convenience and audience engaging with government

- Faster / convenient delivery of services to the public
- Improved customer understanding / satisfaction with King County
- Increased equity of participation

Effective Digital Systems - Increase value to customers through high quality digital systems to meet their needs using standard components and continuous process improvement

- Capturing continuous improvement through systems with higher quality, lower risk and better usability
- Faster speed to implement business process changes
- Increased service quality due to increased standardization and reduced downtime

16. PROJECT COMPLEXITY

This project will have broad impact, but will be somewhat self-contained in that it doesn't integrate with other systems. Security requirements are already in place, and will remain stable with this upgrade.

The biggest risk with this project is in the migration of content from the old platform to the upgraded platform. We will have a test environment in place to ensure minimal disruption before publishing live content.

The replaced system will remain in place (available) until all content is migrated to the upgraded platform.

We will be using as much automated verification / testing tools as possible.

17. CAPACITY TO IMPLEMENT THE PROJECT

KCIT is proposing to work with an outside resource that has deep experience and expertise in this specific WCMS platform (including migrating to this particular version). They are well-versed in our existing environment, have been providing guidance in supporting our existing system. We have done a similar upgrade in the past as well.

Sharon Potts, KCIT Delivery Director and Tanya Hannah, KCIT CIO are both in support of this effort, and we will be committing in-house Enterprise Web Developer resources to this effort for the duration (in addition to external experienced consultants.)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

KCIT KC.Gov Web Presence

1134308

18. PROJECT RISKS

Risk 1: The platform architecture is based on old technology, and will include hardware, software and configuration. We will encounter unforeseen challenges.

Probability of occurrence: High

Mitigation: We are creating a test environment (a "sandbox") to work in prior to migration. This will help us resolve issues without affecting the public-facing site, and allow the technical team to familiarize themselves with the new platform before project start.

Risk 2: Content ownership is decentralized and not consistent. It is impossible to understand the volume of pages that will need to be rebuilt manually.

Probability of occurrence: High

Mitigation: We will be migrating content by subsection to contain the work, identifying consistent issues, and building automation to reduce manual work. We will also provide reports of broken pages to the departments, providing support for fixing broken pages and working with content owners to reduce unused content. This will be a follow up after the platform upgrade project is completed.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

KCIT Network Security Plan

1134699

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	06/30/2019
Location	401 5th Ave, Seattle 98104: King County Information Technology offices
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$239,736	\$0	\$0	\$239,736
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	\$239,736	\$0	\$0	\$239,736

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39796 - CONTRIB OTHER FUNDS	\$239,736	\$0	\$0	\$239,736
Total Revenue	\$239,736	\$0	\$0	\$239,736

EXPENSE KCIT Network Security Plan 1134699

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$239,736	\$0	\$0	\$239,736
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	\$239,736	\$0	\$0	\$239,736

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$239,736	\$239,736	\$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	\$239,736	\$239,736	\$0

NARRATIVES

KCIT Network Security Plan

1134699

1. CURRENT PROJECT SCOPE

King County Information Technology (KCIT) Network Security Plan Project will develop a plan for the implementation of network capabilities within the data center in order to provide modern network technologies that are dynamic, manageable, cost-effective, and adaptive. The envisioned capabilities will provide network segmentation for regulatory and security requirements.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

Lack of network segmentation is a current 2018 audit finding on both PCI and HIPAA external audits requiring a corrective action plan (CAT). The data center network is an essential support service that provides connectivity to all services inside the Data Center. This project will produce a plan to identify requirements and design a solution to address the modernization of the network and deploying Application Centric Infrastructure (ACI). This change will enable the network to adapt to application needs, accelerating application deployment and changes, and enabling the application to define the security needs, restricting access to only resources that need it, enabling compliance with the PCI/HIPAA requirements.

4. PROJECT BENEFITS/OUTCOMES

Develop a high-level design--to be approved by the county's Architecture Review Team (ART)--identifying technical requirements and accurate costing to deploy ACI in the data center and update network technology to offer simplified provisioning of network services, the separation of networks for regulatory and security purposes. The primary beneficiaries of ACI are Network Operations, Security, departments and agencies that provision systems in the data center, software development, and owners of data that fall under compliance regulations such as HIPAA, PCI, CJIS. The success of this planning effort will be measured in two ways:

- (1) Successful Architecture Review gate sign off for the solution design of the segmentation and
- (2) Successful implementation of the design confirmed by external auditor's acceptance of our corrective action plan. A full design approved by the ART will be the target for this initial phase.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

KCIT Network Security Plan

1134699

5. BUDGET REQUEST BASIS

In addition to the current capital budget request, KCIT will make an in-kind contribution of \$77k, which will include the cost of internal operating staff to be assigned to this effort. The capital request includes \$210k for consulting services (an estimate based on prior experience with projects of a similar complexity), \$18k for KCIT project management and business analysis services, and a 5-percent contingency.

6. FUNDING AND REVENUE DISCUSSION

Countywide IT Investment Rate

7. OPERATING BUDGET AND OTHER IMPACTS

In-kind Agency Operating Contribution - \$77,211 in 2019

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

To be completed after the project is initiated (as part of the project's planning and design phases).

10. OTHER AGENCY INVOLVEMENT

Planning the design and implementation of ACI will have minimal impact on other agencies. Departments and agencies that provision systems in the data center or fall under regulatory and security requirements will need to participate in requirement gathering.

11. ART ELIGIBILITY

IT project

12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

14. OTHER CONSIDERATIONS (OPTIONAL)

Responses to the critical success factors:

- The project will involve the county architecture review team (ART). It is part of the architecture requirement that an approved solutions design for enterprise network segmentation passed the ART review. This would occur as part of the KCIT Delivery Framework.
- Corrective action plans will be developed to address any audit findings. Audit activities are part of operations and not part of this capital project request. This report will be submitted to the governance body that is overseeing the respective audit. KCIT will share the draft with Risk Management when it is available.
- A security technology roadmap is provided in SharePoint as supplemental documentation. The roadmap outlines all ongoing and recent additional investments to improve the county's cybersecurity system and how this proposed project fits in.

CIO and PSB Critical Success Factors and Conditions:

- 1) ART review is required for final design;
- 2) Provide to PRB an updated Security Roadmap and Document Progress on Security Roadmap this project will deliver to include the corrective action plan from item 4 below upon completion of the planning phase
- 3) External QA reporting to CIO/PRB required from the project start, including the planning phase; Collaborate with PRB staff and KCIT Procurement for external QA Scope of work and Contract
- 4) Deliver a Corrective Action Plan on PCI and HIPAA and CJIS 2018 audit compliance findings, and Risk Mgmt Framework by TBD per the Roadmap

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

KCIT Network Security Plan

1134699

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

This proposal is to support all level of the strategic information technology objectives from the IT security perspective. It particularly support the following:

Effective Digital System: This project will identify requirements to allow network segmentation on various applications. Not only this will meet the regulatory requirements (eg. HIPAA, CJIS, PCI), this separation will provide further protection on applications.

16. PROJECT COMPLEXITY

This project is to cover only the planning phase of the network segmentation to comply with the regulatory regulatory requirements and enhance system security. We will leverage the county's current network system (Cisco) and will engage Cisco in developing the plan and identify requirements to ensure compatibility. Minimal complexity and risk are expected on this phase.

17. CAPACITY TO IMPLEMENT THE PROJECT

KCIT has been implementing many IT projects. This project is only for the planning phase. KCIT will work with consultant to identify the requirements/architecture and implementation plan to guide the next step of the project

18. PROJECT RISKS

The risk is low. This is a planning phase only to identify, architect, and guide the next step. PM and BA will support this effort. KCIT will request another project to implement network segmentation project based on this plan.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$0	\$18,624,483	\$13,062,770	\$13,062,770	\$44,750,023
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$18,624,483	\$13,062,770	\$13,062,770	\$44,750,023

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$4,824,483	\$462,771	\$862,770	\$6,150,024
39797 - CONTRIB SOLID WASTE	\$13,800,000	\$12,600,000	\$12,200,000	\$38,600,000
Total Revenue	\$18,624,483	\$13,062,771	\$13,062,770	\$44,750,024

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW CAP EQUIPMENT				1133925
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$18,624,483	\$13,062,770	\$13,062,770	\$44,750,023
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$18,624,483	\$13,062,770	\$13,062,770	\$44,750,023

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$44,750,024	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$44,750,024	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$18,624,483	\$18,624,483	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$18,624,483	\$18,624,483	\$0

NARRATIVES	SW CAP EQUIPMENT	1133925
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1. CURRENT PROJECT SCOPE

Solid Waste Capital Equipment: This project replaces two current Capital Equipment Recovery Program (CERP) projects, SW CERP Capital Repairs-1033485 and SW CERP Eq Replacement Purchase-1033487. This project consolidates those two projects into a programmatic project 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

SW CAP EQUIPMENT

1133925

3. PROJECT JUSTIFICATION

This project provides funding to replace or rebuild equipment at or near the end of its economic life. Rebuilding certain classifications of equipment has been determined to be a cost effective way to extend their useful life. If an equipment rebuild is not a preferred option, then equipment replacement will take place. By accumulating funds in the 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 rebuilding or replacing equipment scheduled in the Equipment Replacement Plan allowing for more efficient machinery to be operated.

5. BUDGET REQUEST BASIS

The requested budget amount is based on the SWD transfers from the operating fund based on potential forecasted revenues. This project will assume the combined roles of two existing projects SW CERP Capital Repairs-1033485 and SW CERP Equipment Replacement Purchase-1033487. Those projects will continue under their existing appropriation while this new 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 CERP Fund. CERP 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

N/A

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.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW CAP EQUIPMENT	1133925
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

WLR Farmland Acquisition

1116281

Department	NATURAL RESOURCES AND PARKS
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3840 FARMLAND & OPEN SPACE ACQ
Class Code	STANDALONE
Substantial Completion	
Location	Unincorporated King County.
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$2,857,700	\$289,030	\$0	\$0	\$3,146,730
Total Budget	\$2,857,700	\$289,030	\$0	\$0	\$3,146,730

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36111 - INVESTMENT INTEREST GROSS	\$124,030	\$0	\$0	\$124,030
39512 - SALE OF LAND	\$165,000	\$0	\$0	\$165,000
Total Revenue	\$289,030	\$0	\$0	\$289,030

EXPENSE WLR Farmland Acquisition 1116281

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$31,283	\$0	\$0	\$0	\$0	\$31,283
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$2,823,318	\$3,099	\$289,030	\$0	\$0	\$3,115,447
Total Expense	\$2,854,601	\$3,099	\$289,030	\$0	\$0	\$3,146,730

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$26,333	\$31,283	\$0	\$31,283
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$3,230,710	\$2,833,745	\$2,857,700	\$2,826,417
Total	\$0	\$3,257,043	\$2,865,028	\$2,857,700	\$2,857,700

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$31,283)	\$0	\$0	(\$31,283)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$31,283	\$289,030	\$289,030	\$31,283
Total	\$0	\$289,030	\$289,030	\$0

NARRATIVES

WLR Farmland Acquisition

1116281

1. CURRENT PROJECT SCOPE

Farmland Acquisition - This project will acquire Farmlands and Open Space Lands within designated areas of the Sammamish, Lower Green, Upper Green, Snoqualmie Valley, and the Enumclaw Plateau Agriculture Production Districts, and other agricultural lands of County significance.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

The fund was specifically set up to hold and track bond proceeds associated with the 1979 King County Farmland and Open Space Bond issue per Ordinance 4341. Long-term goals for the Farmland Preservation Program, which is an integral component of the Land Conservation Initiative, has identified 10,500 acres of farmland that are the highest priority for protection through acquisition of conservation easements.

4. PROJECT BENEFITS/OUTCOMES

Consolidation of remaining funding into one county-wide farmland preservation acquisition project per the King County Agricultural Commission meeting on October 12, 2018.

5. BUDGET REQUEST BASIS

Long-term goals for the Farmland Preservation Program, which is an integral component of the Land Conservation Initiative, has identified 10,500 acres of farmland that are the highest priority for protection through acquisition of conservation easements. Current plans include the sale of the Carnation Fields farm and use the proceeds for acquisitions in or near the Snoqualmie and Enumclaw Agricultural Production Districts.

6. FUNDING AND REVENUE DISCUSSION

This project is funded by the 1979 King County Farmland and Open Space Bond issue per Ordinance 4341.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	WLR Farmland Acquisition	1116281
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		
This project is not eligible for 1% Art. Project is for real estate acquisition only.		
12. EQUITY AND SOCIAL JUSTICE IMPACT		
This project provides farming opportunities to the general public.		
13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT		
This project directly contributes toward the 2015 Strategic Climate Action Plan (SCAP) goal to protect and conserve high-priority agricultural land. Funds from the program will protect existing farmland and contribute toward the target of adding an additional 400 acres of productive farmland annually through 2024. Enhanced management of King County owned farmland will increase farm production potential and acres suitable for farming as well as provide technical assistance to private farmers leasing those lands to support sustainable farming practices. Increased production of farm products in King County significantly reduces energy consumption required to transport similar products from distant production regions.		
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD EMERGENT NEED 3855

1129582

Green Building Reporting

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	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 - 12/31/20	\$350,000	\$1,925,000	\$1,895,000	\$1,900,000	\$6,070,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$350,000	\$1,925,000	\$1,895,000	\$1,900,000	\$6,070,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$0	\$570,240	\$1,134,120	\$1,704,360
39782 - CONTRIB COUNTY ROAD FUND	\$1,225,000	\$974,760	\$765,880	\$2,965,640
43367 - ROAD CONSTRUCT OTHER GOVT	\$700,000	\$350,000	\$0	\$1,050,000
Total Revenue	\$1,925,000	\$1,895,000	\$1,900,000	\$5,720,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		RSD EMERGENT NEED 3855				1129582
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,925,000	\$1,895,000	\$1,900,000	\$5,720,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$1,925,000	\$1,895,000	\$1,900,000	\$5,720,000

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$350,000	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$350,000	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$350,000	\$1,925,000	\$1,925,000	\$350,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$350,000	\$1,925,000	\$1,925,000	\$350,000

NARRATIVES RSD EMERGENT NEED 3855 1129582

1. CURRENT PROJECT SCOPE

Emergent Need - 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

N/A

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD EMERGENT NEED 3855	1129582
4. PROJECT BENEFITS/OUTCOMES		
Benefits are not known at this time.		
5. BUDGET REQUEST BASIS		
The maximum appropriation as allowed by King County Code is requested.		
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		
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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD GRANT CONTINGENCY 3855

1129583

Green Building Reporting

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	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 - 12/31/20	\$5,444,969	\$10,000,000	\$0	\$0	\$15,444,969
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$5,444,969	\$10,000,000	\$0	\$0	\$15,444,969

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
33341 - STPU ROAD GRANT	\$10,000,000	\$0	\$0	\$10,000,000
Total Revenue	\$10,000,000	\$0	\$0	\$10,000,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		RSD GRANT CONTINGENCY 3855				1129583
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$9,850,000	\$10,000,000	\$0	\$0	\$19,850,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$9,850,000	\$10,000,000	\$0	\$0	\$19,850,000

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$10,000,000	\$0	\$5,444,969	\$9,850,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$10,000,000	\$0	\$5,444,969	\$9,850,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	(\$4,405,031)	\$10,000,000	\$10,000,000	(\$4,405,031)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$4,405,031)	\$10,000,000	\$10,000,000	(\$4,405,031)

NARRATIVES

RSD GRANT CONTINGENCY 3855

1129583

1. CURRENT PROJECT SCOPE

Grant Contingency - This project provides appropriation authority reflecting potential grant contingent sources that may be awarded.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This project allows Roads the flexibility to accept emergent grant funds.

4. PROJECT BENEFITS/OUTCOMES

Benefits are not known at this time.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

RSD GRANT CONTINGENCY 3855

1129583

5. BUDGET REQUEST BASIS

On average, Roads receives approximately \$5 million annually in grant funds. This budget will provide sufficient contingency 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD CWP QUICK RESPONSE

1129584

Master Project, Green Building Reporting

Department	TRANSPORTATION
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	
Location	Administrative
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$260,000	\$0	\$0	\$0	\$260,000
3 Final Design	\$699,000	\$0	\$0	\$0	\$699,000
4 Implementation 01/01/19 - 12/31/20	\$6,930,000	\$3,000,000	\$3,000,000	\$3,000,000	\$15,930,000
5 Closeout	\$156,000	\$0	\$0	\$0	\$156,000
6 Acquisition	\$10,000	\$0	\$0	\$0	\$10,000
Total Budget	\$8,055,000	\$3,000,000	\$3,000,000	\$3,000,000	\$17,055,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39782 - CONTRIB COUNTY ROAD FUND	\$3,000,000	\$3,000,000	\$3,000,000	\$9,000,000
Total Revenue	\$3,000,000	\$3,000,000	\$3,000,000	\$9,000,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		RSD CWP QUICK RESPONSE				1129584
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$255,298	\$0	\$0	\$0	\$0	\$255,298
3 Final Design	\$310,885	\$0	\$0	\$0	\$0	\$310,885
4 Implementation	\$0	\$3,279,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,279,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$566,183	\$3,279,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,845,183

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$255,326	\$260,000	\$255,298
3 Final Design	\$0	\$0	\$387,459	\$699,000	\$310,885
4 Implementation	\$0	\$17,055,000	\$609,156	\$6,930,000	\$3,279,000
5 Closeout	\$0	\$0	\$0	\$156,000	\$0
6 Acquisition	\$0	\$0	\$500	\$10,000	\$0
Total	\$0	\$17,055,000	\$1,252,441	\$8,055,000	\$3,845,183

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$4,702	\$0	\$0	\$4,702
3 Final Design	\$388,115	\$0	\$0	\$388,115
4 Implementation	\$3,651,000	\$3,000,000	\$3,000,000	\$3,651,000
5 Closeout	\$156,000	\$0	\$0	\$156,000
6 Acquisition	\$10,000	\$0	\$0	\$10,000
Total	\$4,209,817	\$3,000,000	\$3,000,000	\$4,209,817

NARRATIVES

1. CURRENT PROJECT SCOPE

Countywide Program - This project allows Roads to respond to emerging needs of citizens 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

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

RSD CWP QUICK RESPONSE

1129584

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

As these countywide program is intended to cover emergent and unanticipated needs, Quick Response project locations are currently unknown. Project design and construction will be executed in alignment with the ESJ principles and requirements incorporated within the Sustainable Infrastructure Scorecard.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Quick Response activities may be aligned with the Strategic Climate Action Plan, Goal Areas 3 (Green Building) and 4 (Consumption and Materials Management).

Quick Response activities will 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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD CWP QUICK RESPONSE	1129584
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD CWP ROADWAY PRESERVATION

1129585

Master Project, Green Building Reporting

Department	TRANSPORTATION
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	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/20 - 12/31/20	\$0	\$877,846	\$0	\$0	\$877,846
4 Implementation 01/01/19 - 12/31/20	\$34,800,000	\$8,820,000	\$9,216,588	\$1,000,000	\$53,836,588
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$34,800,000	\$9,697,846	\$9,216,588	\$1,000,000	\$54,714,434

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
33341 - STPU ROAD GRANT	\$759,000	\$2,624,000	\$0	\$3,383,000
39782 - CONTRIB COUNTY ROAD FUND	\$6,044,846	\$4,845,588	\$0	\$10,890,434
39789 - CONTRIB REET #1	\$2,894,000	\$1,747,000	\$1,000,000	\$5,641,000
Total Revenue	\$9,697,846	\$9,216,588	\$1,000,000	\$19,914,434

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		RSD CWP ROADWAY PRESERVATION				1129585
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$877,846	\$0	\$0	\$877,846
4 Implementation	\$9,801,544	\$16,184,605	\$8,820,000	\$9,216,588	\$1,000,000	\$45,022,737
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$9,801,544	\$16,184,605	\$9,697,846	\$9,216,588	\$1,000,000	\$45,900,583

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$55,254,000	\$11,695,522	\$34,800,000	\$25,986,149
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$55,254,000	\$11,695,522	\$34,800,000	\$25,986,149

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$877,846	\$877,846	\$0
4 Implementation	\$8,813,851	\$8,820,000	\$8,820,000	\$8,813,851
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$8,813,851	\$9,697,846	\$9,697,846	\$8,813,851

NARRATIVES RSD CWP ROADWAY PRESERVATION 1129585

1. CURRENT PROJECT SCOPE

Countywide Program 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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 higher lifecycle costs, user delays, and increased risks.

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 2018 for construction in the 2019-2020 biennium. In addition, one subproject--218th Avenue SE Reconstruction, which will be partially funded by grants -- is included in the budget request.

6. FUNDING AND REVENUE DISCUSSION

39782 Contribution -- County Road Fund
39789 Contribution - REET
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

This is an ongoing program, and Roads is currently developing and evaluating a priority array.

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

Project locations will be identified at the end of 4th Quarter 2018 for the new year. Project design and construction will be executed 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD CWP ROADWAY PRESERVATION	1129585
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD CWP DRAINAGE PRESERVATION

1129586

Master Project, Green Building Reporting

Department	TRANSPORTATION
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	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$922,261	\$0	\$0	\$0	\$922,261
4 Implementation 01/01/19 - 12/31/20	\$8,025,054	\$6,800,000	\$5,600,000	\$3,800,000	\$24,225,054
5 Closeout	\$28,364	\$0	\$0	\$0	\$28,364
6 Acquisition	\$24,321	\$0	\$0	\$0	\$24,321
Total Budget	\$9,000,000	\$6,800,000	\$5,600,000	\$3,800,000	\$25,200,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39721 - CONTRIB SURF WATER MGT	\$3,700,000	\$3,000,000	\$1,500,000	\$8,200,000
39782 - CONTRIB COUNTY ROAD FUND	\$3,100,000	\$2,250,000	\$1,553,000	\$6,903,000
39789 - CONTRIB REET #1	\$0	\$0	\$747,000	\$747,000
43367 - ROAD CONSTRUCT OTHER GOVT	\$0	\$350,000	\$0	\$350,000
Total Revenue	\$6,800,000	\$5,600,000	\$3,800,000	\$16,200,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		RSD CWP DRAINAGE PRESERVATION				1129586
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$216,636	\$0	\$0	\$0	\$0	\$216,636
4 Implementation	\$4,242,100	\$4,528,157	\$6,800,000	\$5,600,000	\$3,800,000	\$24,970,257
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$13,107	\$0	\$0	\$0	\$0	\$13,107
Total Expense	\$4,471,844	\$4,528,157	\$6,800,000	\$5,600,000	\$3,800,000	\$25,200,001

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$448,907	\$922,261	\$216,636
4 Implementation	\$0	\$29,200,000	\$6,731,315	\$8,025,054	\$8,770,257
5 Closeout	\$0	\$0	\$0	\$28,364	\$0
6 Acquisition	\$0	\$0	\$14,268	\$24,321	\$13,107
Total	\$0	\$29,200,000	\$7,194,490	\$9,000,000	\$9,000,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$705,625	\$0	\$0	\$705,625
4 Implementation	(\$745,204)	\$6,800,000	\$6,800,000	(\$745,204)
5 Closeout	\$28,364	\$0	\$0	\$28,364
6 Acquisition	\$11,214	\$0	\$0	\$11,214
Total	(\$1)	\$6,800,000	\$6,800,000	(\$1)

NARRATIVES RSD CWP DRAINAGE PRESERVATION 1129586

1. CURRENT PROJECT SCOPE

Countywide Program Drainage Preservation - This program funds replacement and preservation of aging drainage systems and associated roadway features in compliance with current codes and standards. Projects include replacing failed systems as well as implementation of new pipe or catch basins to collect water that is adversely affecting the road system or private property.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

RSD CWP DRAINAGE PRESERVATION

1129586

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. 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. 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 the road system or private property.

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.

If the road drainage system is not maintained, there could be possible injuries to road users, damage to public and private property, liability for water flow that is displaced as a result of system failure, icy road conditions in the winter, premature failure of the roadway due to soil saturation and road closures.

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

This is an ongoing program and Roads is currently monitoring the priority array and updates it with new projects as necessary.

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

King County Department of Natural Resources and Parks Surface Water Division

11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Drainage project locations are selected at the beginning of each year. Individual projects will be designed and constructed in alignment with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

RSD CWP DRAINAGE PRESERVATION

1129586

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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD CWP GUARDRAIL PRESERVATION

1129587

Master Project, Green Building Reporting

Department	TRANSPORTATION
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	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$90,000	\$0	\$0	\$0	\$90,000
4 Implementation 01/01/19 - 12/31/20	\$4,700,000	\$3,000,000	\$1,550,000	\$930,000	\$10,180,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$10,000	\$0	\$0	\$0	\$10,000
Total Budget	\$4,800,000	\$3,000,000	\$1,550,000	\$930,000	\$10,280,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39782 - CONTRIB COUNTY ROAD FUND	\$3,000,000	\$1,550,000	\$930,000	\$5,480,000
Total Revenue	\$3,000,000	\$1,550,000	\$930,000	\$5,480,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		RSD CWP GUARDRAIL PRESERVATION					1129587
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$28,986	\$0	\$0	\$0	\$0	\$28,986	
4 Implementation	\$999	\$1,000,015	\$6,770,000	\$1,550,000	\$930,000	\$10,251,014	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$29,985	\$1,000,015	\$6,770,000	\$1,550,000	\$930,000	\$10,280,000	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$56,388	\$90,000	\$28,986
4 Implementation	\$0	\$10,300,000	\$999	\$4,700,000	\$1,001,014
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$10,000	\$0
Total	\$0	\$10,300,000	\$57,387	\$4,800,000	\$1,030,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$61,014	\$0	\$0	\$61,014
4 Implementation	\$3,698,986	\$3,000,000	\$6,770,000	(\$71,014)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$10,000	\$0	\$0	\$10,000
Total	\$3,770,000	\$3,000,000	\$6,770,000	\$0

NARRATIVES RSD CWP GUARDRAIL PRESERVATION 1129587

1. CURRENT PROJECT SCOPE

Countywide Program Guardrail Preservation - This program identifies and prioritizes existing guardrail to be refurbished or upgraded to current standards. Program work includes installing guideposts on the guardrail according to federal standards, upgrading or installing end terminals, and raising guardrail to current standard height recommendations.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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 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 WSDOT 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 2019-2020 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

This is an ongoing program and Roads is currently developing a priority array.

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

Guardrail preservation projects will not have any direct impacts to ESJ communities. Individual drainage 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 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD CWP GUARDRAIL PRESERVATION	1129587
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD CWP BRIDGE PRIORITY MAINT

1129588

Master Project, Green Building Reporting

Department	TRANSPORTATION
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	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$156,313	\$0	\$0	\$0	\$156,313
4 Implementation 01/01/19 - 12/31/20	\$2,119,428	\$1,650,000	\$500,000	\$0	\$4,269,428
5 Closeout	\$10,000	\$0	\$0	\$0	\$10,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$2,285,741	\$1,650,000	\$500,000	\$0	\$4,435,741

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39782 - CONTRIB COUNTY ROAD FUND	\$1,650,000	\$500,000	\$0	\$2,150,000
Total Revenue	\$1,650,000	\$500,000	\$0	\$2,150,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		RSD CWP BRIDGE PRIORITY MAINT				1129588
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$199,691	\$800,309	\$1,650,000	\$500,000	\$0	\$3,150,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$199,691	\$800,309	\$1,650,000	\$500,000	\$0	\$3,150,000

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$3,678	\$156,313	\$0
4 Implementation	\$0	\$4,935,741	\$470,354	\$2,119,428	\$1,000,000
5 Closeout	\$0	\$0	\$0	\$10,000	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$4,935,741	\$474,032	\$2,285,741	\$1,000,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$156,313	\$0	\$0	\$156,313
4 Implementation	\$1,119,428	\$1,650,000	\$1,650,000	\$1,119,428
5 Closeout	\$10,000	\$0	\$0	\$10,000
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,285,741	\$1,650,000	\$1,650,000	\$1,285,741

NARRATIVES RSD CWP BRIDGE PRIORITY MAINT 1129588

1. CURRENT PROJECT SCOPE

Countywide Program 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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 they are not repaired or maintained, these structures will degrade faster, and will need to be posted for load restrictions or closed to the public.

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

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. Routine, day-to-day projects are scheduled in the operating fund, and projects to maintain the useful life of the asset are scheduled in Bridge Priority Maintenance.

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

This is an ongoing program, and Roads develops and continuously evaluates projects each year according to the priority of the needed repairs.

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

N/A

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Bridge priority maintenance projects are aligned with the Strategic Climate Action Plan, Goal Areas 3 (Green Building) and 4 (Consumption and Materials Management).

These projects 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD CWP BRIDGE PRIORITY MAINT	1129588
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD CWP CLEAR ZONE SAFETY

1129589

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3855 COUNTY ROAD MAJOR MAINTENANCE
Class Code	RSD CWP CLEAR ZONE SAFETY
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$90,000	(\$90,000)	\$0	\$0	\$0
4 Implementation	\$900,000	(\$900,000)	\$0	\$0	\$0
5 Closeout	\$10,000	(\$10,000)	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,000,000	(\$1,000,000)	\$0	\$0	\$0

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39782 - CONTRIB COUNTY ROAD FUND	(\$1,000,000)	\$0	\$0	(\$1,000,000)
Total Revenue	(\$1,000,000)	\$0	\$0	(\$1,000,000)

EXPENSE RSD CWP CLEAR ZONE SAFETY 1129589

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$345	(\$345)	\$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	\$345	(\$345)	\$0	\$0	\$0	\$0

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$90,000	\$0
4 Implementation	\$0	\$0	\$0	\$900,000	\$0
5 Closeout	\$0	\$0	\$0	\$10,000	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$1,000,000	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$90,000	(\$90,000)	\$0	\$0
4 Implementation	\$900,000	(\$900,000)	\$0	\$0
5 Closeout	\$10,000	(\$10,000)	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,000,000	(\$1,000,000)	\$0	\$0

NARRATIVES

RSD CWP CLEAR ZONE SAFETY

1129589

1. CURRENT PROJECT SCOPE

Countywide Program Clear Zone Safety - This program promotes the safety of the roadway network by removing roadside obstacles within the clear zone of the road right-of-way. This program will identify and remove or mitigate non-yielding or non-breakaway objects that are more than 6 inches high, such as trees, boulders, stumps, mailboxes, fences and utility poles in the clear zone. The clear zone is an area clear of objects for a minimum of 10 feet from the outside painted lane edge line on roads without curbing.

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. The program identifies and removes or mitigates objects next to roadways that vehicles leaving the roadway might otherwise hit, creating clear zones. These zones create space for a driver to stop safely or regain control of a vehicle that has left the road, increasing the possibility of a safe recovery and reducing the instances and severity of crashes. This program will identify and remove or mitigate non-yielding or non-breakaway objects that are more than 6 inches high, such as trees, boulders, stumps, mailboxes, fences and utility poles in the clear zone. The clear zone is an area clear of objects for a minimum of 10 feet from the outside painted lane edge line on roads without curbing.

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD CWP CLEAR ZONE SAFETY	1129589
5. BUDGET REQUEST BASIS		
Disappropriate; project not scheduled at this time.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD CWP HIGH COLLISION SAFETY

1129590

Master Project, TA

Department	TRANSPORTATION
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	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$5,899,290	\$100,000	\$1,460,000	\$2,000,000	\$9,459,290
5 Closeout	\$15,000	\$0	\$0	\$0	\$15,000
6 Acquisition	\$30,000	\$0	\$0	\$0	\$30,000
Total Budget	\$5,944,290	\$100,000	\$1,460,000	\$2,000,000	\$9,504,290

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39782 - CONTRIB COUNTY ROAD FUND	\$100,000	\$1,460,000	\$2,000,000	\$3,560,000
Total Revenue	\$100,000	\$1,460,000	\$2,000,000	\$3,560,000

EXPENSE RSD CWP HIGH COLLISION SAFETY 1129590

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$270,283	\$2,308,896	\$5,673,346	\$1,460,000	\$2,000,000	\$11,712,525
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$661	\$0	\$0	\$0	\$0	\$661
Total Expense	\$270,943	\$2,308,896	\$5,673,346	\$1,460,000	\$2,000,000	\$11,713,185

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$9,444,290	\$304,741	\$5,899,290	\$2,579,179
5 Closeout	\$0	\$0	\$0	\$15,000	\$0
6 Acquisition	\$0	\$0	\$661	\$30,000	\$661
Total	\$0	\$9,444,290	\$305,402	\$5,944,290	\$2,579,840

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$3,320,111	\$100,000	\$5,673,346	(\$2,253,235)
5 Closeout	\$15,000	\$0	\$0	\$15,000
6 Acquisition	\$29,339	\$0	\$0	\$29,339
Total	\$3,364,450	\$100,000	\$5,673,346	(\$2,208,896)

NARRATIVES

RSD CWP HIGH COLLISION SAFETY

1129590

1. CURRENT PROJECT SCOPE

Countywide Program 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 signs and pavement markings.

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 improve the safety of the system by making improvements which are intended to reduce the occurrence of collisions at locations or on road segments that will be identified in the 2020 High Collision Safety report.

4. PROJECT BENEFITS/OUTCOMES

The goal of the High Collision Safety program is to reduce collisions at locations or on road segments that have been identified as a high collision location.

5. BUDGET REQUEST BASIS

The budget request will allow Roads to begin making improvements that will be recommended in the 2020 High Collision Safety report. In addition, funding is included to begin sightline improvements at the intersection of SE Covington Sawyer Road and 164th Place SE.

6. FUNDING AND REVENUE DISCUSSION

39782 Contribution -- County Road Fund

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES	RSD CWP HIGH COLLISION SAFETY	1129590
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7. OPERATING BUDGET AND OTHER IMPACTS

Significant reduction in liability risk due to improvement of the asset(s).

8. PROJECT STATUS

This is an ongoing program and the next High Collision Safety report will be released in 2020.

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

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 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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD CWP HIGH COLLISION SAFETY	1129590
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD CWP SCHOOL ZONE SAFETY

1129591

Master Project, Green Building Reporting

Department	TRANSPORTATION
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	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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 - 12/31/20	\$800,000	\$561,000	\$200,000	\$200,000	\$1,761,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$800,000	\$561,000	\$200,000	\$200,000	\$1,761,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39782 - CONTRIB COUNTY ROAD FUND	\$561,000	\$200,000	\$200,000	\$961,000
Total Revenue	\$561,000	\$200,000	\$200,000	\$961,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		RSD CWP SCHOOL ZONE SAFETY				1129591
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$346,887	\$453,113	\$561,000	\$200,000	\$200,000	\$1,761,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$346,887	\$453,113	\$561,000	\$200,000	\$200,000	\$1,761,000

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$1,761,000	\$519,445	\$800,000	\$800,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,761,000	\$519,445	\$800,000	\$800,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$561,000	\$561,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$561,000	\$561,000	\$0

NARRATIVES RSD CWP SCHOOL ZONE SAFETY 1129591

1. CURRENT PROJECT SCOPE

Countywide Program 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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 uses a variety of 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. Implementing these traffic calming measures will help to protect all users of the roadway network within school zones.

4. PROJECT BENEFITS/OUTCOMES

The goal of the School Zone Safety program is to reduce collision involving vehicles and pedestrians, and reductions in 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. A secondary set of criteria was used, 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.

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

This is an ongoing program and Roads is currently developing a priority array.

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

A subset of school zone safety projects may take place in the vicinity of ESJ communities, and these projects will positively impact members of the community by addressing multiple determinants of equity including: community and public safety, and healthy built and natural environments. All school zone safety 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 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD CWP SCHOOL ZONE SAFETY	1129591
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD CIP OVERSIGHT 3855

1129841

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	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	\$34,595	\$27,674	\$0	\$0	\$62,269
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$34,595	\$27,674	\$0	\$0	\$62,269

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39782 - CONTRIB COUNTY ROAD FUND	\$27,674	\$0	\$0	\$27,674
Total Revenue	\$27,674	\$0	\$0	\$27,674

EXPENSE RSD CIP OVERSIGHT 3855 1129841

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$9,696	\$0	\$0	\$0	\$0	\$9,696
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$9,696	\$0	\$0	\$0	\$0	\$9,696

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$9,696	\$34,595	\$9,696
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$9,696	\$34,595	\$9,696

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$24,899	\$27,674	\$0	\$52,573
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$24,899	\$27,674	\$0	\$52,573

NARRATIVES

RSD CIP OVERSIGHT 3855

1129841

1. CURRENT PROJECT SCOPE

Capital Oversight - Council Auditor Capital Project Oversight.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This funds the Capital Project Oversight (CPO) function in the Auditor's office. The request is based on a central model that allocated the 2019-2020 CPO Budget between capital funds based on the size of the budget request, excluding certain types of funds (open space, mitigation, etc.) and large equipment purchases.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD CWP FLOOD CONTROL DISTRICT

1131333

Master Project, Green Building Reporting

Department	TRANSPORTATION
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	Various locations in the unincorporated area of King County
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/20 - 12/31/20	\$150,000	\$400,000	\$500,000	\$150,000	\$1,200,000
3 Final Design	\$765,939	\$0	\$600,000	\$450,000	\$1,815,939
4 Implementation 01/01/19 - 12/31/20	\$1,427,186	\$3,700,000	\$2,050,000	\$1,050,000	\$8,227,186
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$26,875	\$0	\$0	\$0	\$26,875
Total Budget	\$2,370,000	\$4,100,000	\$3,150,000	\$1,650,000	\$11,270,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
44179 - ROAD C E SWM	\$4,100,000	\$3,150,000	\$1,650,000	\$8,900,000
Total Revenue	\$4,100,000	\$3,150,000	\$1,650,000	\$8,900,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		RSD CWP FLOOD CONTROL DISTRICT				1131333
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$400,000	\$500,000	\$150,000	\$1,050,000
3 Final Design	\$303,174	\$0	\$0	\$600,000	\$450,000	\$1,353,174
4 Implementation	\$49,772	\$1,596,000	\$3,700,000	\$2,050,000	\$1,050,000	\$8,445,772
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$2,536	\$0	\$0	\$0	\$0	\$2,536
Total Expense	\$355,481	\$1,596,000	\$4,100,000	\$3,150,000	\$1,650,000	\$10,851,481

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$1,200,000	\$80,496	\$150,000	\$0
3 Final Design	\$0	\$1,815,939	\$409,453	\$765,939	\$303,174
4 Implementation	\$0	\$8,247,186	\$253,121	\$1,427,186	\$1,645,772
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$6,875	\$10,696	\$26,875	\$2,536
Total	\$0	\$11,270,000	\$753,766	\$2,370,000	\$1,951,482

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$150,000	\$400,000	\$400,000	\$150,000
3 Final Design	\$462,764	\$0	\$0	\$462,764
4 Implementation	(\$218,585)	\$3,700,000	\$3,700,000	(\$218,585)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$24,339	\$0	\$0	\$24,339
Total	\$418,518	\$4,100,000	\$4,100,000	\$418,518

NARRATIVES RSD CWP FLOOD CONTROL DISTRICT 1131333

1. CURRENT PROJECT SCOPE

Countywide Program 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

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD CWP FLOOD CONTROL DISTRICT	1131333
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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

In 2019-2020, Roads will begin working on a Concept Development Report to address chronic flooding on NE 8th Avenue at Lake Allen Outlet, will finish designing and then construct a solution to a failed culvert on SE 162nd Avenue at SE 166th Court, and will complete repairing a scoured riverbank near SE David Powell Road.

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

These projects will not impact ESJ communities. All 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 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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD CWP FLOOD CONTROL DISTRICT	1131333
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD CWP 2018 BRIDGE SAFETY

1133447

Master Project, TA, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3855 COUNTY ROAD MAJOR MAINTENANCE
Class Code	RSD CWP 2018 BRIDGE SAFETY
Substantial Completion	
Location	Various locations in the unincorporated area of King County
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$1,364,700	(\$1,364,700)	\$0	\$0	\$0
3 Final Design	\$2,037,000	(\$2,037,000)	\$0	\$0	\$0
4 Implementation 01/01/19 - 12/31/20	\$50,300	(\$50,300)	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$2,150,000	(\$2,150,000)	\$0	\$0	\$0
Total Budget	\$5,602,000	(\$5,602,000)	\$0	\$0	\$0

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
33343 - FEDERAL BRIDGE GRANT	(\$568,700)	\$0	\$0	(\$568,700)
39782 - CONTRIB COUNTY ROAD FUND	(\$5,033,300)	\$0	\$0	(\$5,033,300)
Total Revenue	(\$5,602,000)	\$0	\$0	(\$5,602,000)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		RSD CWP 2018 BRIDGE SAFETY					1133447
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$1,364,700	\$0
3 Final Design	\$0	\$0	\$0	\$2,037,000	\$0
4 Implementation	\$0	\$0	\$0	\$50,300	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$2,150,000	\$0
Total	\$0	\$0	\$0	\$5,602,000	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$1,364,700	(\$1,364,700)	\$0	\$0
3 Final Design	\$2,037,000	(\$2,037,000)	\$0	\$0
4 Implementation	\$50,300	(\$50,300)	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$2,150,000	(\$2,150,000)	\$0	\$0
Total	\$5,602,000	(\$5,602,000)	\$0	\$0

NARRATIVES

1. CURRENT PROJECT SCOPE

Countywide Program 2018 Bridge Safety - To replace bridges affected by new federal requirements. These requirements have resulted in restrictions on heavy vehicles, which pose public safety concerns if not promptly and systematically addressed. Four bridges will be replaced in the 2018 Bridge Safety program:

- S 277th Street Bridge #3126
- Ames Lake Trestle Bridge #1320A
- Coal Creek Bridge #3035A
- Upper Tokul Bridge #271B

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

RSD CWP 2018 BRIDGE SAFETY

1133447

3. PROJECT JUSTIFICATION

Following a bridge collapse, and, more importantly, a recent decision by FHWA to allow heavier trucks on roadways, the Federal Highway Administration (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. If necessary, Roads is placing new vehicle weight restrictions on some of the 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 if 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 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 a bridge replacement program.

4. PROJECT BENEFITS/OUTCOMES

The goal of the 2018 Bridge Safety program is to replace four weight restricted bridges with new assets which will be designed and constructed to current standards.

5. BUDGET REQUEST BASIS

This project was adopted in Ordinance 18744, but because it did not receive unanimous approval from the King County Council, per County Road Advisory Board rules, it was unable to be implemented. These bridge replacement projects are currently included in the proposed 2019-2020 Bridge program.

6. FUNDING AND REVENUE DISCUSSION

39782 Contribution -- County Road Fund
33343 Federal Bridge 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

N/A

10. OTHER AGENCY INVOLVEMENT

Washington State Department of Transportation

11. ART ELIGIBILITY

N/A

12. EQUITY AND SOCIAL JUSTICE IMPACT

These projects will not directly impact ESJ communities but will be designed and constructed in alignment with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

RSD CWP 2018 BRIDGE SAFETY

1133447

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The Bridge Safety Program projects will be evaluated using the Sustainable Infrastructure Scorecard. Each bridge replacement project is targeted to achieve a Platinum certification. Projects 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. Mitigation strategies will be identified in consultation with permitting and compliance activities, to maximize use of native plant materials and other outcomes that benefit salmon recovery and other habitat 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD FACILITIES LED CONVERSION

1134082

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	3, 5, 7
Fund	3855 COUNTY ROAD MAJOR MAINTENANCE
Class Code	STANDALONE
Substantial Completion	
Location	Various locations in the unincorporated area of King County
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/19 - 03/31/19	\$0	\$60,000	\$0	\$0	\$60,000
3 Final Design 04/01/19 - 06/30/19	\$0	\$60,000	\$0	\$0	\$60,000
4 Implementation 07/01/19 - 07/31/20	\$0	\$770,000	\$0	\$0	\$770,000
5 Closeout 09/01/20 - 12/31/20	\$0	\$10,000	\$0	\$0	\$10,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$900,000	\$0	\$0	\$900,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$900,000	\$0	\$0	\$900,000
Total Revenue	\$900,000	\$0	\$0	\$900,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		RSD FACILITIES LED CONVERSION				1134082
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$60,000	\$0	\$0	\$60,000
3 Final Design	\$0	\$0	\$60,000	\$0	\$0	\$60,000
4 Implementation	\$0	\$0	\$770,000	\$0	\$0	\$770,000
5 Closeout	\$0	\$0	\$10,000	\$0	\$0	\$10,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$900,000	\$0	\$0	\$900,000

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$60,000	\$0	\$0	\$0
3 Final Design	\$0	\$60,000	\$0	\$0	\$0
4 Implementation	\$0	\$770,000	\$0	\$0	\$0
5 Closeout	\$0	\$10,000	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$900,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$60,000	\$60,000	\$0
3 Final Design	\$0	\$60,000	\$60,000	\$0
4 Implementation	\$0	\$770,000	\$770,000	\$0
5 Closeout	\$0	\$10,000	\$10,000	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$900,000	\$900,000	\$0

NARRATIVES RSD FACILITIES LED CONVERSION 1134082

1. CURRENT PROJECT SCOPE

Facilities LED Conversion - To upgrade existing lighting at four King County Roads maintenance facility campuses to LED technology. Approximately 2,000 interior and exterior light fixtures, lamps and sensors will be upgraded at the Black Diamond, Fall City, Renton, and Skykomish maintenance campuses. LED conversion advances the energy conservation goals stated within Goal Area 2 (Buildings and Facilities Energy) of the 2015 King County Strategic Conservation Plan.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

RSD FACILITIES LED CONVERSION

1134082

3. PROJECT JUSTIFICATION

Energy-efficient LED lighting significantly conserves energy and reduces greenhouse gas emissions. According to the U.S. Department of Energy, LED bulbs use 75 percent less energy and last 25 times longer than incandescent bulbs. A primary impact of this investment will be energy conservation and efficiency at Roads maintenance facilities. Secondly, this investment contributes to achieving a countywide goal of LED conversion by 2020.

4. PROJECT BENEFITS/OUTCOMES

Upgrade of approximately 2,000 interior and exterior light fixtures, lamps and sensors at four Road Services maintenance facilities.

5. BUDGET REQUEST BASIS

This will fund the cost of converting approximately 2,000 light fixtures, lamps and sensors to LED in order to meet the King County goal of 100 percent conversion to LED by 2020.

6. FUNDING AND REVENUE DISCUSSION

Roads intends to pursue a Fund to Reduce Energy Demand (FRED) loan for this project.

7. OPERATING BUDGET AND OTHER IMPACTS

Decline in energy consumption which will convert to savings. These savings will be used to repay the cost of the loan.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

There are no alternatives; the King County goal is to convert to 100 percent LED by 2020.

10. OTHER AGENCY INVOLVEMENT

11. ART ELIGIBILITY

Project is not visible to the public.

12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project is aligned with the Strategic Climate Action Plan, Goal Area 2 (Buildings and Facilities Energy). Investing in the conversion of internal and external lights at Roads maintenance facilities to LED will result in improved energy efficiency, a reduction in greenhouse gas emissions, and cost savings. This project is anticipated to be completed by 2020 and will contribute to the SCAP goal of 100 percent LED conversion of county-owned facilities by 2020.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD FACILITIES LED CONVERSION	1134082
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD COVINGTON WAY SE IMPROVE

1134083

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	9
Fund	3855 COUNTY ROAD MAJOR MAINTENANCE
Class Code	STANDALONE
Substantial Completion	
Location	Along Covington Sawyer Road from SE Wax Road to 100 feet south of 164th Place SE
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/19 - 12/31/20	\$0	\$300,000	\$0	\$0	\$300,000
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 Budget	\$0	\$300,000	\$0	\$0	\$300,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
33436 - WA ST DEPT TRANSPORTATION	\$300,000	\$0	\$0	\$300,000
Total Revenue	\$300,000	\$0	\$0	\$300,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		RSD COVINGTON WAY SE IMPROVE					1134083
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0	
2 Prelim Design	\$0	\$0	\$300,000	\$0	\$0	\$300,000	
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	\$300,000	\$0	\$0	\$300,000	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$300,000	\$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	\$300,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$300,000	\$300,000	\$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	\$300,000	\$300,000	\$0

NARRATIVES

RSD COVINGTON WAY SE IMPROVE

1134083

1. CURRENT PROJECT SCOPE

Covington Way SE Improvement - To study alternatives for improving Covington Way SE / SE Covington Sawyer Road between SE Wax Road and 100 feet south of the intersection with 164th Place SE with the goals of improving mobility and safety along this roadway.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This project will improve the safety of vehicles and other roadway users in the community outside of Covington. SE Covington-Sawyer Road is a minor arterial carrying about 14,100 vehicles per day. Westbound SE Covington-Sawyer Road intersects with 164th Place SE on a horizontal and vertical curve. This alignment makes it difficult for westbound motorists to see the queue building up east of the intersection. In addition, motorists traveling northbound on 164th Place SE do not have adequate sightline to see westbound vehicles on SE Covington Sawyer Road and judge the gaps between the vehicles.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

RSD COVINGTON WAY SE IMPROVE

1134083

4. PROJECT BENEFITS/OUTCOMES

Recommendations for improving Covington Way SE / SE Covington-Sawyer Road between SE Wax Road and 100 feet south of the intersection with 164th Place SE.

5. BUDGET REQUEST BASIS

The budget request is based on the amount of a grant awarded by the Washington State Legislature.

6. FUNDING AND REVENUE DISCUSSION

333436 WA ST Dept of Transportation

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 purpose of the project is to study alternatives for improving Covington Way SE / SE Covington-Sawyer Road between SE Wax Road and 100 feet south of the intersection with 164th Place SE with the goals of improving mobility and safety along this roadway.

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

N/A -- study

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A -- study

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD CWP TRAFFIC SAFETY

1134093

Master Project, Green Building Reporting

Department	TRANSPORTATION
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	Various locations in the unincorporated area of King County
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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 - 12/31/20	\$0	\$993,000	\$1,362,000	\$1,140,000	\$3,495,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$993,000	\$1,362,000	\$1,140,000	\$3,495,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39782 - CONTRIB COUNTY ROAD FUND	\$993,000	\$1,362,000	\$1,140,000	\$3,495,000
Total Revenue	\$993,000	\$1,362,000	\$1,140,000	\$3,495,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		RSD CWP TRAFFIC SAFETY					1134093
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$993,000	\$1,362,000	\$1,140,000	\$3,495,000	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$993,000	\$1,362,000	\$1,140,000	\$3,495,000	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$3,495,000	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,495,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$993,000	\$993,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$993,000	\$993,000	\$0

NARRATIVES

1. CURRENT PROJECT SCOPE

Countywide Program 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.

4. PROJECT BENEFITS/OUTCOMES

The goals of the Traffic Safety program are to install appropriate measures, such as flashing yellow arrow signals, roadway lightings, radar speed signs, etc., to improve the safety of the roadway network.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

RSD CWP TRAFFIC SAFETY

1134093

5. BUDGET REQUEST BASIS

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

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

N/A

11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Traffic safety projects will not directly impact ESJ communities 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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD CWP TRAFFIC SAFETY	1134093
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD CWP OBSOLETE IT SYS RPLMNT

1134094

IT Project, Master Project

Department	TRANSPORTATION
Council District(s)	
Fund	3855 COUNTY ROAD MAJOR MAINTENANCE
Class Code	RSD CWP OBSOLETE IT SYS RPLMNT
Substantial Completion	12/31/2019
Location	NA
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/19 - 12/01/20	\$0	\$300,000	\$0	\$0	\$300,000
3 Final Design 01/01/19 - 12/01/20	\$0	\$240,000	\$0	\$0	\$240,000
4 Implementation 01/01/19 - 12/01/20	\$0	\$600,000	\$0	\$0	\$600,000
5 Closeout 01/01/19 - 12/01/20	\$0	\$60,000	\$0	\$0	\$60,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,200,000	\$0	\$0	\$1,200,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39782 - CONTRIB COUNTY ROAD FUND	\$1,200,000	\$0	\$0	\$1,200,000
Total Revenue	\$1,200,000	\$0	\$0	\$1,200,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		RSD CWP OBSOLETE IT SYS RPLMNT				1134094
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$300,000	\$0	\$0	\$300,000
3 Final Design	\$0	\$0	\$240,000	\$0	\$0	\$240,000
4 Implementation	\$0	\$0	\$600,000	\$0	\$0	\$600,000
5 Closeout	\$0	\$0	\$60,000	\$0	\$0	\$60,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$300,000	\$0	\$0	\$0
3 Final Design	\$0	\$240,000	\$0	\$0	\$0
4 Implementation	\$0	\$600,000	\$0	\$0	\$0
5 Closeout	\$0	\$60,000	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,200,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$300,000	\$300,000	\$0
3 Final Design	\$0	\$240,000	\$240,000	\$0
4 Implementation	\$0	\$600,000	\$600,000	\$0
5 Closeout	\$0	\$60,000	\$60,000	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,200,000	\$1,200,000	\$0

NARRATIVES RSD CWP OBSOLETE IT SYS RPLMNT 1134094

1. CURRENT PROJECT SCOPE

Road Services Division (RSD) Countywide Program (CWP) Obsolete IT System Replacement - Evaluate five obsolete legacy applications used by RSD, 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

RSD CWP OBSOLETE IT SYS RPLMNT

1134094

3. PROJECT JUSTIFICATION

The obsolete systems in need of replacement are: 1) Capital Improvement Program database; 2) Cultural Resources database; 3) BizDocs; 4) Roads Map Vault; and 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

Roads must manage its funds and projects very carefully, which is why it is limiting this effort to \$1.2 million. The core assumption is that Roads will pursue a strategy that evaluates the best solutions with emphasis on leveraging existing county systems (e.g., PRISM or Masterworks for CIP, Paradigm for Scales DB, iLinx for RMV) and purchased applications. KCIT and Roads are confident that leveraging existing automation and pursuing commercial solutions offers substantial savings compared to a custom development effort. However, Roads will carefully assess the potential solutions and costs for each replacement in order to maximize its investment and minimize the risk of insufficient funding.

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

New

9. ALTERNATIVES ANALYSIS

Roads will evaluate existing county systems (e.g., PRISM or Masterworks for CIP, Paradigm for Scales DB, iLinx for RMV) and purchased applications as preferred solutions. Custom development is a last resort due to its high cost, long timeline, and significant risk. A detailed alternatives analysis is to be completed as part of the project.

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

RSD CWP OBSOLETE IT SYS RPLMNT

1134094

12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

14. OTHER CONSIDERATIONS (OPTIONAL)

CIO and PSB Critical Success Factors and Conditions:

- 1) Leveraging existing County systems (MBP, ESRI, etc.) is required for all five 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 PRB.
- 4) Identify possible synergies to the remaining 27 systems as you evaluate leveraging existing county systems, and identify those out of 27, that may potentially be addressed by solutions for these 5 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 Brenda Bauer 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.

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 will form 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

RSD CWP OBSOLETE IT SYS RPLMNT

1134094

18. PROJECT RISKS

Schedule -- Low Risk

The project length of two 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD CWP CLVRT RPLCMT FISH PASS

1135045

Master Project

Department	TRANSPORTATION
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	Various
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/01/19 - 12/01/22	\$0	\$2,372,000	\$1,375,000	\$0	\$3,747,000
4 Implementation 01/01/19 - 12/01/24	\$0	\$2,150,000	\$4,055,000	\$6,280,000	\$12,485,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$4,522,000	\$5,430,000	\$6,280,000	\$16,232,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39721 - CONTRIB SURF WATER MGT	\$4,022,000	\$5,430,000	\$5,200,000	\$14,652,000
39789 - CONTRIB REET #1	\$500,000	\$0	\$1,080,000	\$1,580,000
Total Revenue	\$4,522,000	\$5,430,000	\$6,280,000	\$16,232,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		RSD CWP CLVRT RPLCMT FISH PASS				1135045
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$2,372,000	\$1,375,000	\$0	\$3,747,000
4 Implementation	\$0	\$0	\$2,150,000	\$4,055,000	\$6,280,000	\$12,485,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$4,522,000	\$5,430,000	\$6,280,000	\$16,232,000

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$2,372,000	\$2,372,000	\$0
4 Implementation	\$0	\$2,150,000	\$2,150,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$4,522,000	\$4,522,000	\$0

NARRATIVES RSD CWP CLVRT RPLCMT FISH PASS 1135045

1. CURRENT PROJECT SCOPE

Countywide Program Culvert Replacement and 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 of fish passable design.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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 lifecycle and King County Executive Dow Constantine's Clean Water and Healthy Habitat agenda.

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 project is one component of 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 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 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 Water and Land Resources Division (WLRD) and Roads collaborated to develop a preliminary, planning level list of culvert replacement projects that are a priority for both the safety and condition of the public road system and fish passage purposes. That list may be subject to change, based on WLRD's proposed habitat and condition assessment, additional feasibility analysis, preliminary design work, and consultation with tribes and Washington Department of Fish and Wildlife (WDFW).

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 2019-2020, the apportionment of the Road drainage crew funding is approximately 80 percent from the Drainage Preservation Program and 20 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

The revenue supporting this program is generated as a result of WLRD's proposed Surface Water Management (SWM) fee 20 percent increase. The 2021-2024 out-year program was developed based on an estimate of potential SWM revenue available (accounting for projected annexations). These amounts could change once more information is obtained from WLRD's proposed assessment, discussions with stakeholders, and preliminary design. Additional outside funds, such as grants, are also anticipated to be necessary to fully implement the culvert program. WLRD and Roads will continue to work together to determine the prioritization of fish-passable culvert design and construction and to strategically pursue additional funding sources.

7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive impacts due to the improvement of the asset(s).

8. PROJECT STATUS

New

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

RSD CWP CLVRT RPLCMT FISH PASS

1135045

9. ALTERNATIVES ANALYSIS

Roads Services Division worked with WLRD to evaluate potential projects based on an assessment of road safety and environmental factors. The proposed list of projects represents sites that rank high from the safety perspective while providing meaningful benefits in restoring unimpeded fish access to upstream parts of the respective watersheds.

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

Individual fish passage project locations will be selected as informed by best available safety and habitat information. It is not anticipated that these projects will have any direct impact to ESJ communities. Individual projects will be designed and constructed in alignment with the nine ESJ credits that were incorporated within the Sustainable Infrastructure Scorecard in 2018.

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 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

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD MAINT HDQTRS BLDG D REHAB

1135046

Department	TRANSPORTATION
Council District(s)	9
Fund	3855 COUNTY ROAD MAJOR MAINTENANCE
Class Code	STANDALONE
Substantial Completion	
Location	155 Monroe Ave NE , Renton 98056
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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 - 12/01/20	\$0	\$1,790,000	\$0	\$0	\$1,790,000
5 Closeout 12/01/20 - 03/01/21	\$0	\$10,000	\$0	\$0	\$10,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,800,000	\$0	\$0	\$1,800,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39789 - CONTRIB REET #1	\$1,800,000	\$0	\$0	\$1,800,000
Total Revenue	\$1,800,000	\$0	\$0	\$1,800,000

EXPENSE RSD MAINT HDQTRS BLDG D REHAB 1135046

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$1,790,000	\$0	\$0	\$1,790,000
5 Closeout	\$0	\$0	\$10,000	\$0	\$0	\$10,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$1,800,000	\$0	\$0	\$1,800,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$1,790,000	\$1,790,000	\$0
5 Closeout	\$0	\$10,000	\$10,000	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,800,000	\$1,800,000	\$0

NARRATIVES

RSD MAINT HDQTRS BLDG D REHAB

1135046

1. CURRENT PROJECT SCOPE

Maintenance Headquarters Building D Rehabilitation - Improve the performance, safety and condition of Building D at the Maintenance Headquarters in Renton through replacement of the roof and building envelope, which are in a failing condition.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

RSD MAINT HDQTRS BLDG D REHAB

1135046

3. PROJECT JUSTIFICATION

"Road maintenance facilities are necessary 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, plowing and ice prevention on snowy or icy roads; 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.

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 addresses failures at Building D, located at the Road's Maintenance Headquarters in Renton. The work includes replacing a deteriorated roof and the building envelope. This project is a high priority project as the current structure does not provide adequate heat or ventilation for staff, including for the Materials Lab, which provides testing services in support of Roads' capital projects to ensure materials are adequate and safe, and information about soils conditions and landslide monitoring, among other services. The lab is one of only two public materials labs in the state and provides services for cities and other agencies as well. The Materials Lab works with delicate testing equipment that can be temperature sensitive, equipment that produces high temperatures, and does work that produces toxic dust and fumes. The current HVAC systems are limited in their ability to address the temperature conditions and ventilation safety needs of the equipment and staff. Upgrades to the building's roof and exterior will also result in improved energy efficiency.

The Building D project was initially funded through the 2015-2016 CIP budget and is fully designed and permitted. The procurement phase for this project has been challenged by an exceptionally active and competitive construction market for buildings/facilities, higher labor rates and escalating material costs. As a result, the county is receiving bids that are significantly higher than engineer's estimates of the likely labor and materials costs that were estimated for the project budget. Few bids are coming in for facilities projects, and bidders report difficulty in getting key subcontractors and materials without paying premium prices, and even when available, these goods and services may come with costly time delays. This proposed budget request will complement the existing project and support completion of the overall Building D Project, in conjunction with remaining 2015-2016 funds. The original funding source will be used to complete interior portions of the Building D project, such as replacing mechanical and HVAC systems.

4. PROJECT BENEFITS/OUTCOMES

The benefits of the Building D project include safer, warmer, and drier interior building conditions that ensure compliant workplace safety conditions and better support for staff and critical Roads functions. Additionally, the building renovation will result in improved energy efficiency, which in turn results in lower energy bills and ultimately a reduction in greenhouse gas emissions.

5. BUDGET REQUEST BASIS

This budget request reflects 100 percent design and 100 percent engineer's estimate documentation.

6. FUNDING AND REVENUE DISCUSSION

Funding provided from one-time REET (39789 Contribution) balance as identified by the Office of Performance, Strategy and Budget.

7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive impacts due to the improvement of the asset(s).

8. PROJECT STATUS

New

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

RSD MAINT HDQTRS BLDG D REHAB

1135046

9. ALTERNATIVES ANALYSIS

No alternatives were considered as the current structure does not provide adequate heat or ventilation for staff.

10. OTHER AGENCY INVOLVEMENT

City of Renton -- building permits

11. ART ELIGIBILITY

12. EQUITY AND SOCIAL JUSTICE IMPACT

The Building D project will not negatively impact ESJ communities and the forthcoming contracting/procurement process will follow procedures for certified Small Contractors and Suppliers, and other measures intended to solicit project engagement by traditionally under-represented businesses and other members of the ESJ community.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Building D construction phase will result in a building that is more energy efficient, as renovations include a new roof and building envelope. This project will meet or exceed Sustainable Infrastructure Scorecard requirements associated with energy, greenhouse gas emissions, 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

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD CWP 2019-20 BRIDGE SAFETY

1135073

Master Project, Green Building Reporting, Art Eligible

Department	TRANSPORTATION
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	Various
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$2,099,700	\$0	\$0	\$2,099,700
3 Final Design	\$0	\$2,852,314	\$106,500	\$0	\$2,958,814
4 Implementation	\$0	\$0	\$9,144,869	\$22,663,016	\$31,807,885
5 Closeout	\$0	\$0	\$12,000	\$19,233	\$31,233
6 Acquisition	\$0	\$2,150,000	\$446,250	\$0	\$2,596,250
Total Budget	\$0	\$7,102,014	\$9,709,619	\$22,682,249	\$39,493,882

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$70,319	\$65,700	\$224,600	\$360,619

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
33343 - FEDERAL BRIDGE GRANT	\$568,742	\$2,525,115	\$0	\$3,093,857
39113 - GENERAL OBLIGATION BONDS	\$0	\$7,184,504	\$22,682,249	\$29,866,753
39782 - CONTRIB COUNTY ROAD FUND	\$5,033,272	\$0	\$0	\$5,033,272
39789 - CONTRIB REET #1	\$1,500,000	\$0	\$0	\$1,500,000
Total Revenue	\$7,102,014	\$9,709,619	\$22,682,249	\$39,493,882

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		RSD CWP 2019-20 BRIDGE SAFETY					1135073
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0	
2 Prelim Design	\$0	\$0	\$2,165,033	\$0	\$0	\$2,165,033	
3 Final Design	\$0	\$0	\$1,947,200	\$721,110	\$290,505	\$2,958,815	
4 Implementation	\$0	\$0	\$0	\$8,383,869	\$19,437,870	\$27,821,739	
5 Closeout	\$0	\$0	\$0	\$8,000	\$5,000	\$13,000	
6 Acquisition	\$0	\$0	\$1,800,000	\$511,437	\$284,813	\$2,596,250	
Total Expense	\$0	\$0	\$5,912,233	\$9,624,416	\$20,018,188	\$35,554,837	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$2,099,700	\$0	\$0	\$0
3 Final Design	\$0	\$2,958,814	\$0	\$0	\$0
4 Implementation	\$0	\$31,807,885	\$0	\$0	\$0
5 Closeout	\$0	\$31,233	\$0	\$0	\$0
6 Acquisition	\$0	\$2,596,250	\$0	\$0	\$0
Total	\$0	\$39,493,882	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$2,099,700	\$2,165,033	(\$65,333)
3 Final Design	\$0	\$2,852,314	\$1,947,200	\$905,114
4 Implementation	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$2,150,000	\$1,800,000	\$350,000
Total	\$0	\$7,102,014	\$5,912,233	\$1,189,781

NARRATIVES RSD CWP 2019-20 BRIDGE SAFETY 1135073

1. CURRENT PROJECT SCOPE

Countywide 2019-2020 Bridge Safety Program - To replace bridges affected by new federal requirements, or which have been prioritized for replacement to correct structural or functional deficiencies. These requirements have resulted in restrictions on heavy vehicles, which pose public safety concerns if not promptly and systematically addressed. Five bridges will be replaced in the 2019-2020 Bridge Safety program:

- S 277th Street Bridge #3126
- Ames Lake Trestle Bridge #1320A
- Baring Bridge #509A
- Coal Creek Bridge #3035A
- Upper Tokul Bridge #271B

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

RSD CWP 2019-20 BRIDGE SAFETY

1135073

2. PROGRAMMATIC PROJECT DISCUSSION

Please see the programmatic project information.

3. PROJECT JUSTIFICATION

"Following a bridge collapse, and, more importantly, a recent decision by FHWA to allow heavier trucks on roadways, the Federal Highway Administration (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 57 bridges and determined new vehicle weight restrictions are necessary for 21 of those 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 if 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 a bridge replacement program.

This initial appropriation request will fund preliminary design and acquisition of right-of-way property."

4. PROJECT BENEFITS/OUTCOMES

The goal of the 2019-2020 Bridge Safety program is to replace five bridges with new assets which will be designed and constructed to current standards.

5. BUDGET REQUEST BASIS

The 2019-2020 Proposed 6-Year Capital Plan budget request is based on currently available estimates to begin design and right-of-way activities.

6. FUNDING AND REVENUE DISCUSSION

33343 Federal Bridge Grant
39782 Contribution -- County Road Fund
39789 Contribution -- REET 1

7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

RSD CWP 2019-20 BRIDGE SAFETY

1135073

10. OTHER AGENCY INVOLVEMENT

Washington State Department of Transportation

11. ART ELIGIBILITY

N/A

12. EQUITY AND SOCIAL JUSTICE IMPACT

These projects will not directly impact ESJ communities but will be designed and constructed in alignment with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The Bridge Safety Program projects will be evaluated using the Sustainable Infrastructure Scorecard. Each bridge replacement project is targeted to receive a Platinum certification. Projects 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 the 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. Mitigation strategies will be identified in consultation with permitting and compliance activities to maximize use of native plant materials and other outcomes that benefit salmon recovery and other habitat 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD W SNOQUALMIE VALLEY RD NE

1026735

TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3860 COUNTY ROAD CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	
Location	Administrative
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$257,691	\$0	\$0	\$0	\$257,691
3 Final Design	\$1,691,809	\$0	\$0	\$0	\$1,691,809
4 Implementation	\$4,833,806	(\$72,925)	\$0	\$0	\$4,760,881
5 Closeout	\$24,999	(\$22,001)	\$0	\$0	\$2,999
6 Acquisition	\$103,695	(\$385)	\$0	\$0	\$103,310
Total Budget	\$6,912,001	(\$95,310)	\$0	\$0	\$6,816,690

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

EXPENSE RSD W SNOQUALMIE VALLEY RD NE

1026735

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$257,691	\$0	\$0	\$0	\$0	\$257,691
3 Final Design	\$1,691,809	\$0	\$0	\$0	\$0	\$1,691,809
4 Implementation	\$4,760,876	\$0	\$0	\$0	\$0	\$4,760,876
5 Closeout	\$229	\$2,775	\$0	\$0	\$0	\$3,004
6 Acquisition	\$103,310	\$0	\$0	\$0	\$0	\$103,310
Total Expense	\$6,813,915	\$2,775	\$0	\$0	\$0	\$6,816,690

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$195,000	\$0	\$257,691	\$257,691	\$257,691
3 Final Design	\$1,586,999	\$0	\$1,691,809	\$1,691,809	\$1,691,809
4 Implementation	\$4,918,000	\$0	\$4,760,880	\$4,833,806	\$4,760,876
5 Closeout	\$357,000	\$0	\$2,999	\$24,999	\$3,004
6 Acquisition	\$5,153	\$0	\$103,310	\$103,695	\$103,310
Total	\$7,062,152	\$0	\$6,816,689	\$6,912,000	\$6,816,690

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$72,929	(\$72,925)	\$0	\$4
5 Closeout	\$21,996	(\$22,001)	\$0	(\$5)
6 Acquisition	\$385	(\$385)	\$0	\$0
Total	\$95,310	(\$95,311)	\$0	(\$1)

NARRATIVES

RSD W SNOQUALMIE VALLEY RD NE

1026735

1. CURRENT PROJECT SCOPE

West Snoqualmie Valley Road N.E - The project will reconstruct the roadway and upgrade the drainage system.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Ranks #5 on Rehab/Reconstruction Priority Array. The existing pavement exhibits many areas of extreme fatigue cracking in both wheel paths.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriation; project is complete.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD W SNOQUALMIE VALLEY RD NE	1026735
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD EMERGENT NEED-EXISTING PROJECTS (RSD EMRGNT NEED-EXISTING PRJ)

1026798

TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3860 COUNTY ROAD CONSTRUCTION
Class Code	ADMIN
Substantial Completion	
Location	Administrative
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$3,129,705	(\$2,129,705)	\$0	\$0	\$1,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$3,129,705	(\$2,129,705)	\$0	\$0	\$1,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

EXPENSE RSD EMRGNT NEED-EXISTING PRJ

1026798

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$3,129,705	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$3,129,705	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$3,129,705	(\$2,129,705)	\$0	\$1,000,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$3,129,705	(\$2,129,705)	\$0	\$1,000,000

NARRATIVES

RSD EMRGNT NEED-EXISTING PRJ

1026798

1. CURRENT PROJECT SCOPE

Emergent Need Contingency for Existing Projects - A contingency established by Ordinance No. 7027. The purpose of the contingency is to provide implementation funding on a project-by-project basis as required.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Allows the county flexibility with project implementation.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Projects in Fund 3860 are completing and closing, therefore these funds can be disappropriated. Balance remaining should be sufficient for potential emergent needs for active projects.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD EMRGNT NEED-EXISTING PRJ	1026798
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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 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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD CIP GRANT CONTIGENCY

1026799

TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3860 COUNTY ROAD CONSTRUCTION
Class Code	ADMIN
Substantial Completion	
Location	Administrative
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$4,417,793	(\$3,417,793)	\$0	\$0	\$1,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$4,417,793	(\$3,417,793)	\$0	\$0	\$1,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

EXPENSE RSD CIP GRANT CONTIGENCY 1026799

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$4,417,793	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$4,417,793	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$4,417,793	(\$3,417,793)	\$0	\$1,000,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$4,417,793	(\$3,417,793)	\$0	\$1,000,000

NARRATIVES

RSD CIP GRANT CONTINGENCY

1026799

1. CURRENT 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

5. BUDGET REQUEST BASIS

Projects in Fund 3860 are completing and closing, therefore these funds can be disappropriated. Balance remaining should be sufficient for potential grant contingency needs of active projects.

6. FUNDING AND REVENUE DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD CIP GRANT CONTIGENCY	1026799
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD COUNTYWIDE BRIDGE PRIORITY MAINTENANCE PROGRAM (RSD BRG PRIORITY MAINTNCE) 1027160

Master Project, TA

Department	TRANSPORTATION
Council District(s)	
Fund	3860 COUNTY ROAD CONSTRUCTION
Class Code	RSD BRG PRIORITY MAINTNCE
Substantial Completion	
Location	Administrative
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$5,890	\$0	\$0	\$0	\$5,890
2 Preliminary Design	\$645,122	\$0	\$0	\$0	\$645,122
3 Final Design	\$336,255	\$0	\$0	\$0	\$336,255
4 Implementation	\$2,657,779	(\$20,271)	\$0	\$0	\$2,637,508
5 Closeout	\$11,558	\$0	\$0	\$0	\$11,558
6 Acquisition	\$33,433	\$0	\$0	\$0	\$33,433
Total Budget	\$3,690,037	(\$20,271)	\$0	\$0	\$3,669,766

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

EXPENSE RSD BRG PRIORITY MAINTNCE 1027160

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$5,890	\$0	\$0	\$0	\$0	\$5,890
2 Prelim Design	\$645,122	\$0	\$0	\$0	\$0	\$645,122
3 Final Design	\$336,255	\$0	\$0	\$0	\$0	\$336,255
4 Implementation	\$2,639,508	\$0	\$0	\$0	\$0	\$2,639,508
5 Closeout	\$9,558	\$0	\$0	\$0	\$0	\$9,558
6 Acquisition	\$33,433	\$0	\$0	\$0	\$0	\$33,433
Total Expense	\$3,669,766	\$0	\$0	\$0	\$0	\$3,669,766

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$5,890	\$5,890	\$5,890
2 Preliminary Design	\$0	\$0	\$645,122	\$645,122	\$645,122
3 Final Design	\$0	\$0	\$336,255	\$336,255	\$336,255
4 Implementation	\$0	\$0	\$2,639,508	\$2,657,779	\$2,639,508
5 Closeout	\$0	\$0	\$9,558	\$11,558	\$9,558
6 Acquisition	\$0	\$0	\$33,433	\$33,433	\$33,433
Total	\$0	\$0	\$3,669,766	\$3,690,037	\$3,669,766

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$18,271	(\$20,271)	\$0	(\$2,000)
5 Closeout	\$2,000	\$0	\$0	\$2,000
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$20,271	(\$20,271)	\$0	\$0

NARRATIVES

RSD BRG PRIORITY MAINTNCE

1027160

1. CURRENT PROJECT SCOPE

Countywide Bridge Priority Maintenance - Perform high priority preservation and maintenance projects to keep bridges safe and serviceable. These repairs may include seismic retrofits, load upgrades, scour mitigation, re-decking and painting.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Identified problems need to be repaired and maintained to minimize public safety impacts from further deterioration. Bridge maintenance is necessary to keep the bridges functioning as designed and to extend their useful life.

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate; project complete.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD BRG PRIORITY MAINTNCE	1027160
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD ROADS-COUNTY ROAD CONST

1114792

TA

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3860 COUNTY ROAD CONSTRUCTION
Class Code	ADMIN
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$57,812	\$0	\$0	\$0	\$57,812
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$2,883,958	\$0	\$0	\$2,883,958
4 Implementation	\$195,075	\$0	\$0	\$0	\$195,075
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$252,888	\$2,883,958	\$0	\$0	\$3,136,846

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$2,883,958	\$0	\$0	\$2,883,958
Total Revenue	\$2,883,958	\$0	\$0	\$2,883,958

EXPENSE RSD ROADS-COUNTY ROAD CONST

1114792

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$57,812	\$0	\$0	\$0	\$0	\$57,812
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$2,883,958	\$0	\$0	\$2,883,958
4 Implementation	\$1,446,825	\$0	\$0	\$0	\$0	\$1,446,825
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$1,504,638	\$0	\$2,883,958	\$0	\$0	\$4,388,596

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$57,812	\$57,812	\$57,812
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$6,446,825	\$195,075	\$1,446,825
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$6,504,637	\$252,887	\$1,504,637

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$2,883,958	\$2,883,958	\$0
4 Implementation	(\$1,251,750)	\$0	\$0	(\$1,251,750)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$1,251,750)	\$2,883,958	\$2,883,958	(\$1,251,750)

NARRATIVES

RSD ROADS-COUNTY ROAD CONST

1114792

1. CURRENT PROJECT SCOPE

Roads County Road Construction - This is the default administrative project for Fund 3860 - County Road Construction.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Appropriation to transfer fund balance out of the legacy 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. Approximately \$2.2 million of this is programmed to as revenue to support projects in Fund 3855, the rest will transferred as more projects reach completion or are closed out.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD ROADS-COUNTY ROAD CONST	1114792
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD EMERGENT NEED 3865

1129592

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	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 - 12/31/20	\$560,178	\$100,000	\$130,000	\$50,000	\$840,178
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$560,178	\$100,000	\$130,000	\$50,000	\$840,178

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39782 - CONTRIB COUNTY ROAD FUND	\$100,000	\$130,000	\$50,000	\$280,000
Total Revenue	\$100,000	\$130,000	\$50,000	\$280,000

EXPENSE RSD EMERGENT NEED 3865 1129592

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$100,000	\$130,000	\$50,000	\$280,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$100,000	\$130,000	\$50,000	\$280,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$852,178	\$0	\$560,178	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$852,178	\$0	\$560,178	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$560,178	\$100,000	\$100,000	\$560,178
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$560,178	\$100,000	\$100,000	\$560,178

NARRATIVES

RSD EMERGENT NEED 3865

1129592

1. CURRENT PROJECT SCOPE

Emergent Need - 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

N/A

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

The maximum appropriation as allowed by King County Code is being requested.

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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD EMERGENT NEED 3865	1129592
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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD GRANT CONTINGENCY 3865

1129593

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	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 - 12/31/20	\$4,641,604	\$5,000,000	\$0	\$0	\$9,641,604
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$4,641,604	\$5,000,000	\$0	\$0	\$9,641,604

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
33341 - STPU ROAD GRANT	\$5,000,000	\$0	\$0	\$5,000,000
Total Revenue	\$5,000,000	\$0	\$0	\$5,000,000

EXPENSE RSD GRANT CONTINGENCY 3865

1129593

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$9,641,604	\$0	\$4,641,604	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$9,641,604	\$0	\$4,641,604	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$4,641,604	\$5,000,000	\$0	\$9,641,604
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$4,641,604	\$5,000,000	\$0	\$9,641,604

NARRATIVES

RSD GRANT CONTINGENCY 3865

1129593

1. CURRENT PROJECT SCOPE

Grant Contingency - This project provides appropriation authority reflecting potential grant contingent sources that may be awarded.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This project allows Roads the flexibility to accept emergent grant funds.

4. PROJECT BENEFITS/OUTCOMES

Benefits are not known at this time.

5. BUDGET REQUEST BASIS

On average, Roads receives approximately \$5 million annually in grant funds. This budget will provide sufficient contingency 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD GRANT CONTINGENCY 3865	1129593
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		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD CWP GUARDRAIL CONSTRUCTION

1129594

Master Project, Green Building Reporting

Department	TRANSPORTATION
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3865 KING COUNTY ROAD CONSTRUCTION
Class Code	RSD CWP GUARDRAIL CONSTRUCTION
Substantial Completion	
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$94,000	\$0	\$0	\$0	\$94,000
3 Final Design	\$95,000	\$0	\$0	\$0	\$95,000
4 Implementation 01/01/19 - 12/31/20	\$1,118,000	\$800,000	\$450,000	\$450,000	\$2,818,000
5 Closeout	\$43,000	\$0	\$0	\$0	\$43,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,350,000	\$800,000	\$450,000	\$450,000	\$3,050,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39782 - CONTRIB COUNTY ROAD FUND	\$800,000	\$450,000	\$450,000	\$1,700,000
Total Revenue	\$800,000	\$450,000	\$450,000	\$1,700,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		RSD CWP GUARDRAIL CONSTRUCTION					1129594
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$18,049	\$0	\$0	\$0	\$0	\$18,049	
4 Implementation	\$0	\$1,331,951	\$800,000	\$450,000	\$450,000	\$3,031,951	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$18,049	\$1,331,951	\$800,000	\$450,000	\$450,000	\$3,050,000	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$94,000	\$0
3 Final Design	\$0	\$0	\$19,994	\$95,000	\$18,049
4 Implementation	\$0	\$1,700,000	\$44,620	\$1,118,000	\$1,331,951
5 Closeout	\$0	\$0	\$0	\$43,000	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,700,000	\$64,614	\$1,350,000	\$1,350,000

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$94,000	\$0	\$0	\$94,000
3 Final Design	\$76,951	\$0	\$0	\$76,951
4 Implementation	(\$213,951)	\$800,000	\$800,000	(\$213,951)
5 Closeout	\$43,000	\$0	\$0	\$43,000
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$800,000	\$800,000	\$0

NARRATIVES

RSD CWP GUARDRAIL CONSTRUCTION

1129594

1. CURRENT PROJECT SCOPE

Countywide Program Guardrail Construction - This program designs and constructs new guardrail systems.

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 design and construct new guardrail systems where warranted to improve the safety of the roadway system. Barriers will be installed in locations in an attempt to reduce the number and severity of "run off the road" collisions.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

RSD CWP GUARDRAIL CONSTRUCTION

1129594

4. PROJECT BENEFITS/OUTCOMES

The goal of the Guardrail Construction program is to design and construct new guardrail systems where warranted in an effort to reduce the number and severity of "run off the road" collisions.

5. BUDGET REQUEST BASIS

This is an ongoing program and Roads is currently developing a priority array.

6. FUNDING AND REVENUE DISCUSSION

39782 Contribution -- County Road Fund

7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive impacts due to the improvement of the asset(s).

8. PROJECT STATUS

This is an ongoing program, and Roads is currently developing and evaluating a priority array.

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

All guardrail 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 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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

RSD CWP GUARDRAIL CONSTRUCTION

1129594

15. STRATEGIC IT 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.

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD SE176&SE171 WAY ROUNDABOUT

1130261

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	9
Fund	3865 KING COUNTY ROAD CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	
Location	Intersection of SE 176th Street and SE 171st Way
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$73,000	\$0	\$0	\$0	\$73,000
4 Implementation	\$267,000	\$100,000	\$0	\$0	\$367,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$340,000	\$100,000	\$0	\$0	\$440,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39782 - CONTRIB COUNTY ROAD FUND	\$100,000	\$0	\$0	\$100,000
Total Revenue	\$100,000	\$0	\$0	\$100,000

EXPENSE RSD SE176&SE171 WAY ROUNDABOUT

1130261

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$3,357	\$69,405	\$0	\$0	\$0	\$72,762
4 Implementation	\$0	\$0	\$367,000	\$0	\$0	\$367,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$3,357	\$69,405	\$367,000	\$0	\$0	\$439,762

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$71,021	\$73,000	\$72,762
4 Implementation	\$0	\$0	\$0	\$267,000	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$71,021	\$340,000	\$72,762

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$238	\$0	\$0	\$238
4 Implementation	\$267,000	\$100,000	\$367,000	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$267,238	\$100,000	\$367,000	\$238

NARRATIVES

RSD SE176&SE171 WAY ROUNDABOUT

1130261

1. CURRENT PROJECT SCOPE

SE 176th Street and SE 171st Way Roundabout - This project designs and constructs a mini-roundabout at the intersection of SE 176th Street and SE 171st Way, modifies sidewalks and reconstructs ramps to be compliant with the Americans with Disabilities Act.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This project will improve the safety of vehicles and other roadway users in the Fairwood community. SE 176th Street connects multi-family residential developments with a busy commercial area. The intersection was identified as a High Collision Location in King County's reports in 2013 and 2016. The geometry of this intersection is complex and may be confusing for users. In addition, SE 171st Way intersects with SE 176th Street at a skewed angle. Traffic on this segment of SE 176th Street exceeds the posted speed limit, according to a recent speed study. Mini-roundabouts have been effective at reducing collision rates at intersections and they are also effective at reducing conflicts resulting from a skewed intersection such as this.

4. PROJECT BENEFITS/OUTCOMES

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 project has reached 90 percent design and Roads anticipates advertising for construction bids in late 2018. However, based on recent bid results for another similar project, Roads anticipates that additional funding is needed to complete the project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

RSD SE176&SE171 WAY ROUNDABOUT

1130261

6. FUNDING AND REVENUE DISCUSSION

Current request -- 39782 Contribution County Road Fund

Previous funding (2017-2018 CIP) --

33436 Washington State Department of Transportation = \$312,412

39782 Contribution County Road Fund = \$27,196

7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive impacts due to the improvement of the asset(s).

8. PROJECT STATUS

The project has reached 90 percent design and Roads anticipates advertising for construction in late 2018 with construction in early 2019.

9. ALTERNATIVES ANALYSIS

Mini-roundabouts have been effective at reducing collision rates at intersections and they are also effective at reducing conflicts resulting from a skewed intersection such as this.

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 project is taking place within the Fairwood community, a potential annexation area located within urban unincorporated King County. The project, as constructed, will result in a safer conditions for motorists, pedestrians and other members of the community. It is not anticipated to negatively impact ESJ communities and it is anticipated to result in improved safety.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project has benefitted from early and ongoing project review as part of the design process. A 30% ecocharette was held 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

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD CIP OVERSIGHT 3865

1130303

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	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	\$14,093	\$4,132	\$0	\$0	\$18,225
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$14,093	\$4,132	\$0	\$0	\$18,225

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39782 - CONTRIB COUNTY ROAD FUND	\$4,132	\$0	\$0	\$4,132
Total Revenue	\$4,132	\$0	\$0	\$4,132

EXPENSE RSD CIP OVERSIGHT 3865 1130303

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$3,950	\$0	\$0	\$0	\$0	\$3,950
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$3,950	\$0	\$0	\$0	\$0	\$3,950

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$3,950	\$14,093	\$3,950
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$3,950	\$14,093	\$3,950

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$10,143	\$4,132	\$0	\$14,275
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$10,143	\$4,132	\$0	\$14,275

NARRATIVES

RSD CIP OVERSIGHT 3865

1130303

1. CURRENT PROJECT SCOPE

Capital Oversight - Council Auditor Capital Project Oversight.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This funds the Capital Project Oversight (CPO) function in the Auditor's office. The request is based on a central model that allocated the 2019-2020 CPO Budget between capital funds based on the size of the budget request, excluding certain types of funds (open space, mitigation, etc.) and large equipment purchases.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD S 360ST&MILITARY RD RNDABT

1131235

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	7
Fund	3865 KING COUNTY ROAD CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	
Location	At the intersection of S 360th Street & Military Road S
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$85,000	\$0	\$0	\$0	\$85,000
3 Final Design	\$85,000	\$0	\$0	\$0	\$85,000
4 Implementation	\$835,000	\$0	\$0	\$0	\$835,000
5 Closeout	\$30,000	\$0	\$0	\$0	\$30,000
6 Acquisition	\$50,000	\$0	\$0	\$0	\$50,000
Total Budget	\$1,085,000	\$0	\$0	\$0	\$1,085,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

EXPENSE RSD S 360ST&MILITARY RD RNDABT 1131235

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$30,263	\$54,737	\$0	\$0	\$0	\$85,000
3 Final Design	\$0	\$0	\$85,000	\$0	\$0	\$85,000
4 Implementation	\$0	\$0	\$0	\$835,000	\$0	\$835,000
5 Closeout	\$0	\$0	\$0	\$30,000	\$0	\$30,000
6 Acquisition	\$3,581	\$0	\$46,419	\$0	\$0	\$50,000
Total Expense	\$33,844	\$54,737	\$131,419	\$865,000	\$0	\$1,085,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$85,000	\$53,292	\$85,000	\$85,000
3 Final Design	\$0	\$85,000	\$0	\$85,000	\$0
4 Implementation	\$0	\$835,000	\$0	\$835,000	\$0
5 Closeout	\$0	\$30,000	\$0	\$30,000	\$0
6 Acquisition	\$0	\$50,000	\$3,581	\$50,000	\$3,581
Total	\$0	\$1,085,000	\$56,873	\$1,085,000	\$88,581

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$85,000	\$0	\$85,000	\$0
4 Implementation	\$835,000	\$0	\$0	\$835,000
5 Closeout	\$30,000	\$0	\$0	\$30,000
6 Acquisition	\$46,419	\$0	\$46,419	\$0
Total	\$996,419	\$0	\$131,419	\$865,000

NARRATIVES

RSD S 360ST&MILITARY RD RNDABT

1131235

1. CURRENT PROJECT SCOPE

This project will prepare a Concept Development Report for improving the intersection at S 360th Street and Military Road S., identify a preferred solution, and design and construct the improvement.

2. PROGRAMMATIC PROJECT DISCUSSION

S 360th Street and Military Road Roundabout - 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. Roundabouts have been effective at reducing collision rates at intersections, and providing traffic calming for the local neighborhood.

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This is a technical change to update the scope of the project to include a concept development report and revise the project schedule.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD S 360ST&MILITARY RD RNDABT	1131235
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD SW 102 ST&8 AVE SW RNDABT

1131237

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	8
Fund	3865 KING COUNTY ROAD CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	
Location	At the intersection of SW 102nd Street & 8th Avenue SW
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$83,089	\$0	\$0	\$0	\$83,089
4 Implementation	\$281,129	\$180,000	\$0	\$0	\$461,129
5 Closeout	\$9,000	\$0	\$0	\$0	\$9,000
6 Acquisition	\$25,000	\$0	\$0	\$0	\$25,000
Total Budget	\$398,218	\$180,000	\$0	\$0	\$578,218

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39782 - CONTRIB COUNTY ROAD FUND	\$180,000	\$0	\$0	\$180,000
Total Revenue	\$180,000	\$0	\$0	\$180,000

EXPENSE RSD SW 102 ST&8 AVE SW RNDABT 1131237

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$4,365	\$78,733	\$0	\$0	\$0	\$83,098
4 Implementation	\$0	\$0	\$470,129	\$0	\$0	\$470,129
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$487	\$24,513	\$0	\$0	\$0	\$25,000
Total Expense	\$4,852	\$103,246	\$470,129	\$0	\$0	\$578,227

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$83,089	\$48,754	\$83,089	\$83,098
4 Implementation	\$0	\$461,129	\$0	\$281,129	\$0
5 Closeout	\$0	\$9,000	\$0	\$9,000	\$0
6 Acquisition	\$0	\$25,000	\$5,984	\$25,000	\$25,000
Total	\$0	\$578,218	\$54,738	\$398,218	\$108,098

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	(\$9)	\$0	\$0	(\$9)
4 Implementation	\$281,129	\$180,000	\$470,129	(\$9,000)
5 Closeout	\$9,000	\$0	\$0	\$9,000
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$290,120	\$180,000	\$470,129	(\$9)

NARRATIVES

RSD SW 102 ST&8 AVE SW RNDABT

1131237

1. CURRENT PROJECT SCOPE

SW 102nd St. and 8th Ave. SW Roundabout - This project designs and constructs a roundabout at the intersection of SW 102nd Street and 8th Avenue SW.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

This project will improve the safety of motorized and non-motorized users in the White Center community and aligns with the County Executive's priorities of Equity and Social Justice, and Regional Mobility. The White Center Elementary School is located on the northeast corner of the intersection, the White Center Heights Park is on the southeast corner and METRO bus stops for two routes are just north of the intersection. In addition, the intersection is part of a walk to school route for the White Center Heights Elementary School and the Cascade Middle School. These destinations result in regular pedestrian traffic at the intersection. On-site observations by Road Services Division staff indicate that many drivers exhibit unsafe driving behaviors around large numbers of pedestrians -- many of which are students. In addition, congestion at the location during drop off and pick up times for the elementary school also creates a safety concern for pedestrians and other users of the intersection.

4. PROJECT BENEFITS/OUTCOMES

Manage congestion and improve operations of the intersection, improve system reliability and improve safety by reducing the number and severity of collisions.

5. BUDGET REQUEST BASIS

The project is approaching 90 percent design and Roads anticipates advertising for construction bids in late 2018. However, based on recent bid results for another similar project, Roads anticipates that additional funding is needed to complete the project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

RSD SW 102 ST&8 AVE SW RNDABT

1131237

6. FUNDING AND REVENUE DISCUSSION

Current request -- 39782 Contribution -- County Road Fund

Previous funding (2017-2018 CIP) --

33436 Washington state Department of Transportation = \$358,396

39782 Contribution County Road Fund = \$39,822

7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive impacts due to the improvement of the asset(s).

8. PROJECT STATUS

The project is approaching 90 percent design and Roads anticipates advertising for construction in late 2018 with construction in early 2019.

9. ALTERNATIVES ANALYSIS

The White Center Elementary School is located on the northeast corner of the intersection, the White Center Heights Park is on the southeast corner and METRO bus stops for two routes are just north of the intersection. In addition, the intersection is part of a walk to school route for the White Center Heights Elementary School and the Cascade Middle School. These destinations result in regular pedestrian traffic at the intersection. A mini-roundabout was chosen to improve safety for all modes of travel, and to improve operations of the intersection while reducing travel delay.

10. OTHER AGENCY INVOLVEMENT

Washington State Department of Transportation

King County Department of Natural Resources and Parks -- Parks

11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project is taking place within the White Center community, a potential annexation area located within urban unincorporated King County. The project is located near a school and will result in a safer conditions for motorists, pedestrians and other members of the community. It is not anticipated to negatively impact ESJ communities and it is anticipated to result in improved safety.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project has benefitted from early and ongoing project review as part of the design process. A 30% ecocharette was held 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

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD SW 102 ST&8 AVE SW RNDABT	1131237
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17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD KENTKANGLEY LNSDBG RNDABT

1134079

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	9
Fund	3865 KING COUNTY ROAD CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	
Location	Intersection of SE Kent-Kangley Road and Landsburg Road SE
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/19 - 12/01/20	\$0	\$100,000	\$0	\$0	\$100,000
3 Final Design 01/01/21 - 06/01/22	\$0	\$0	\$299,000	\$0	\$299,000
4 Implementation 07/01/22 - 09/01/23	\$0	\$0	\$1,680,000	\$0	\$1,680,000
5 Closeout 10/01/23 - 04/01/24	\$0	\$0	\$10,000	\$0	\$10,000
6 Acquisition 01/01/21 - 12/01/21	\$0	\$0	\$21,000	\$0	\$21,000
Total Budget	\$0	\$100,000	\$2,010,000	\$0	\$2,110,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39782 - CONTRIB COUNTY ROAD FUND	\$100,000	\$2,010,000	\$0	\$2,110,000
Total Revenue	\$100,000	\$2,010,000	\$0	\$2,110,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		RSD KENTKANGLEY LNDSBRG RNDABT				1134079
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$0	\$299,000	\$0	\$299,000
4 Implementation	\$0	\$0	\$0	\$680,000	\$1,000,000	\$1,680,000
5 Closeout	\$0	\$0	\$0	\$0	\$10,000	\$10,000
6 Acquisition	\$0	\$0	\$0	\$21,000	\$0	\$21,000
Total Expense	\$0	\$0	\$100,000	\$1,000,000	\$1,010,000	\$2,110,000

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$100,000	\$0	\$0	\$0
3 Final Design	\$0	\$299,000	\$0	\$0	\$0
4 Implementation	\$0	\$1,680,000	\$0	\$0	\$0
5 Closeout	\$0	\$10,000	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,089,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$100,000	\$100,000	\$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	\$100,000	\$100,000	\$0

NARRATIVES

RSD KENTKANGLEY LNDSBRG RNDABT

1134079

1. CURRENT PROJECT SCOPE

Kent Kangley Road and Landsburg Road SE Roundabout - To design and construct a roundabout at the intersection of SE Kent-Kangley Road and Landsburg Road SE.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

RSD KENTKANGLEY LNDSBRG RNDABT

1134079

3. PROJECT JUSTIFICATION

This project will improve the safety of road users in the Maple Valley and Black Diamond area. The intersection is a high crash location and also requires an improvement to the layout of the intersection. SE Kent-Kangley Road runs east to west and is a major arterial. Landsburg Road SE intersects with SE Kent-Kangley Road on the north and is also a major arterial. Ravensdale Way intersects with SE Kent-Kangley Road from the southwest, and is major arterial.

The intersection is seeing an increase in traffic volume requiring increased traffic control between 4 and 8 hours a day. Between 2013 and 2017, there were a total of 25 collisions at this intersection. The collision rate is 1.99 per million entering vehicles, making this a high collision location in need of improvement (a collision rate over 1 million per entering vehicles is considered a high crash location). Of these, 24 collisions were correctable by a roundabout or signal with turn channelization. The USDOT and FHWA's Manual on Uniform Traffic Control Devices recommends a roundabout be considered prior to a traffic signal; therefore a roundabout is the proposed improvement.

In addition, the layout of the intersection needs to be improved. Ravensdale Way intersects with Kent-Kangley from the south at a 50-degree angle, rather than the 85 to 95 degrees required in the King County Road Design and Construction Standards. This acute angle makes it difficult for motorists on Ravensdale Way to look west onto SE Kent-Kangley Road. In addition, it makes it difficult for trucks traveling east on SE Kent-Kangley Road to turn right onto southbound Ravensdale Way. Because of this angle, trucks drivers seeking to reach businesses to the south or SR-169 will use 268th Avenue SE, which is a 20-foot-wide, local roadway without centerlines or edge lines, serves a residential community and abuts the King County Ravensdale Park.

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 and constructing the project. Funding for preliminary design is requested in 2019-2020, and funding for final design, acquisition, implementation and closeout is anticipated to be requested in 2021 -2022.

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

New

9. ALTERNATIVES ANALYSIS

The collision rate is 1.99 per million entering vehicles, making this a high collision location in need of improvement (a collision rate over 1 million per entering vehicles is considered a high crash location). Of these, 24 collisions were correctable by a roundabout or signal with turn channelization. The USDOT and FHWA's Manual on Uniform Traffic Control Devices recommends a roundabout be considered prior to a traffic signal; therefore a roundabout is the proposed improvement.

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 not directly impact ESJ communities but will be designed and constructed in alignment with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

RSD KENTKANGLEY LNDSBRG RNDABT

1134079

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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD WDDUV SNOQ VALLEY IMPROVE

1134080

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	3
Fund	3865 KING COUNTY ROAD CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	
Location	Intersection of NE Woodinville Duvall Road @ West Snoqualmie Valley Road NE
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/19 - 12/01/22	\$0	\$150,000	\$400,000	\$0	\$550,000
3 Final Design 01/01/23 - 12/01/24	\$0	\$0	\$0	\$588,000	\$588,000
4 Implementation	\$0	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/23 - 12/01/24	\$0	\$0	\$0	\$12,000	\$12,000
Total Budget	\$0	\$150,000	\$400,000	\$600,000	\$1,150,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
33436 - WA ST DEPT TRANSPORTATION	\$0	\$346,000	\$519,000	\$865,000
39782 - CONTRIB COUNTY ROAD FUND	\$150,000	\$54,000	\$81,000	\$285,000
Total Revenue	\$150,000	\$400,000	\$600,000	\$1,150,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		RSD WDDUV SNOQ VALLEY IMPROVE					1134080
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0	
2 Prelim Design	\$0	\$0	\$150,000	\$400,000	\$0	\$550,000	
3 Final Design	\$0	\$0	\$0	\$0	\$588,000	\$588,000	
4 Implementation	\$0	\$0	\$0	\$0	\$0	\$0	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$12,000	\$12,000	
Total Expense	\$0	\$0	\$150,000	\$400,000	\$600,000	\$1,150,000	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$550,000	\$0	\$0	\$0
3 Final Design	\$0	\$588,000	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$12,000	\$0	\$0	\$0
Total	\$0	\$1,150,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$150,000	\$150,000	\$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 RSD WDDUV SNOQ VALLEY IMPROVE 1134080

1. CURRENT PROJECT SCOPE

NE Woodinville Duvall Road at West Snoqualmie Valley Road NE Improvements - To design and construct improvements to the intersection of NE Woodinville Duvall Road at West Snoqualmie Valley Road NE.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

RSD WDDUV SNOQ VALLEY IMPROVE

1134080

3. PROJECT JUSTIFICATION

To improve the safety of road users in north King County. This intersection is a high crash location, and other improvements are also needed, such as removing and replacing a temporary steel bridge, and significant drainage improvements to Tuck Creek. NE Woodinville Duvall Road is a major arterial traveling east to west between the cities of Duvall and Woodinville. West Snoqualmie Valley Road NE runs in a north-south direction between the Snohomish County line to near Ames Lake, and is also a major arterial.

Between 2013 and 2017, there were 28 collisions at this intersection. The collision rate at this intersection is 1.3 per million entering vehicles, making this a high collision location in need of improvement (a collision rate over 1 million per entering vehicles is considered a high crash location).

In addition, at this intersection both roads are designated as urban minor collectors and ADT ranges between 6,000 and 10,500 vehicles per day. Peak hour backups can be significant at this intersection. The light signals, box culvert and steel bridge currently in place were installed as a temporary measure and warrant permanent replacement.

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 will update alternative analysis for improvements to the intersection, and design the project. Funding to update the alternatives analysis is requested in 2019-2020, funding for preliminary design is anticipated to be requested in 2021-2022 and final design in 2023-2024. Funding for construction will be requested beyond the current 6-year plan.

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

New

9. ALTERNATIVES ANALYSIS

This budget request will update the alternatives analysis for improvements to the intersection.

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 not directly impact ESJ communities but will be designed and constructed in alignment with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

RSD WDDUV SNOQ VALLEY IMPROVE

1134080

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)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD REDMOND RIDGE DR NE RNDABT

1134081

Green Building Reporting

Department	TRANSPORTATION
Council District(s)	3
Fund	3865 KING COUNTY ROAD CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	
Location	Intersection of Redmond Ridge Drive NE at NE Alder Crest Drive.
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/19 - 12/01/19	\$0	\$100,000	\$0	\$0	\$100,000
3 Final Design 01/01/20 - 06/01/21	\$0	\$192,000	\$0	\$0	\$192,000
4 Implementation 07/01/21 - 09/01/22	\$0	\$500,000	\$0	\$0	\$500,000
5 Closeout 10/01/22 - 04/01/23	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/20 - 12/01/20	\$0	\$8,000	\$0	\$0	\$8,000
Total Budget	\$0	\$800,000	\$0	\$0	\$800,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
33436 - WA ST DEPT TRANSPORTATION	\$800,000	\$0	\$0	\$800,000
Total Revenue	\$800,000	\$0	\$0	\$800,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		RSD REDMOND RIDGE DR NE RNDABT				1134081
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$140,000	\$52,000	\$0	\$192,000
4 Implementation	\$0	\$0	\$0	\$500,000	\$0	\$500,000
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$8,000	\$0	\$0	\$8,000
Total Expense	\$0	\$0	\$248,000	\$552,000	\$0	\$800,000

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$100,000	\$0	\$0	\$0
3 Final Design	\$0	\$192,000	\$0	\$0	\$0
4 Implementation	\$0	\$500,000	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$8,000	\$0	\$0	\$0
Total	\$0	\$800,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$100,000	\$100,000	\$0
3 Final Design	\$0	\$192,000	\$140,000	\$52,000
4 Implementation	\$0	\$500,000	\$0	\$500,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$8,000	\$8,000	\$0
Total	\$0	\$800,000	\$248,000	\$552,000

NARRATIVES RSD REDMOND RIDGE DR NE RNDABT 1134081

1. CURRENT PROJECT SCOPE

Redmond Ridge Drive NE Roundabout - To design and construct a roundabout on Redmond Ridge Drive NE at NE Alder Crest Drive including curb, gutter and sidewalk.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

RSD REDMOND RIDGE DR NE RNDABT

1134081

3. PROJECT JUSTIFICATION

Redmond Ridge Drive NE is a major arterial and runs north to south. It is located east of the City of Redmond, and intersects with NE Novelty Hill Road, which is also a major arterial.

This project will support the anticipated build-out of the Redmond Ridge Business Park and its associated economic benefits. Once the business park is developed to its projected capacity, vehicle delay at the intersection will significantly increase. The roundabout is intended to improve intersection level of service, and neighborhood pedestrian safety for area residents, including children traveling to the nearby park and a planned middle school.

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 the amount of a grant awarded by the Washington State Legislature.

6. FUNDING AND REVENUE DISCUSSION

333436 WA ST Dept of Transportation

7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

No other alternatives were considered.

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 project will not directly impact ESJ communities 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD REDMOND RIDGE DR NE RNDABT	1134081
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD VASHON MAINT FACILITY REPLACEMENT (RSD VASHON MAINT FACILITY REPL)

1135042

Art Eligible

Department	TRANSPORTATION
Council District(s)	8
Fund	3865 KING COUNTY ROAD CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	
Location	TBD, Vashon Island 98013: TBD
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/21 - 12/01/21	\$0	\$0	\$750,000	\$0	\$750,000
3 Final Design 01/01/22 - 12/01/22	\$0	\$0	\$750,000	\$0	\$750,000
4 Implementation 12/01/23 - 06/01/24	\$0	\$5,000	\$0	\$14,390,000	\$14,395,000
5 Closeout 07/01/24 - 12/01/24	\$0	\$0	\$0	\$10,000	\$10,000
6 Acquisition 01/01/19 - 12/01/19	\$0	\$500,000	\$0	\$0	\$500,000
Total Budget	\$0	\$505,000	\$1,500,000	\$14,400,000	\$16,405,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$5,000	\$0	\$0	\$5,000

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39512 - SALE OF LAND	\$500,000	\$1,500,000	\$14,400,000	\$16,400,000
39782 - CONTRIB COUNTY ROAD FUND	\$5,000	\$0	\$0	\$5,000
Total Revenue	\$505,000	\$1,500,000	\$14,400,000	\$16,405,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		RSD VASHON MAINT FACILITY REPL					1135042
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$0	\$0	\$0	\$0	\$14,390,000	\$14,390,000	
5 Closeout	\$0	\$0	\$0	\$0	\$10,000	\$10,000	
6 Acquisition	\$0	\$0	\$500,000	\$0	\$0	\$500,000	
Total Expense	\$0	\$0	\$500,000	\$1,500,000	\$14,400,000	\$16,400,000	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$14,390,000	\$0	\$0	\$0
5 Closeout	\$0	\$10,000	\$0	\$0	\$0
6 Acquisition	\$0	\$500,000	\$0	\$0	\$0
Total	\$0	\$16,400,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$5,000	\$0	\$5,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$500,000	\$500,000	\$0
Total	\$0	\$505,000	\$500,000	\$5,000

NARRATIVES

1. CURRENT 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

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

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, plowing and ice prevention on snowy or icy roads; 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 failed 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 2019-2020 biennium, Roads proposes to acquire one of the recommended site alternative properties. Design of the new facility is anticipated to occur in 2021-2022 and construction in 2023-2024.

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

RSD VASHON MAINT FACILITY REPL

1135042

5. BUDGET REQUEST BASIS

The budget request is based on currently available estimates for acquiring property, and designing and constructing the new facility. Funding for property acquisition is requested in 2019-2020, funding for design is anticipated to be requested in 2021-2022, and funding for implementation and closeout is anticipated to be requested in 2023-2024.

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

New

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 -- The 2019-2020 request is an acquisition project, which is exempt of green building and ESJ reporting requirements.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Not applicable -- The 2019-2020 request is an acquisition project, which is exempt of 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

RSD NE MAINT FACILITY REPLACEMENT (RSD NE MAINT FACILITY REPL) 1135043

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/22 - 12/01/22	\$0	\$0	\$750,000	\$0	\$750,000
3 Final Design 01/01/23 - 12/01/23	\$0	\$0	\$750,000	\$0	\$750,000
4 Implementation 01/01/24 - 06/01/25	\$0	\$0	\$0	\$16,390,000	\$16,390,000
5 Closeout 07/01/25 - 12/01/25	\$0	\$0	\$0	\$10,000	\$10,000
6 Acquisition 01/01/21 - 12/01/21	\$0	\$0	\$5,000,000	\$0	\$5,000,000
Total Budget	\$0	\$0	\$6,500,000	\$16,400,000	\$22,900,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		RSD NE MAINT FACILITY REPL				1135043
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

1. CURRENT 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD NE MAINT FACILITY REPL	1135043
2. PROGRAMMATIC PROJECT DISCUSSION		
3. PROJECT JUSTIFICATION		
4. PROJECT BENEFITS/OUTCOMES		
5. BUDGET REQUEST BASIS		
There is no budget request for 2019-2020; 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		
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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	RSD NE MAINT FACILITY REPL	1135043
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

RSD PRSTN MAINT FACILTY BLDOUT

1135044

Green Building Reporting

Department	TRANSPORTATION
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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/21 - 12/01/21	\$0	\$0	\$600,000	\$0	\$600,000
3 Final Design 01/01/22 - 12/01/22	\$0	\$0	\$600,000	\$0	\$600,000
4 Implementation 01/01/23 - 06/01/24	\$0	\$0	\$0	\$10,390,000	\$10,390,000
5 Closeout	\$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	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		RSD PRSTN MAINT FACILTY BLDOUT				1135044
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$600,000	\$0	\$0	\$0
3 Final Design	\$0	\$600,000	\$0	\$0	\$0
4 Implementation	\$0	\$10,390,000	\$0	\$0	\$0
5 Closeout	\$0	\$10,000	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$11,600,000	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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

1. CURRENT 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

RSD PRSTN MAINT FACILTY BLDOUT

1135044

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

There is no budget request for 2019-2020; 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

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	09/30/2023
Location	35101 W. Valley Highway; Algona, WA
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 11/01/10 - 05/31/18	\$4,040,008	\$0	\$0	\$0	\$4,040,008
2 Preliminary Design 05/01/18 - 12/31/19	\$5,422,044	\$3,176,736	\$0	\$0	\$8,598,780
3 Final Design 07/01/19 - 03/31/21	\$7,398,021	\$8,965,354	\$0	\$0	\$16,363,375
4 Implementation 04/01/21 - 09/29/23	\$107,343	\$14,101,936	\$85,603,354	\$7,481,628	\$107,294,261
5 Closeout 10/01/23 - 12/31/23	\$0	\$0	\$0	\$1,315,545	\$1,315,545
6 Acquisition 05/01/12 - 08/31/19	\$5,075,584	\$1,182,245	\$0	\$0	\$6,257,829
Total Budget	\$22,043,000	\$27,426,271	\$85,603,354	\$8,797,173	\$143,869,798

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$271,556	\$0	\$0	\$271,556

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,740,090	\$0	\$1,051,034	\$2,791,124
39113 - GENERAL OBLIGATION BONDS	\$21,686,181	\$85,603,354	\$3,746,139	\$111,035,674
39797 - CONTRIB SOLID WASTE	\$4,000,000	\$0	\$4,000,000	\$8,000,000
Total Revenue	\$27,426,271	\$85,603,354	\$8,797,173	\$121,826,798

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW SOUTH COUNTY RECYCLING & TS				1033497
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$3,781,135	\$160,251	\$0	\$0	\$0	\$3,941,386
2 Prelim Design	\$2,325	\$4,023,708	\$3,176,736	\$0	\$0	\$7,202,769
3 Final Design	\$35,949	\$0	\$8,965,354	\$0	\$0	\$9,001,303
4 Implementation	\$107,355	\$0	\$14,101,936	\$85,603,354	\$7,481,628	\$107,294,273
5 Closeout	\$0	\$0	\$0	\$0	\$1,315,545	\$1,315,545
6 Acquisition	\$3,006,287	\$0	\$1,182,245	\$0	\$0	\$4,188,532
Total Expense	\$6,933,050	\$4,183,959	\$27,426,271	\$85,603,354	\$8,797,173	\$132,943,807

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$3,941,386	\$3,984,745	\$4,040,008	\$3,941,386
2 Preliminary Design	\$0	\$7,202,769	\$3,119	\$5,422,044	\$4,026,033
3 Final Design	\$0	\$9,001,302	\$35,949	\$7,398,021	\$35,949
4 Implementation	\$0	\$107,294,273	\$107,387	\$107,343	\$107,355
5 Closeout	\$0	\$1,434,959	\$0	\$0	\$0
6 Acquisition	\$0	\$4,188,533	\$3,006,287	\$5,075,584	\$3,006,287
Total	\$0	\$133,063,222	\$7,137,487	\$22,043,000	\$11,117,010

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$98,622	\$0	\$0	\$98,622
2 Preliminary Design	\$1,396,011	\$3,176,736	\$3,176,736	\$1,396,011
3 Final Design	\$7,362,072	\$8,965,354	\$8,965,354	\$7,362,072
4 Implementation	(\$12)	\$14,101,936	\$14,101,936	(\$12)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$2,069,297	\$1,182,245	\$1,182,245	\$2,069,297
Total	\$10,925,990	\$27,426,271	\$27,426,271	\$10,925,990

NARRATIVES

SW SOUTH COUNTY RECYCLING & TS

1033497

1. CURRENT PROJECT SCOPE

South County Recycling and Transfer Station: This project will site, design, permit, and construct a new transfer and recycling facility to replace the Algona Transfer Station.

2. PROGRAMMATIC PROJECT DISCUSSION

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 Transfer 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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

SW SOUTH COUNTY RECYCLING & TS

1033497

4. PROJECT BENEFITS/OUTCOMES

The new facility would provide the following primary benefits: Room to offer recycling services for materials such as yard waste, wood, appliances and scrap metal; Room to install trash compactors to accurately and efficiently load the collected garbage, thereby reducing the number of trucks hauling garbage from the recycling and transfer station to the landfill by as much as 30 percent; Adequate space for customer vehicles on-site parking; and An enclosed transfer building, which contains noise, odor and dust.

5. BUDGET REQUEST BASIS

Project schedule determined cashflow and budget needs. Factoria was used as basis for cost estimates and schedule. As of May 2018 the Project has a Budget Carryover of \$10,925,991. This amount is carried forward through project closeout. Although it appears this approximately \$11M is beyond what is needed for the Project, (estimate at completion is \$133M), the Project is just starting Preliminary Design and has yet to be baselined. There are numerous variables such as conditions that 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 2020 or beyond that may impact the total at completion. Therefore, the recommendation is to wait until the 2023-2024 budget cycle to assess whether the \$11M carryover can be dropped.

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 TSOs (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

At present, the project is in the planning phase and the 30% design is planned to start in June 2018.

9. ALTERNATIVES ANALYSIS

A siting process was conducted to generate a short-list of candidate sites. An Environmental Impact Statement 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 will develop conceptual site options for SWD evaluation.

10. OTHER AGENCY INVOLVEMENT

Public Health - Seattle and King County 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

Art has been contributed at the full 1% amount of total budget request for 2019-2020. Future art contributions will be reduced by the exempted categories for projects over 10M.

12. EQUITY AND SOCIAL JUSTICE IMPACT

As part of siting the new facility, a Siting Report was prepared which 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. The SCRTS design consultant will assist with the SWD led development of the SCRTS Equity Impact Review Report. The Equity Impact Review Report will define qualitative and quantitative aspects of the Equity Impact review process and outline strategies and measurable implementation actions that are tied to the project phases. The SCRTS Equity Impact Review Report is anticipated to focus on the following activities: Engagement with the affected communities and will advance the "pro-equity" opportunities in SCRTS design and operation; Identification of approaches that best advance positive equity impacts and minimize or mitigated negative impacts. Communication and evaluation of impacts to provide effective responses to community priorities and concerns; Identification of opportunities to partner with stakeholders to influence site design, uses, features and access and overall benefits and impacts on affected populations and communities; and Refinement of project design to reflect community input and implement recommendations in Equity Assessment.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW SOUTH COUNTY RECYCLING & TS	1033497
13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT		
As part of the King County Strategic Climate Action Plan, the design team will evaluate the feasibility of achieving Zero Energy, 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 (U.S. GBC).		
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

SW NORTHEAST RECYCLING & TRANSFER STATION (SW NORTHEAST RECYCLING & TS)

1033498

MPA Reporting, Art Eligible

Department	NATURAL RESOURCES AND PARKS
Council District(s)	6
Fund	3901 SOLID WASTE CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	12/31/2025
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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 11/01/10 - 12/31/20	\$0	\$2,829,673	\$1,479,707	\$0	\$4,309,380
2 Preliminary Design 01/01/21 - 06/30/22	\$0	\$0	\$4,255,602	\$2,194,095	\$6,449,697
3 Final Design 07/01/22 - 12/31/23	\$76,376	\$0	\$0	\$9,059,766	\$9,136,142
4 Implementation 01/01/24 - 03/31/26	\$836,000	\$30,577	\$0	\$0	\$866,577
5 Closeout 04/01/26 - 12/31/27	\$0	\$0	\$0	\$0	\$0
6 Acquisition 01/01/18 - 12/31/21	\$111,000	\$37,254,339	\$62,091	\$0	\$37,427,430
Total Budget	\$1,023,376	\$40,114,589	\$5,797,400	\$11,253,861	\$58,189,226

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$397,187	\$0	\$0	\$397,187

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$40,114,589	\$5,054,876	\$11,253,861	\$56,423,326
39797 - CONTRIB SOLID WASTE	\$0	\$742,523	\$0	\$742,523
Total Revenue	\$40,114,589	\$5,797,399	\$11,253,861	\$57,165,849

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		SW NORTHEAST RECYCLING & TS				1033498
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$558,865	\$0	\$2,968,613	\$1,479,707	\$0	\$5,007,185
2 Prelim Design	\$945	\$0	\$0	\$4,255,602	\$2,194,095	\$6,450,642
3 Final Design	\$61,610	\$0	\$0	\$0	\$9,059,766	\$9,121,376
4 Implementation	\$249,574	\$0	\$0	\$0	\$0	\$249,574
5 Closeout	\$7,708	\$0	\$0	\$0	\$0	\$7,708
6 Acquisition	\$5,734	\$0	\$37,254,339	\$62,091	\$0	\$37,322,164
Total Expense	\$884,435	\$0	\$40,222,952	\$5,797,400	\$11,253,861	\$58,158,648

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$5,007,184	\$559,529	\$0	\$558,865
2 Preliminary Design	\$0	\$6,450,642	\$945	\$0	\$945
3 Final Design	\$0	\$9,121,375	\$61,610	\$76,376	\$61,610
4 Implementation	\$0	\$107,449,218	\$249,574	\$836,000	\$249,574
5 Closeout	\$0	\$2,115,203	\$7,708	\$0	\$7,708
6 Acquisition	\$0	\$37,322,164	\$5,734	\$111,000	\$5,734
Total	\$0	\$167,465,786	\$885,100	\$1,023,376	\$884,436

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$558,865)	\$2,829,673	\$2,968,613	(\$697,805)
2 Preliminary Design	(\$945)	\$0	\$0	(\$945)
3 Final Design	\$14,766	\$0	\$0	\$14,766
4 Implementation	\$586,426	\$30,577	\$0	\$617,003
5 Closeout	(\$7,708)	\$0	\$0	(\$7,708)
6 Acquisition	\$105,266	\$37,254,339	\$37,254,339	\$105,266
Total	\$138,940	\$40,114,589	\$40,222,952	\$30,577

NARRATIVES SW NORTHEAST RECYCLING & TS 1033498

1. CURRENT PROJECT SCOPE

Northeast Recycling and Transfer Station: This project will site, permit, design and construct a new transfer and waste processing facility to replace the Houghton Transfer Station. Although transfer station design on this project will not begin until after site selection and determination of project delivery in accordance with Ordinance 17437, the Solid Waste Division (SWD) has extensive recent experience constructing and operating modern solid waste recycling and transfer stations. SWD has completed three such facilities during the last decade including Shoreline, Bow Lake and Factoria. This facility will serve as a model for improving facility operation and reducing impacts on surrounding communities by including features like a fully enclosed transfer building, rainwater collection and other water conservation measures, maximizing use of natural lighting and other energy conservation strategies, and dust/odor management systems.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

SW NORTHEAST RECYCLING & TS

1033498

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.

4. PROJECT BENEFITS/OUTCOMES

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; and 6) Assumes no delays or difficulties in site purchase. The construction cost for this station was estimated using the Factoria construction contract and estimates performed at various phases of design.

5. BUDGET REQUEST BASIS

The recent Factoria Recycling and Transfer station project was used as basis for cost estimates and schedule. These were adjusted for inflation and aligned with this project's schedule to determine cashflow and budget needs.

6. FUNDING AND REVENUE DISCUSSION

The project will be primarily funded by bond issuances.

7. OPERATING BUDGET AND OTHER IMPACTS

SWD is proposing to repurpose the Demand Management appropriation (paid for with tipping fees) in its 2017-2018 budget to pay for the planning activities this biennia. 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.

8. PROJECT STATUS

SWD is awaiting adoption of the 2019-20 budget to begin this project. The project is part of the SWD Comprehensive Plan that will be submitted to the Executive and Council for their review and adoption.

9. ALTERNATIVES ANALYSIS

The division has explored the alternative of not building a new station through modeling where Houghton customers would likely go for transfer services and the impact on commercial haulers. With emphasis now returning to siting a new station, potential candidate sites for the project will be identified through a siting study. 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 state Department of Ecology and Public Health - Seattle and King County. The Department of Executive Services, Facilities Management Division, Real Estate Services section would be enlisted to acquire property for the new station. Depending on site selected, several host city agencies would be involved.

11. ART ELIGIBILITY

Art has been calculated at 1% of the total budget request for 2019-2020. This art amount includes land acquisition. Future art contributions will be reduced by the exempted categories for over 10M dollar projects (i.e. the amount of land acquisition will be taken off of the future art amounts in addition to the other exempted categories).

12. EQUITY AND SOCIAL JUSTICE IMPACT

As part of siting the new facility an Equity Impact Analysis will be required that will document the Economic and Equity and Social Justice impacts of 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 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 guidelines.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

SW NORTHEAST RECYCLING & TS

1033498

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will address Strategic Climate Action Plan (SCAP) 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 performance. The project will also explore achieving a Living Building Challenge certification. The target rating level required for this project under the Green Building Ordinance is LEED Platinum; the additional cost associated with achieving LEED is to be determined. The specific green building and sustainable development strategies employed in this project are to be determined. While green features for NERTS have not yet been determined, the benefits of green certification would be: a reduction in water usage by rainwater harvesting, less truck trips as a result of waste compaction and recycling services, waste heat recapture and reuse, natural lighting, more efficient fixtures and equipment and use of sustainable and recycled materials. While no measurements of beneficial impacts have been established (the project is in the planning phase) tools such as the King County Life Cycle Cost Analysis. Greenhouse Gas Calculator and Mitigation Guidelines Manual will be utilized.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

SW HARBOR IS SAFETY IMPROVMNTS

1033503

TA, Art Eligible

Department	NATURAL RESOURCES AND PARKS
Council District(s)	8
Fund	3901 SOLID WASTE CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	11/17/2016
Location	3235 16th Avenue SW; Seattle, WA
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/28/13 - 03/30/16	\$0	\$2,017	\$0	\$0	\$2,017
2 Preliminary Design 06/15/14 - 12/31/14	\$0	\$28,769	\$0	\$0	\$28,769
3 Final Design 06/01/10 - 12/31/15	\$331,882	\$164,886	\$0	\$0	\$496,768
4 Implementation 07/01/12 - 11/17/16	\$3,007,637	(\$895,740)	\$0	\$0	\$2,111,897
5 Closeout 11/17/16 - 12/31/18	\$0	\$158	\$0	\$0	\$158
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$3,339,519	(\$699,910)	\$0	\$0	\$2,639,609

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	(\$699,910)	\$0	\$0	(\$699,910)
Total Revenue	(\$699,910)	\$0	\$0	(\$699,910)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		SW HARBOR IS SAFETY IMPROVMNTS					1033503
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$2,017	\$0	\$0	\$0	\$0	\$2,017	
2 Prelim Design	\$28,770	\$0	\$0	\$0	\$0	\$28,770	
3 Final Design	\$496,768	\$0	\$0	\$0	\$0	\$496,768	
4 Implementation	\$2,111,887	\$0	\$0	\$0	\$0	\$2,111,887	
5 Closeout	\$158	\$0	\$0	\$0	\$0	\$158	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$2,639,599	\$0	\$0	\$0	\$0	\$2,639,599	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$2,017	\$2,017	\$0	\$2,017
2 Preliminary Design	\$0	\$28,770	\$28,770	\$0	\$28,770
3 Final Design	\$0	\$496,768	\$496,768	\$331,882	\$496,768
4 Implementation	\$0	\$2,111,887	\$2,111,887	\$3,007,637	\$2,111,887
5 Closeout	\$0	\$158	\$158	\$0	\$158
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,639,600	\$2,639,600	\$3,339,519	\$2,639,600

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$2,017)	\$2,017	\$0	\$0
2 Preliminary Design	(\$28,770)	\$28,769	\$0	(\$1)
3 Final Design	(\$164,886)	\$164,886	\$0	\$0
4 Implementation	\$895,750	(\$895,740)	\$0	\$10
5 Closeout	(\$158)	\$158	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$699,919	(\$699,910)	\$0	\$9

NARRATIVES

SW HARBOR IS SAFETY IMPROVMNTS

1033503

1. CURRENT PROJECT SCOPE

Harbor Island Safety Improvements: This project will implement the demolition of condemned buildings, enhancement to fire alarm systems, electrical service improvements, and repair of dock & floor settlement at Warehouse "E".

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

SW HARBOR IS SAFETY IMPROVMNTS

1033503

3. PROJECT JUSTIFICATION

The proposed project is composed of numerous items which are necessary to operate the King County Fisher Mill property in a safe manner including meeting current City of Seattle Fire Alarm Codes, maintaining lease buildings safety by eliminating hazardous material content of the building, opening rentable space, increase property value and improve structural integrity of the building. Major components are: a) Deconstruction of Building #3 b) Decommission fire sprinkler and fire alarm systems @ abandoned buildings c) Warehouse "E" under dock, piling, seawall & floor cracks repairs, and fire sprinkler bracing d) Electric Service Re-routing e) Fire Alarm Panel @ Warehouse "E" & Administrative Office Building

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Disappropriate remaining balance.

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW HARBOR IS SAFETY IMPROVMNTS	1033503
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	
Location	King Street Center; 201 S Jackson St; Seattle, WA 98104
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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 01/01/09 - 12/31/24	\$139,155	\$30,527	\$33,241	\$14,015	\$216,938
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$139,155	\$30,527	\$33,241	\$14,015	\$216,938

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$30,527	\$0	\$14,015	\$44,542
39797 - CONTRIB SOLID WASTE	\$0	\$33,241	\$0	\$33,241
Total Revenue	\$30,527	\$33,241	\$14,015	\$77,783

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW CONSTR CIP OVERSIGHT					1033507
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$93,568	\$3,000	\$61,480	\$33,241	\$14,015	\$205,304	
5 Closeout	\$2,252	\$0	\$0	\$0	\$0	\$2,252	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$105,200	\$3,000	\$61,480	\$33,241	\$14,015	\$216,936	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$228,552	\$93,685	\$139,155	\$96,568
5 Closeout	\$0	\$2,252	\$2,252	\$0	\$2,252
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$240,185	\$105,318	\$139,155	\$108,201

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$42,587	\$30,527	\$61,480	\$11,634
5 Closeout	(\$2,252)	\$0	\$0	(\$2,252)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$30,955	\$30,527	\$61,480	\$2

NARRATIVES SW CONSTR CIP OVERSIGHT 1033507

1. CURRENT PROJECT SCOPE

Construction Capital Improvement Program Oversight: This project covers the cost of Capital Improvement Program (CIP) oversight services provided to the Solid Waste Division's Construction Fund projects by the King County Auditor's Office.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW CONSTR CIP OVERSIGHT	1033507
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5. BUDGET REQUEST BASIS

Amounts from PSB.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

SOLID WASTE CEDAR FALLS ENVIRONMENTAL CONTROL SYSTEM MODIFICATION (SW CEDAR FALLS ENV CNTRL SYS M) 1116833

Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	3
Fund	3901 SOLID WASTE CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	10/31/2025
Location	16925 Cedar Falls Rd SE; North Bend, WA
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/13 - 07/27/18	\$389,263	\$109,500	\$0	\$0	\$498,763
2 Preliminary Design 06/08/18 - 10/01/18	\$403,052	\$490,394	\$0	\$0	\$893,446
3 Final Design 10/02/18 - 12/10/18	\$660,119	\$188,262	\$0	\$0	\$848,381
4 Implementation 12/11/18 - 10/01/25	\$1,577,002	\$98,015	\$0	\$0	\$1,675,017
5 Closeout 10/02/25 - 12/01/25	\$2,122	\$0	\$0	\$0	\$2,122
6 Acquisition	\$10,609	\$0	\$0	\$0	\$10,609
Total Budget	\$3,042,167	\$886,171	\$0	\$0	\$3,928,338

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$886,171	\$0	\$0	\$886,171
Total Revenue	\$886,171	\$0	\$0	\$886,171

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW CEDAR FALLS ENV CNTRL SYS M					1116833
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$729,738	\$0	\$192,545	\$0	\$0	\$922,283	
2 Prelim Design	\$846,484	\$195,053	\$757,894	\$0	\$0	\$1,799,431	
3 Final Design	\$0	\$194,670	\$316,674	\$0	\$0	\$511,344	
4 Implementation	\$24,076	\$0	\$278,474	\$0	\$0	\$302,550	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$382,429	\$10,300	\$0	\$0	\$0	\$392,729	
Total Expense	\$1,982,727	\$400,023	\$1,545,587	\$0	\$0	\$3,928,337	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$922,283	\$756,116	\$389,263	\$729,738
2 Preliminary Design	\$0	\$1,799,431	\$940,805	\$403,052	\$1,041,537
3 Final Design	\$0	\$511,344	\$0	\$660,119	\$194,670
4 Implementation	\$0	\$302,550	\$24,076	\$1,577,002	\$24,076
5 Closeout	\$0	\$0	\$0	\$2,122	\$0
6 Acquisition	\$0	\$392,729	\$382,429	\$10,609	\$392,729
Total	\$0	\$3,928,337	\$2,103,426	\$3,042,167	\$2,382,750

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$340,475)	\$109,500	\$192,545	(\$423,520)
2 Preliminary Design	(\$638,485)	\$490,394	\$757,894	(\$905,985)
3 Final Design	\$465,449	\$188,262	\$316,674	\$337,037
4 Implementation	\$1,552,926	\$98,015	\$278,474	\$1,372,467
5 Closeout	\$2,122	\$0	\$0	\$2,122
6 Acquisition	(\$382,120)	\$0	\$0	(\$382,120)
Total	\$659,417	\$886,171	\$1,545,587	\$1

NARRATIVES SW CEDAR FALLS ENV CNTRL SYS M 1116833

1. CURRENT PROJECT SCOPE

Cedar Falls Environmental Control Systems Modification: Investigation at the Cedar Falls closed landfill to implement landfill control system improvements to meet regulatory requirements under WAC 173-304; minimize custodial operations and maintenance requirements; and develop property for ultimate secondary use. This project includes planning, design, and construction for the upgrades.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Increased efficiency of landfill gas control and treatment and groundwater quality improvements, resulting in reduction of operational and maintenance costs. Improvements will reduce potential for both regulatory noncompliance due to malfunction of landfill control systems and misalignment with King County strategic goals.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

SW CEDAR FALLS ENV CNTRL SYS M

1116833

4. PROJECT BENEFITS/OUTCOMES

This project will increase the efficiency of landfill gas control and treatment and 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. A goal of 10% improvement in key water quality parameter/year for Cedar Falls Landfill. The budget request for this iterative project will execute the recommendations for the initial investigation and mitigation. The iterative phases include: investigation, mitigation implementation, monitoring to determine whether additional mitigation is needed, future mitigation as needed to meet project goals.

5. BUDGET REQUEST BASIS

The budget requested in the 2019-2020 biennium will support the planning, preliminary design, final design and implementation phases in both years due to the cyclical nature of the closed landfill projects. The budget amount requested was based on similar work completed at the Enumclaw closed landfill. In 2019-20 biennium, the budget request is \$886,171.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Increased efficiencies in landfill gas control and treatment and groundwater quality improvements, resulting in reduced operational and maintenance costs. Achievement of negotiated agreement on program objectives with Seattle-King County Department of Public Health and WA Department of Ecology and completion of program objectives.

8. PROJECT STATUS

This project is ongoing.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

Public Health - Seattle and King County and the Washington State 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 project

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will support the initiative goal of healthy built and natural environments.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The rating level targeted for this project is Platinum.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW CEDAR FALLS ENV CNTRL SYS M	1116833
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

Solid Waste ENUMCLAW ENV CNTRL SYS MOD (SW ENUMCLAW ENV CNTRL SYS MOD)

1116838

Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	9
Fund	3901 SOLID WASTE CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	08/02/2027
Location	1650 Battersby Ave E, Enumclaw
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/13 - 05/24/18	\$391,717	\$0	\$0	\$0	\$391,717
2 Preliminary Design 04/01/15 - 08/31/27	\$337,737	\$0	\$0	\$0	\$337,737
3 Final Design 01/01/16 - 08/31/27	\$402,987	\$0	\$0	\$0	\$402,987
4 Implementation 08/01/17 - 08/02/27	\$392,783	\$662,870	\$0	\$0	\$1,055,653
5 Closeout 08/02/27 - 09/30/27	\$2,122	\$0	\$0	\$0	\$2,122
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,527,346	\$662,870	\$0	\$0	\$2,190,216

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$227,870	\$0	\$0	\$227,870
39113 - GENERAL OBLIGATION BONDS	\$435,000	\$0	\$0	\$435,000
Total Revenue	\$662,870	\$0	\$0	\$662,870

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW ENUMCLAW ENV CNTRL SYS MOD				1116838
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$237,285	\$0	\$208,781	\$0	\$0	\$446,066
2 Prelim Design	\$192,490	\$0	\$0	\$0	\$0	\$192,490
3 Final Design	\$870,263	\$0	\$0	\$0	\$0	\$870,263
4 Implementation	\$46,287	\$102,590	\$532,352	\$0	\$0	\$681,229
5 Closeout	\$168	\$0	\$0	\$0	\$0	\$168
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$1,346,492	\$102,590	\$741,133	\$0	\$0	\$2,190,215

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$237,285	\$246,818	\$391,717	\$237,285
2 Preliminary Design	\$0	\$192,490	\$198,490	\$337,737	\$192,490
3 Final Design	\$0	\$870,263	\$908,339	\$402,987	\$870,263
4 Implementation	\$0	\$457,878	\$48,707	\$392,783	\$148,877
5 Closeout	\$0	\$168	\$168	\$2,122	\$168
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,758,084	\$1,402,522	\$1,527,346	\$1,449,083

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$154,432	\$0	\$208,781	(\$54,349)
2 Preliminary Design	\$145,247	\$0	\$0	\$145,247
3 Final Design	(\$467,276)	\$0	\$0	(\$467,276)
4 Implementation	\$243,906	\$662,870	\$532,352	\$374,424
5 Closeout	\$1,954	\$0	\$0	\$1,954
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$78,263	\$662,870	\$741,133	\$0

NARRATIVES SW ENUMCLAW ENV CNTRL SYS MOD 1116838

1. CURRENT PROJECT SCOPE

Enumclaw Environmental Control System Modification: Investigation at the Enumclaw Landfill to implement landfill control system improvements to minimize custodial operations and maintenance requirements and develop property for ultimate secondary use.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Increased efficiency of landfill gas control and treatment and groundwater quality improvements, resulting in reduced operation and maintenance costs. Improvements will reduce the potential for both regulatory non-compliance due to malfunction of landfill control systems and misalignment with King County Strategic Goals.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

SW ENUMCLAW ENV CNTRL SYS MOD

1116838

4. PROJECT BENEFITS/OUTCOMES

The benefits of this project are increased efficiency of landfill gas control and treatment and groundwater quality improvements resulting in reduced operation and maintenance costs. Improvements will reduce the potential for regulatory non-compliance due to malfunction of landfill control systems and maintain alignment with King County Strategic Goals. Investments will reduce the ongoing costs of landfill gas and water management, benefit the atmosphere by reducing fugitive emissions, and help SWD support ending post-closure care under the regulations. The goal is to reduce greenhouse emissions by 20% for the Enumclaw landfill. The budget requests for this iterative project will execute recommendations from initial investigation and mitigation. The iterative phases include: investigation, mitigation implementation, monitoring to determine whether additional mitigation is needed, future mitigation as needed to meet project goals.

5. BUDGET REQUEST BASIS

This project will address improvements to the environmental control systems at the Enumclaw closed landfill to meet regulatory requirements.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Increase efficiencies in landfill gas control and treatment and groundwater quality improvements resulting in reduction of operational and maintenance costs. Achievement of negotiated agreements on program objectives with Seattle-King County Department of Health and WA Department of Ecology and completion of program objectives.

8. PROJECT STATUS

This project is ongoing.

9. ALTERNATIVES ANALYSIS

Alternative analysis for the flare replacement has been completed and approved by regulators.

10. OTHER AGENCY INVOLVEMENT

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

N/A, solid waste landfill.

12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The rating level targeted for this project is Platinum.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW ENUMCLAW ENV CNTRL SYS MOD	1116838
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

SW HOBART LF COVER AND GAS CONTROL (SW HOBART LF COVER & GAS CTRL)

1124104

Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	9
Fund	3901 SOLID WASTE CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	04/30/2026
Location	24041 276TH AVE SE MAPLE VALLEY, WA 98038
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/12/17 - 02/03/20	\$495,760	\$0	\$0	\$0	\$495,760
2 Preliminary Design 09/29/17 - 03/18/20	\$403,341	\$0	\$0	\$0	\$403,341
3 Final Design 03/18/20 - 09/21/20	\$193,640	\$0	\$0	\$0	\$193,640
4 Implementation 03/18/19 - 04/21/26	\$1,310,675	\$821,509	\$0	\$0	\$2,132,184
5 Closeout 04/21/26 - 06/22/26	\$21,218	\$0	\$0	\$0	\$21,218
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$2,424,634	\$821,509	\$0	\$0	\$3,246,143

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$821,509	\$0	\$0	\$821,509
Total Revenue	\$821,509	\$0	\$0	\$821,509

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW HOBART LF COVER & GAS CTRL					1124104
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$165,642	\$0	\$0	\$0	\$0	\$165,642	
2 Prelim Design	\$749,787	\$0	\$0	\$0	\$0	\$749,787	
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0	
4 Implementation	\$0	\$0	\$1,834,954	\$0	\$0	\$1,834,954	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$915,429	\$0	\$1,834,954	\$0	\$0	\$2,750,383	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$165,642	\$223,654	\$495,760	\$165,642
2 Preliminary Design	\$0	\$749,787	\$762,588	\$403,341	\$749,787
3 Final Design	\$0	\$0	\$0	\$193,640	\$0
4 Implementation	\$0	\$1,834,954	\$0	\$1,310,675	\$0
5 Closeout	\$0	\$0	\$0	\$21,218	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,750,383	\$986,242	\$2,424,634	\$915,429

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$330,118	\$0	\$0	\$330,118
2 Preliminary Design	(\$346,446)	\$0	\$0	(\$346,446)
3 Final Design	\$193,640	\$0	\$0	\$193,640
4 Implementation	\$1,310,675	\$821,509	\$1,834,954	\$297,230
5 Closeout	\$21,218	\$0	\$0	\$21,218
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,509,205	\$821,509	\$1,834,954	\$495,760

NARRATIVES SW HOBART LF COVER & GAS CTRL 1124104

1. CURRENT PROJECT SCOPE

Hobart Landfill Cover and Gas Control: Investigation of the Hobart closed landfill to implement landfill control system improvements to meet regulatory requirements under WAC 173-301; minimize custodial operations and maintenance requirements; and develop property for ultimate secondary use. This project includes planning, design, and construction for the upgrades.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Increased efficiency of landfill gas control and treatment and groundwater quality improvements resulting in reduced operation and maintenance costs. Improvements will reduce the potential for regulatory non-compliance due to malfunction of landfill control systems and misalignment with King County Strategic Goals.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

SW HOBART LF COVER & GAS CTRL

1124104

4. PROJECT BENEFITS/OUTCOMES

The benefits of this project are increased efficiency of landfill gas control and treatment and groundwater quality improvements resulting in reduced operation and maintenance costs. Improvements will reduce the potential for regulatory non-compliance due to malfunction of landfill control systems and maintain alignment with King County Strategic Goals. Investments will reduce the ongoing costs of landfill gas and water management, benefit the atmosphere by reducing fugitive emissions, and help SWD support ending post-closure care under the regulations. The goal for Hobart is to reduce greenhouse emissions by 10% per year. The budget request for this iterative project is to execute recommendations from initial investigation and mitigation. The iterative phases include: investigation, mitigation implementation, monitoring to determine whether additional mitigation is needed, future mitigation as needed to meet project goals.

5. BUDGET REQUEST BASIS

This project will address improvements to the environmental control systems at the Hobart closed landfill to meet regulatory requirements. This project will proceed to implementation in 2019-2020 for the budgeted amount of \$821,509. The 2019-2020 budget request provides implementation for improvements to the landfill gas control and treatment system and groundwater monitoring networks to demonstrate a reduction in the risk for potential regulatory noncompliance and that the landfill conditions are aligning with the King county strategic goals to end the post closure phase. The 2019-2020 budget request is based on similar work completed at Cedar Hills and Enumclaw Landfills.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Increased 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 WA Department of Ecology and completion of program objectives.

8. PROJECT STATUS

This project is ongoing.

9. ALTERNATIVES ANALYSIS

Alternative analysis is under review by regulatory agencies.

10. OTHER AGENCY INVOLVEMENT

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

N/A solid waste landfill.

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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW HOBART LF COVER & GAS CTRL	1124104
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

SW ALGONA TRANSFER STATION DEMOLITION (SW ALGONA TS DECONSTRUCT)

1124107

Department	NATURAL RESOURCES AND PARKS
Council District(s)	7
Fund	3901 SOLID WASTE CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	11/30/2022
Location	35315 West Valley Hwy, Algona, WA 98001
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 11/01/20 - 07/31/21	\$1	\$21,961	\$119,887	\$0	\$141,849
2 Preliminary Design 08/01/21 - 10/31/21	\$0	\$0	\$118,178	\$0	\$118,178
3 Final Design 11/01/21 - 05/31/22	\$0	\$0	\$285,044	\$0	\$285,044
4 Implementation 06/01/22 - 11/30/22	\$0	\$0	\$1,498,014	\$0	\$1,498,014
5 Closeout 12/01/22 - 01/31/23	\$0	\$0	\$32,460	\$33,433	\$65,893
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1	\$21,961	\$2,053,583	\$33,433	\$2,108,978

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$21,961	\$0	\$33,433	\$55,394
39113 - GENERAL OBLIGATION BONDS	\$0	\$1,000,000	\$0	\$1,000,000
39797 - CONTRIB SOLID WASTE	\$0	\$1,053,582	\$0	\$1,053,582
Total Revenue	\$21,961	\$2,053,582	\$33,433	\$2,108,976

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW ALGONA TS DECONSTRUCT				1124107
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$21,961	\$119,887	\$0	\$141,848
2 Prelim Design	\$0	\$0	\$0	\$118,178	\$0	\$118,178
3 Final Design	\$0	\$0	\$0	\$285,044	\$0	\$285,044
4 Implementation	\$0	\$0	\$0	\$1,498,014	\$0	\$1,498,014
5 Closeout	\$0	\$0	\$0	\$32,460	\$33,433	\$65,893
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$21,961	\$2,053,583	\$33,433	\$2,108,977

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$141,849	\$0	\$1	\$0
2 Preliminary Design	\$0	\$118,178	\$0	\$0	\$0
3 Final Design	\$0	\$285,044	\$0	\$0	\$0
4 Implementation	\$0	\$1,498,014	\$0	\$0	\$0
5 Closeout	\$0	\$65,893	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,108,978	\$0	\$1	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$1	\$21,961	\$21,961	\$1
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	\$21,961	\$21,961	\$1

NARRATIVES

SW ALGONA TS DECONSTRUCT

1124107

1. CURRENT PROJECT SCOPE

Algona Transfer Station Deconstruction: This project will deconstruct the existing Algona Transfer Station following the opening of the new South County Regional Transfer Station.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Upon King County Solid Waste's departure, the property should be left in development ready condition for what is likely to be an eventual commercial use.

4. PROJECT BENEFITS/OUTCOMES

This project will remove the 1960s-era Algona transfer station, restoring the underlying property to a development-ready condition.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

SW ALGONA TS DECONSTRUCT

1124107

5. BUDGET REQUEST BASIS

An in-house analysis of prior deconstruction projects were used as a basis for the projected cost.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

There are no anticipated operating budget impacts.

8. PROJECT STATUS

This project will commence once the new South County Recycling and Transfer Station begins construction.

9. ALTERNATIVES ANALYSIS

There are no alternatives for this project.

10. OTHER AGENCY INVOLVEMENT

The City of Algona and Puget Sound Clean Air Agency may be involved the project permitting.

11. ART ELIGIBILITY

Demolition project.

12. EQUITY AND SOCIAL JUSTICE IMPACT

The project will comply with ESJ requirements throughout the duration of the deconstruction process.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

There will be a sustainability requirement. The project will allow SWD to recycle parts of the former Algona station.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

SW PC DUVALL ENVIRON CTRL SYS

1129849

Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	3
Fund	3901 SOLID WASTE CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	11/01/2021
Location	22905 NE Old Woodinville-Duvall Road Duvall, WA 98019
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 03/01/17 - 10/31/18	\$257,500	\$0	\$0	\$0	\$257,500
2 Preliminary Design 11/01/18 - 05/31/19	\$291,747	\$2,663,945	\$0	\$0	\$2,955,692
3 Final Design 06/01/19 - 11/30/19	\$0	\$550,000	\$0	\$0	\$550,000
4 Implementation 12/01/19 - 10/31/21	\$0	\$0	\$0	\$0	\$0
5 Closeout 11/01/21 - 11/30/21	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$549,247	\$3,213,945	\$0	\$0	\$3,763,192

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$3,213,945	\$0	\$0	\$3,213,945
Total Revenue	\$3,213,945	\$0	\$0	\$3,213,945

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW PC DUVALL ENVIRON CTRL SYS				1129849
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$42,297	\$0	\$2,010,213	\$0	\$0	\$2,052,510
2 Prelim Design	\$116,080	\$206,000	\$838,602	\$0	\$0	\$1,160,682
3 Final Design	\$0	\$0	\$550,000	\$0	\$0	\$550,000
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	\$158,377	\$206,000	\$3,398,815	\$0	\$0	\$3,763,192

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$2,052,510	\$63,799	\$257,500	\$42,297
2 Preliminary Design	\$0	\$1,160,683	\$137,253	\$291,747	\$322,080
3 Final Design	\$0	\$550,000	\$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	\$3,763,193	\$201,052	\$549,247	\$364,377

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$215,203	\$0	\$2,010,213	(\$1,795,010)
2 Preliminary Design	(\$30,333)	\$2,663,945	\$838,602	\$1,795,010
3 Final Design	\$0	\$550,000	\$550,000	\$0
4 Implementation	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$184,870	\$3,213,945	\$3,398,815	\$0

NARRATIVES SW PC DUVALL ENVIRON CTRL SYS 1129849

1. CURRENT PROJECT SCOPE

Duvall Environmental Controls: Investigation at the Duvall Landfill to evaluate the need for control systems and implement environmental control system improvements to meet regulatory requirements under WAC 173-301 and SKCDPH Title 10; to minimize custodial operations and maintenance requirements; and to develop property for ultimate secondary use. This project includes planning, predesign, design, and construction for the upgrades.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

King County shall maintain the environmental control systems and perform environmental monitoring at Puyallup landfill until the demonstration of little to no settlement, leachate generation, landfill gas production, or impacts to groundwater, and receive regulatory approval from SKCDPH that this status has been achieved.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

SW PC DUVALL ENVIRON CTRL SYS

1129849

4. PROJECT BENEFITS/OUTCOMES

Increased efficiency of landfill gas control and treatment operations as long as needed, and produce groundwater quality improvements that result in reduction of operational and maintenance costs. Improvements will reduce greenhouse gas emissions reduction, and the potential for both regulatory noncompliance due to malfunction of landfill control systems and misalignment with King County strategic goals. Investments will reduce the ongoing costs of landfill gas and water management, benefit the atmosphere by reducing fugitive emissions and help SWD support ending post-closure care under the regulations. SWD will develop specific goals for the Duvall landfill. The budget request for this iterative project is to execute recommendations from initial investigation and mitigation. The iterative phases include: investigation, mitigation implementation, monitoring to determine whether additional mitigation is needed, future mitigation as needed to meet project goals.

5. BUDGET REQUEST BASIS

The 2019-2020 budget request is based on similar completed projects.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Increased 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 Health and Washington Department of Ecology and completion of program objectives. Preparing the properties to support secondary beneficial uses.

8. PROJECT STATUS

This project is ongoing with a project charter under review.

9. ALTERNATIVES ANALYSIS

Alternatives will be developed during the preliminary design phase.

10. OTHER AGENCY INVOLVEMENT

Seattle -King County Public Health

11. ART ELIGIBILITY

Solid Waste Landfill

12. EQUITY AND SOCIAL JUSTICE IMPACT

There are no anticipated ESJ impacts to the 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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW PC DUVALL ENVIRON CTRL SYS	1129849
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	02/15/2021
Location	3235 16th Ave SW Seattle, WA 98134
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/17 - 08/31/18	\$79,089	\$0	\$0	\$0	\$79,089
2 Preliminary Design 09/03/18 - 12/31/18	\$0	\$0	\$0	\$0	\$0
3 Final Design 01/02/19 - 05/31/19	\$220,559	\$197,631	\$0	\$0	\$418,190
4 Implementation 12/04/19 - 02/15/21	\$1,569,561	\$1,201,136	\$236,851	\$0	\$3,007,548
5 Closeout 02/16/21 - 03/15/21	\$0	\$0	\$127,849	\$0	\$127,849
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,869,209	\$1,398,767	\$364,700	\$0	\$3,632,676

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,229,238	\$0	\$0	\$1,229,238
39113 - GENERAL OBLIGATION BONDS	\$169,529	\$0	\$0	\$169,529
39797 - CONTRIB SOLID WASTE	\$0	\$364,700	\$0	\$364,700
Total Revenue	\$1,398,767	\$364,700	\$0	\$1,763,467

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW HARBOR ISLAND DOCK DEMO				1129850
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$6,491	\$58,500	\$0	\$0	\$0	\$64,991
2 Prelim Design	\$0	\$162,500	\$0	\$0	\$0	\$162,500
3 Final Design	\$0	\$0	\$197,631	\$0	\$0	\$197,631
4 Implementation	\$0	\$0	\$1,201,136	\$1,878,569	\$0	\$3,079,705
5 Closeout	\$0	\$0	\$0	\$127,849	\$0	\$127,849
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$6,491	\$221,000	\$1,398,767	\$2,006,418	\$0	\$3,632,676

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$64,991	\$14,004	\$79,089	\$64,991
2 Preliminary Design	\$0	\$162,500	\$0	\$0	\$162,500
3 Final Design	\$0	\$197,631	\$432	\$220,559	\$0
4 Implementation	\$0	\$3,079,705	\$0	\$1,569,561	\$0
5 Closeout	\$0	\$127,849	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,632,676	\$14,436	\$1,869,209	\$227,491

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$14,098	\$0	\$0	\$14,098
2 Preliminary Design	(\$162,500)	\$0	\$0	(\$162,500)
3 Final Design	\$220,559	\$197,631	\$197,631	\$220,559
4 Implementation	\$1,569,561	\$1,201,136	\$1,201,136	\$1,569,561
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,641,718	\$1,398,767	\$1,398,767	\$1,641,718

NARRATIVES SW HARBOR ISLAND DOCK DEMO 1129850

1. CURRENT PROJECT SCOPE

Harbor Island Dock Demolition: The derelict dock along the western shoreline of Harbor Island in the West Waterway at the mouth of the Duwamish River, occupies three tax lots. These parcels were purchased by King County in 2003 from Pendleton Flour Mills, LLC. The goal of this scope of work is to demolish the 64,000 square foot dock, remove the creosote-treated pilings and debris, install a sand cap at the demolition site, and thereby meet the requirements of the King County Solid Waste Division aquatic lease agreement with the Washington State Department of Natural Resources.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

SW HARBOR ISLAND DOCK DEMO

1129850

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).

5. BUDGET REQUEST BASIS

This budget request is based on a consulting firm's cost estimate.

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

Work is currently underway to procure a consulting firm through the RFP process for design, permitting, construction management, and related services for the demolition of the derelict dock.

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 will be analyzed to determine the best option for removal.

10. OTHER AGENCY INVOLVEMENT

None anticipated.

11. ART ELIGIBILITY

This is a demolition project.

12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This is a demolition project. To the greatest extent possible materials will be recycled.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW HARBOR ISLAND DOCK DEMO	1129850
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		


Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

SW PC PUY/KIT CNR ENV CTRL SYS

1129851

Green Building Reporting

Department	NATURAL RESOURCES AND PARKS	
Council District(s)	7	
Fund	3901 SOLID WASTE CONSTRUCTION	
Class Code	STANDALONE	
Substantial Completion	08/31/2021	
Location	South 348th Street & 26th Ave. S Federal Way, WA	
Cap Status	Approved	

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 05/01/17 - 10/31/18	\$257,500	\$0	\$0	\$0	\$257,500
2 Preliminary Design 11/01/18 - 05/31/19	\$291,747	\$0	\$0	\$0	\$291,747
3 Final Design 06/01/19 - 11/30/19	\$0	\$667,599	\$0	\$0	\$667,599
4 Implementation 12/01/19 - 08/31/21	\$0	\$874,269	\$0	\$0	\$874,269
5 Closeout 09/01/21 - 03/31/22	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$549,247	\$1,541,868	\$0	\$0	\$2,091,115

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$1,541,867	\$0	\$0	\$1,541,867
Total Revenue	\$1,541,867	\$0	\$0	\$1,541,867

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW PC PUY/KIT CNR ENV CTRL SYS					1129851
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$17,324	\$0	\$0	\$0	\$0	\$17,324	
2 Prelim Design	\$0	\$283,250	\$0	\$0	\$0	\$283,250	
3 Final Design	\$0	\$0	\$916,272	\$0	\$0	\$916,272	
4 Implementation	\$0	\$0	\$874,269	\$0	\$0	\$874,269	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$17,324	\$283,250	\$1,790,541	\$0	\$0	\$2,091,115	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$17,324	\$21,183	\$257,500	\$17,324
2 Preliminary Design	\$0	\$283,250	\$0	\$291,747	\$283,250
3 Final Design	\$0	\$916,273	\$0	\$0	\$0
4 Implementation	\$0	\$874,269	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,091,116	\$21,183	\$549,247	\$300,574

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$240,176	\$0	\$0	\$240,176
2 Preliminary Design	\$8,497	\$0	\$0	\$8,497
3 Final Design	\$0	\$667,599	\$916,272	(\$248,673)
4 Implementation	\$0	\$874,269	\$874,269	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$248,673	\$1,541,868	\$1,790,541	\$0

NARRATIVES SW PC PUY/KIT CNR ENV CTRL SYS 1129851

1. CURRENT PROJECT SCOPE

Post-closure Puyallup/Kit Corner Environmental Control Systems: Investigation at the Puyallup Landfill to evaluate the need for and implement environmental control system improvements to meet regulatory requirements under WAC 173-301 and SKCDPH Title 10; to minimize custodial operations and maintenance requirements; and to develop property for ultimate secondary use. This project includes planning, predesign, design, and construction for the upgrades.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

King County shall maintain the environmental control systems and perform environmental monitoring at Puyallup landfill until the demonstration of little to no settlement, leachate generation, landfill gas production, or impacts to groundwater, and receive regulatory approval from SKCDPH that this status has been achieved.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

SW PC PUY/KIT CNR ENV CTRL SYS

1129851

4. PROJECT BENEFITS/OUTCOMES

Increased efficiency of landfill gas control and treatment operations as long as needed, and produce groundwater quality improvements that result in reduction of operational and maintenance costs. Improvements will reduce greenhouse gas emissions reduction, and the potential for both regulatory noncompliance due to malfunction of landfill control systems and misalignment with King County strategic goals. Investments will reduce the ongoing costs of landfill gas and water management, benefit the atmosphere by reducing fugitive emissions, and help SWD support ending post-closure care under the regulations. SWD will develop goals for the Puyallup landfill. The budget request for this iterative project will execute recommendations from initial investigation and mitigation. The iterative phases include: investigation, mitigation implementation, monitoring to determine whether additional mitigation is needed and future mitigation as need to meet project goals.

5. BUDGET REQUEST BASIS

The 2019-2020 budget request is based on similar completed projects.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Increased 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 Health and completion of program objectives. Preparing the properties to support secondary beneficial uses.

8. PROJECT STATUS

This project is ongoing with a project charter under review.

9. ALTERNATIVES ANALYSIS

Alternatives will be developed during the preliminary design phase.

10. OTHER AGENCY INVOLVEMENT

Seattle- King County Public Health

11. ART ELIGIBILITY

N/A. Solid waste landfill.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW PC PUY/KIT CNR ENV CTRL SYS	1129851
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

SW PC HOUGHTON ENV CTRL SYS

1129852

Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	6
Fund	3901 SOLID WASTE CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	07/31/2021
Location	11724 NE 60th St Kirkland WA
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 07/01/17 - 11/30/18	\$257,500	\$0	\$0	\$0	\$257,500
2 Preliminary Design 12/01/18 - 06/30/19	\$291,747	\$107,457	\$0	\$0	\$399,204
3 Final Design 07/01/19 - 12/31/19	\$0	\$234,232	\$0	\$0	\$234,232
4 Implementation 01/01/20 - 07/31/21	\$0	\$1,222,408	\$0	\$0	\$1,222,408
5 Closeout 08/01/21 - 02/01/22	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$549,247	\$1,564,097	\$0	\$0	\$2,113,344

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$309,400	\$0	\$0	\$309,400
39113 - GENERAL OBLIGATION BONDS	\$1,254,698	\$0	\$0	\$1,254,698
Total Revenue	\$1,564,098	\$0	\$0	\$1,564,098

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW PC HOUGHTON ENV CTRL SYS					1129852
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$4,114	\$0	\$0	\$0	\$0	\$4,114	
2 Prelim Design	\$631	\$283,250	\$107,457	\$0	\$0	\$391,338	
3 Final Design	\$0	\$0	\$313,635	\$0	\$0	\$313,635	
4 Implementation	\$0	\$0	\$1,404,257	\$0	\$0	\$1,404,257	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$4,744	\$283,250	\$1,825,349	\$0	\$0	\$2,113,343	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$4,114	\$7,020	\$257,500	\$4,114
2 Preliminary Design	\$0	\$391,338	\$631	\$291,747	\$283,881
3 Final Design	\$0	\$313,635	\$0	\$0	\$0
4 Implementation	\$0	\$1,404,258	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,113,345	\$7,651	\$549,247	\$287,995

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$253,386	\$0	\$0	\$253,386
2 Preliminary Design	\$7,866	\$107,457	\$107,457	\$7,866
3 Final Design	\$0	\$234,232	\$313,635	(\$79,403)
4 Implementation	\$0	\$1,222,408	\$1,404,257	(\$181,849)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$261,252	\$1,564,097	\$1,825,349	\$0

NARRATIVES SW PC HOUGHTON ENV CTRL SYS 1129852

1. CURRENT PROJECT SCOPE

Post-closure Houghton Environmental Control Systems: Investigation at the Houghton Landfill to evaluate the need for and implement environmental control system improvements to meet regulatory requirements under WAC 173-301 and SKCDPH Title 10; to minimize custodial operations and maintenance requirements; and to develop property for ultimate secondary use. This project includes planning, predesign, design, and construction for the upgrades.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

King County shall maintain the environmental control systems and perform environmental monitoring at Puyallup landfill until the demonstration of little to no settlement, leachate generation, landfill gas production, or impacts to groundwater, and receive regulatory approval from SKCDPH that this status has been achieved.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

SW PC HOUGHTON ENV CTRL SYS

1129852

4. PROJECT BENEFITS/OUTCOMES

Increased efficiency of landfill gas control and treatment operations as long as needed, and produce groundwater quality improvements that result in reduction of operational and maintenance costs. Improvements will reduce greenhouse gas emissions reduction, and the potential for both regulatory noncompliance due to malfunction of landfill control systems and misalignment with King County strategic goals. Investments will reduce the ongoing costs of landfill gas and water management, benefit atmosphere by reducing fugitive emissions, and help SWD support ending post-closure care under the regulations. Goals for the Houghton landfill will be developed. The budget request for this iterative project will execute recommendations from initial investigation and mitigation. The iterative phases include: investigation, mitigation implementation, monitoring to determine whether additional mitigation is needed, future mitigation as needed to meet project goals.

5. BUDGET REQUEST BASIS

The 2019-2020 budget request is based on similar completed projects.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Increased 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 Health and completion of program objectives. Preparing the properties to support secondary beneficial uses.

8. PROJECT STATUS

This project is ongoing with a project charter under review.

9. ALTERNATIVES ANALYSIS

Alternatives will be developed during the preliminary design phase.

10. OTHER AGENCY INVOLVEMENT

Seattle-King County Public Health

11. ART ELIGIBILITY

N/A. Solid waste landfill.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW PC HOUGHTON ENV CTRL SYS	1129852
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

SW FACILITIES RELOCATION

1133918

Green Building Reporting, Art Eligible

Department	NATURAL RESOURCES AND PARKS
Council District(s)	
Fund	3901 SOLID WASTE CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	03/31/2025
Location	To be determined
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 04/26/18 - 06/14/19	\$0	\$3,296,000	\$0	\$0	\$3,296,000
2 Preliminary Design 01/15/19 - 12/20/19	\$0	\$3,360,890	\$0	\$0	\$3,360,890
3 Final Design 12/20/19 - 06/15/21	\$0	\$6,179,588	\$0	\$0	\$6,179,588
4 Implementation 01/04/21 - 03/18/25	\$0	\$718,740	\$53,116,667	\$0	\$53,835,407
5 Closeout 01/15/25 - 12/30/25	\$0	\$0	\$225,102	\$347,782	\$572,884
6 Acquisition	\$0	\$12,756,292	\$0	\$0	\$12,756,292
Total Budget	\$0	\$26,311,510	\$53,341,769	\$347,782	\$80,001,061

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$260,518	\$0	\$0	\$260,518

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$0	\$347,782	\$347,782
39113 - GENERAL OBLIGATION BONDS	\$26,311,510	\$53,341,769	\$0	\$79,653,279
Total Revenue	\$26,311,510	\$53,341,769	\$347,782	\$80,001,061

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		SW FACILITIES RELOCATION					1133918
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$3,296,000	\$0	\$0	\$3,296,000	
2 Prelim Design	\$0	\$0	\$3,360,890	\$0	\$0	\$3,360,890	
3 Final Design	\$0	\$0	\$6,179,588	\$0	\$0	\$6,179,588	
4 Implementation	\$0	\$0	\$718,740	\$53,116,667	\$0	\$53,835,407	
5 Closeout	\$0	\$0	\$0	\$225,102	\$347,782	\$572,884	
6 Acquisition	\$0	\$0	\$12,756,292	\$0	\$0	\$12,756,292	
Total Expense	\$0	\$0	\$26,311,510	\$53,341,769	\$347,782	\$80,001,061	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$3,296,000	\$0	\$0	\$0
2 Preliminary Design	\$0	\$3,360,890	\$0	\$0	\$0
3 Final Design	\$0	\$6,179,588	\$0	\$0	\$0
4 Implementation	\$0	\$53,835,408	\$0	\$0	\$0
5 Closeout	\$0	\$572,884	\$0	\$0	\$0
6 Acquisition	\$0	\$12,756,292	\$0	\$0	\$0
Total	\$0	\$80,001,062	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$3,296,000	\$3,296,000	\$0
2 Preliminary Design	\$0	\$3,360,890	\$3,360,890	\$0
3 Final Design	\$0	\$6,179,588	\$6,179,588	\$0
4 Implementation	\$0	\$718,740	\$718,740	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$12,756,292	\$12,756,292	\$0
Total	\$0	\$26,311,510	\$26,311,510	\$0

NARRATIVES

1. CURRENT PROJECT SCOPE

Facilities Relocation - The July 2010 final impact statement for the Cedar Hills Regional Landfill considered five action alternatives for extending the life of Cedar Hills. One of those included development of new disposal capacity in the southeast section of the site including the area currently containing administrative and maintenance facilities. Under this project, support facilities that are not essential to continuing landfilling in the southeast section will be relocated off site, and those functions and facilities that are mandatory to remain on site at Cedar Hills to continue landfilling will be relocated within the boundary of Cedar Hills. To the extent possible, Solid Waste will utilize property already within the division's possession to accommodate these new facilities.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

SW FACILITIES RELOCATION

1133918

3. PROJECT JUSTIFICATION

The remaining capacity of the Cedar Hills Regional Landfill (as of September 2017) is 14.3 million cubic yards. This capacity is expected to be exhausted in early 2025. Beyond 2025 the landfill will require a new cell developed in order to continue to operate in its current capacity. The facilities are currently located where the SW cell could be located and need to be relocated to support future landfilling efforts.

4. PROJECT BENEFITS/OUTCOMES

The project will give the SWD Operations section employees a workplace more aligned with other county employees, and will make space available at the Cedar Hills Regional Landfill for development of future landfill cells to provide additional capacity.

5. BUDGET REQUEST BASIS

A rough order magnitude estimate was developed by a consultant and the information here reflects that. At present, the division is developing alternatives and will prepare a new cost estimate under CIP 1124106 SW CH SUPPORT FACILITIES EVA, which also assessed the condition of the existing facilities and the feasibility of moving them to new locations. Unfortunately, that study concluded that most existing facilities had already served their useful life.

6. FUNDING AND REVENUE DISCUSSION

The project's funding will primarily come for bond issuances and some fund balance from the Construction Fund.

7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impact is one of the criteria being used to evaluate alternatives.

8. PROJECT STATUS

Not started.

9. ALTERNATIVES ANALYSIS

Three to five alternatives will be evaluated to identify the best possible and cost-effective options to relocate facilities from Cedar Hills while maintaining operational capabilities.

10. OTHER AGENCY INVOLVEMENT

The distribution for the 2010 final EIS included: City of Issaquah, City of Maple Valley, City of Renton, City of Newcastle, Department of Development and Environmental Services, 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 Energy, Bonneville Power Administration, Region 10 United States Environmental Protection Agency, and Puget Sound Regional Council. After completion of alternatives evaluation and selection of preferred alternatives, a comprehensive stakeholders list will be developed to determine appropriate agency involvement.

11. ART ELIGIBILITY

Yes, this project is eligible. Current art calculation is full 1% of 2019-2020 budget request. The future total art contribution on this project may be adjusted to account for exempted portions of projects over \$10M.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

SW FACILITIES RELOCATION

1133918

12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will be focused on equity investments for SWD employees, which will be measured by comparing conditions of the workplaces of downtown based employees to operations based employees. This project is aimed at addressing, correcting the inequity in workplace conditions and would fulfill the Investing in You requirements. Regarding this project, a Requirements Traceability Matrix (Matrix) will be used to specifically hold the project accountable for addressing the needs of employees and equity between work groups. The Matrix ensures that the division has met or to some degree accomplished its goal of Equity and Social Justice among SWD employees. The SWD project team has engaged with employees since December 2017 to learn of the values of what to include in an ideal workplace. This engagement will continue as the Matrix is developed when the project proceeds. An Equity Impact Review (EIR) will be conducted to account for the actual improvement of facilities and workplace conditions of operations based employees. The review will be conducted by the project team comprising of representatives from SWD work units, labor unions and the division's ESJ program and will consider the division's ability to provide for an employee's basic needs regardless of workplace location. Another EIR will be conducted to look at benefits and burdens of surrounding communities for sites in question. SWD anticipates using a Community Workforce Agreement for this project.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Green building ordinance requirements will be followed during the design development.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

SW ENUM & VASH TS SOLAR & EFFICIENCY PROJ (SW ENUM & VASH TS SOLAR EFFNCY)

1135055

Department	NATURAL RESOURCES AND PARKS
Council District(s)	9
Fund	3901 SOLID WASTE CONSTRUCTION
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$16,000	\$0	\$0	\$16,000
2 Preliminary Design	\$0	\$5,000	\$0	\$0	\$5,000
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$1,150,000	\$0	\$0	\$1,150,000
5 Closeout	\$0	\$5,000	\$0	\$0	\$5,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,176,000	\$0	\$0	\$1,176,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$636,000	\$0	\$0	\$636,000
39797 - CONTRIB SOLID WASTE	\$540,000	\$0	\$0	\$540,000
Total Revenue	\$1,176,000	\$0	\$0	\$1,176,000

EXPENSE SW ENUM & VASH TS SOLAR EFFNCY 1135055

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$16,000	\$0	\$0	\$16,000
2 Prelim Design	\$0	\$0	\$5,000	\$0	\$0	\$5,000
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$1,150,000	\$0	\$0	\$1,150,000
5 Closeout	\$0	\$0	\$5,000	\$0	\$0	\$5,000
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$1,176,000	\$0	\$0	\$1,176,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$16,000	\$16,000	\$0
2 Preliminary Design	\$0	\$5,000	\$5,000	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$1,150,000	\$1,150,000	\$0
5 Closeout	\$0	\$5,000	\$5,000	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,176,000	\$1,176,000	\$0

NARRATIVES

SW ENUM & VASH TS SOLAR EFFNCY

1135055

1. CURRENT PROJECT SCOPE

Enumclaw and Vashon Transfer Station Solar Efficiency: Completion of energy efficiency improvements at the Enumclaw and Vashon transfer Stations, expanding on already-completed LED lighting replacement work. The lighting work will include enhanced control of exterior lighting to turn off lights after the stations close each evening. Controls of the facility compactors will reduce operating hours and wear and tear on that equipment. Some mechanical equipment control improvements will also take place. Also includes ~220 kW of solar at Enumclaw and ~180 kW at Vashon, covering over half of the energy use at each site. Assumes \$540,000 of State Commerce grant dollars. The solar work will likely NOT be done if the state grant is not received. Final determination of solar costs will be dependent on utility interconnection fees to be provided by Puget Sound Energy at a future date.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Funding the work through a FRED loan offers the opportunity for the division to continue to fund its Capital Asset Management Program, while doing "more" work through this revenue neutral or revenue positive approach. The project will help the division meet its Strategic Climate Action Plan goals and progress toward its 2025 carbon neutral requirement.

4. PROJECT BENEFITS/OUTCOMES

- Net present value of \$599,644 (including a cost of carbon)
- 1,611 MMBTU/year of reduced energy use
- 301 metric ton per year greenhouse gas reduction

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES	SW ENUM & VASH TS SOLAR EFFNCY	1135055
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5. BUDGET REQUEST BASIS

The budget was generated resulting from initial facility walkthroughs and solar system size scoping at the Enumclaw and Vashon Transfer Stations.

6. FUNDING AND REVENUE DISCUSSION

\$1,176,000 total project budget. Assumed \$540,000 grant dollars to offset a portion of project costs.

7. OPERATING BUDGET AND OTHER IMPACTS

Annual energy savings of \$42,008 (year one figure)

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

The alternatives considered were other efficiency actions and various solar system sizes.

10. OTHER AGENCY INVOLVEMENT

State Department of Commerce and Puget Sound Energy for potential grants

11. ART ELIGIBILITY

No, equipment.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Neutral

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Direct and significant

14. OTHER CONSIDERATIONS (OPTIONAL)

The project will be a catalyst for other DNRP and county agencies to pursue advanced energy efficiency work and solar installations.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

The efficiency work should be fairly straightforward, but will require staff engagement to operate the compactors efficiently. The solar work will be slightly more complex than previous county systems, since the installations will likely be roof and ground based, but the primary impact will be slightly higher cost. Determination will need to be made about re-roofing Enumclaw before any work would be completed.

17. CAPACITY TO IMPLEMENT THE PROJECT

The project will be able to be implemented through support of an Energy Savings Performance Contract, and support from the DNRP Director's Office.

18. PROJECT RISKS

Risks are primarily related to current uncertainties surrounding solar structural and electrical infrastructure issues at both sites, which should be known by the end of September.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

SW CH REV SITE DEV PLAN

1033516

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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 06/20/14 - 12/31/19	\$1,158,341	\$1,143,640	\$0	\$0	\$2,301,981
2 Preliminary Design 06/20/14 - 12/31/19	\$327,542	\$0	\$0	\$0	\$327,542
3 Final Design 06/20/14 - 12/31/19	\$875,733	\$0	\$0	\$0	\$875,733
4 Implementation 06/20/14 - 12/31/19	\$212,017	\$0	\$0	\$0	\$212,017
5 Closeout 01/01/19 - 12/31/19	\$48	\$0	\$0	\$0	\$48
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$2,573,681	\$1,143,640	\$0	\$0	\$3,717,321

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39797 - CONTRIB SOLID WASTE	\$1,143,640	\$0	\$0	\$1,143,640
Total Revenue	\$1,143,640	\$0	\$0	\$1,143,640

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE	SW CH REV SITE DEV PLAN					1033516
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$172,162	\$183,045	\$1,580,608	\$109,272	\$0	\$2,045,087
2 Prelim Design	\$584,436	\$0	\$0	\$0	\$0	\$584,436
3 Final Design	\$875,733	\$0	\$0	\$0	\$0	\$875,733
4 Implementation	\$212,017	\$0	\$0	\$0	\$0	\$212,017
5 Closeout	\$48	\$0	\$0	\$0	\$0	\$48
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$1,844,396	\$183,045	\$1,580,608	\$109,272	\$0	\$3,717,321

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$2,045,087	\$180,992	\$1,158,341	\$355,207
2 Preliminary Design	\$0	\$584,436	\$588,846	\$327,542	\$584,436
3 Final Design	\$0	\$875,733	\$875,733	\$875,733	\$875,733
4 Implementation	\$0	\$212,017	\$212,017	\$212,017	\$212,017
5 Closeout	\$0	\$48	\$48	\$48	\$48
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,717,321	\$1,857,636	\$2,573,681	\$2,027,441

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$803,134	\$1,143,640	\$1,580,608	\$366,166
2 Preliminary Design	(\$256,894)	\$0	\$0	(\$256,894)
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	\$546,240	\$1,143,640	\$1,580,608	\$109,272

NARRATIVES SW CH REV SITE DEV PLAN 1033516

1. CURRENT PROJECT SCOPE

Cedar Hills Revise Site Development Plan: The scope of this project is to revise the site development plan with the purpose of maximizing the life of the Cedar Hills Regional Landfill (from its current projected useful life of 2030) and also develop an Environmental Impact Statement (EIS) to evaluate the environmental impacts of continued development. Solid Waste (SWD) anticipates that the work will proceed in two phases as follows: first, devise a set of five alternatives which would allow further development of the landfill, and provide estimated costs per ton for that development; second, prepare an EIS report based on the selected five (5) alternative site development plan options following the State Environmental Policy Act (SEPA) review process including public consultation process, environmental studies, etc. Five environmental studies will be completed to supplement the existing 2010 EIS and providing inputs for the proposed EIS report and also to evaluate the impacts until 2040. These studies include Noise & Vibration Analysis, Odor and Air Quality, Visual and Aesthetic Impact, Traffic Impact study. In addition to the five site development plan alternatives, another site development plan with minimum relocation of the CHRLF support facilities will also be developed for providing cost-economic inputs to the project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

SW CH REV SITE DEV PLAN

1033516

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Current life of the Cedar Hills Regional Landfill is projected to 2027. There is a potential for extending the life of the landfill life for another 15 -20 years through adoption of the innovative technologies and landfilling practice and also better utilizing the remaining areas. Implementation of the project will revise the existing Cedar Hills Regional Landfill Site Development Plan to extend the life of the landfill to at least 2040.

4. PROJECT BENEFITS/OUTCOMES

The 2019 Solid Waste Comprehensive Plan identified continued landfilling at the Cedar Hills Regional Landfill as the long-term disposal option with the lowest rate impact. This planning project builds upon the analysis to identify the preferred method of landfill development of the five alternatives previously identified.

5. BUDGET REQUEST BASIS

The initial phase (conceptual design) of this project began in 2008 and was completed in 2010 with an appropriated budget of \$1.324 million. For the new biennium, Solid Waste will use the additional appropriation to add environmental studies (along with associated SWD oversight of the consultants) to explore the viability of the five options and which of the five should be further explored through a SEPA process which includes public comment. The findings will inform and be incorporated into the EIS. The budget also anticipates for preparing a response report on the comments during the public hearing process.

6. FUNDING AND REVENUE DISCUSSION

This project will be funded by landfill development funds within the landfill reserve fund.

7. OPERATING BUDGET AND OTHER IMPACTS

No significant changes in the current operating budget has been anticipated for any of the five alternatives.

8. PROJECT STATUS

Technical studies were completed in March 2018. Environmental Impact Statement (EIS) for the selected alternatives will be prepared in 2019.

9. ALTERNATIVES ANALYSIS

Five alternative site development plans have been developed and analyzed in terms of landfilling life (air space), capital investment (cell development and cell closure), operating cost, regulatory requirements. But no particular alternative has been selected yet until the environmental review (SEPA process) is completed.

10. OTHER AGENCY INVOLVEMENT

Public Health - Seattle and King County and the Washington State Department of Ecology are the regulators of landfill development at the Cedar Hills Regional Landfill.

11. ART ELIGIBILITY

Landfill exemption

12. EQUITY AND SOCIAL JUSTICE IMPACT

Implementation of this project will have equity and social justice impact through: Engaging an engineering consulting firm through soliciting open proposals; utilizing small contractors & suppliers (SCS) for conducting the investigative studies; maximizing utilization of the landfill space at Cedar Hills landfill thus saving rate payers money; outlining the best operational and management practices for future landfill area development.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This is a planning level project only. SCAP is not applicable. Once the preferred alternative development plan is selected, a new landfill development project will be developed and implemented when green building aspect will be considered.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW CH REV SITE DEV PLAN	1033516
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

SW CH AREA 7 CLOSURE

1033542

Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	9
Fund	3910 LANDFILL RESERVE
Class Code	STANDALONE
Substantial Completion	10/31/2020
Location	16645 228th Avenue SE, Maple Valley, WA 98038
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 02/16/11 - 04/17/19	\$173,249	\$115,889	\$0	\$0	\$289,138
2 Preliminary Design 06/22/11 - 09/30/19	\$2,476,982	\$1,133,397	\$0	\$0	\$3,610,379
3 Final Design 10/01/12 - 12/31/19	\$1,241,602	\$1,343,744	\$227,252	\$0	\$2,812,598
4 Implementation 02/01/13 - 10/30/20	\$17,185,671	\$16,430,683	\$153,535	\$0	\$33,769,889
5 Closeout 04/01/14 - 02/17/21	\$179,781	\$223,547	\$30,669	\$0	\$433,997
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$21,257,285	\$19,247,260	\$411,456	\$0	\$40,916,001

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$514,406	\$0	\$0	\$514,406
39797 - CONTRIB SOLID WASTE	\$18,732,854	\$411,457	\$0	\$19,144,311
Total Revenue	\$19,247,260	\$411,457	\$0	\$19,658,717

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW CH AREA 7 CLOSURE				1033542
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$164,969	\$30,704	\$115,889	\$23,635	\$0	\$335,197
2 Prelim Design	\$2,398,416	\$224,209	\$1,133,397	\$135,790	\$0	\$3,891,812
3 Final Design	\$439,329	\$232,177	\$1,343,744	\$236,342	\$0	\$2,251,592
4 Implementation	\$11,340,540	\$6,197,862	\$16,430,683	\$153,535	\$0	\$34,122,620
5 Closeout	\$12,561	\$48,004	\$223,547	\$30,668	\$0	\$314,780
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$14,355,815	\$6,732,956	\$19,247,260	\$579,970	\$0	\$40,916,001

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$335,197	\$180,881	\$173,249	\$195,673
2 Preliminary Design	\$0	\$3,891,813	\$2,409,370	\$2,476,982	\$2,622,625
3 Final Design	\$0	\$2,251,591	\$439,329	\$1,241,602	\$671,506
4 Implementation	\$0	\$34,122,620	\$12,871,274	\$17,185,671	\$17,538,402
5 Closeout	\$0	\$314,781	\$13,833	\$179,781	\$60,565
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$40,916,002	\$15,914,687	\$21,257,285	\$21,088,771

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$22,424)	\$115,889	\$115,889	(\$22,424)
2 Preliminary Design	(\$145,643)	\$1,133,397	\$1,133,397	(\$145,643)
3 Final Design	\$570,096	\$1,343,744	\$1,343,744	\$570,096
4 Implementation	(\$352,731)	\$16,430,683	\$16,430,683	(\$352,731)
5 Closeout	\$119,216	\$223,547	\$223,547	\$119,216
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$168,514	\$19,247,260	\$19,247,260	\$168,514

NARRATIVES

1. CURRENT PROJECT SCOPE

Cedar Hills Landfill Area 7 Closure: This project consists of a five-stage construction of final cover system over a projected surface area of about 60 acres of Refuse Area 7 between the year 2011 and 2020. The staged construction are planned in 2013, 2015, 2017, 2018, and 2020. The work includes preliminary and final design, preparation of contract documents, and the installation of liner, landfill gas, leachate, and surface water control facilities.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

SW CH AREA 7 CLOSURE

1033542

3. PROJECT JUSTIFICATION

The Washington State Administrative Code (WAC 173-351) requires that final cover be placed upon the completion of a landfill unit. A staged approach was selected for the construction of final closure facilities in order to increase the efficiency of the landfill gas collection system. Peak landfill gas production typically occurs about five years after placement of refuse. The installation of final cover in stages will enhance gas collection from the older in-place refuse and will reduce the generation of leachate. This project is also required to comply with permit conditions for operating the landfill issued by the Public Health - Seattle & King County.

4. PROJECT BENEFITS/OUTCOMES

Closure projects benefit protection of human health and the environment by minimizing fugitive emissions of landfill gas from the landfill areas, and by minimizing rainfall intrusion (and leachate generation) into refuse areas where the division is not currently working.

5. BUDGET REQUEST BASIS

A baseline cost estimate has been prepared for Stage 1 & 2 closure and a planning level order of magnitude cost estimate has been developed for the whole project. Basis of cost estimates: Construction cost estimate was based on the assumption that construction cost trend for the elements for the older CHRLF Areas 4, 5, and 6 closure will not change substantially unless the typical configuration of the cover system changes and except for normal inflation and lack of adequate competitions for the construction contractors. Being the most recent construction, Area 7 stage 1 & stage 2 closure actual construction cost were given more weight as the configuration of the cover system changed (Exposed Geomembrane) from the previously constructed typical cover system. The construction cost for interim exposed geomembrane cover based closure was approximately \$330,000 per acre. A team of experienced SWD staff reviewed and evaluated the historical closure costs of the Areas 4, 5, 6, and 7 (Stage 1 & 2 closure only) it was determined that, for typical closure cover system, the overall all interim, interim final, and final cover construction cost will be approximately \$250,000, \$330,000, and \$380,000 per acres (updated to 2015 price adjusted to the construction cost index as well as nominal inflation factor) respectively; Based on the above cost assumption, the total budget for the whole project has been estimated as Approx. \$40.92 million (inflated).

6. FUNDING AND REVENUE DISCUSSION

Landfill Reserve Funding# 3910

7. OPERATING BUDGET AND OTHER IMPACTS

No major changes in the current operating budget for the Area 7 is expected.

8. PROJECT STATUS

Stage 3 Closure was substantially complete on 11/11/2017. Stage 4 Closure substantial completion is expected on 9/30/2018. Stage 5 Closure is expected to begin in May 2019.

9. ALTERNATIVES ANALYSIS

Alternative design analysis for the whole project has been completed in 2012.

10. OTHER AGENCY INVOLVEMENT

Seattle-King County Department of Public Health, Department of Ecology and Puget Sound Clean Air Agency (PSCAA)

11. ART ELIGIBILITY

Landfill area.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Implementation of this project will bring the following Equity and Social Justice impacts: 1) Opportunities for the small contracting and suppliers (SCS) and women & minority firms to participate in every phases of the project; 2) Provide opportunities for apprentices program & employment; 3) This project is for compliance with the Federal, Department of Ecology (DOE), and County health and environmental control regulations; and 4) Will discharge its obligation for disposing the MSW following the best engineering method.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

SW CH AREA 7 CLOSURE

1033542

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Strategic Climate Action Plan Alignment for this project will be done by taking measures on reducing green house (GHG) emissions, using increased percentage of recyclable materials, employing energy efficient construction equipment, utilizing onsite water conservatism (using stormwater for dust suppression during construction). The rating level targeted is for this project is Gold. The additional cost associated with achieving LEED or scorecard certification is 7,262 dollars. The green building and sustainable development strategies employed in this project are greenhouse gas (GHG) Emissions savings by installing geomembrane materials throughout the slopes; use of on-site soil materials. Use of on-site stormwater for dust control instead of using potable water, use of energy efficient construction equipment including dozers, excavator, grader, etc. Use of exposed geomembrane (EGC) as interim final cover thus avoid erosion loss. Installation landfill gas (LFG) collectors and captured GHG generated from the refuse disposed areas. Recycling of HDPE and other construction demolitions materials .

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

SW LFR CAPITAL PROJ CNTRL SPRT

1033547

Department	NATURAL RESOURCES AND PARKS
Council District(s)	8
Fund	3910 LANDFILL RESERVE
Class Code	ADMIN
Substantial Completion	
Location	201 S Jackson St Seattle WA 98104
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/02/14 - 12/30/22	\$324,209	\$0	\$0	\$0	\$324,209
2 Preliminary Design 01/02/14 - 12/30/22	\$87,605	\$0	\$0	\$0	\$87,605
3 Final Design 01/02/14 - 12/30/22	\$92,385	\$0	\$0	\$0	\$92,385
4 Implementation 01/01/14 - 12/31/22	\$916,393	\$538,407	\$200,447	\$0	\$1,655,247
5 Closeout	\$2	\$0	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$1,420,595	\$538,407	\$200,447	\$0	\$2,159,449

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$538,407	\$0	\$0	\$538,407
39797 - CONTRIB SOLID WASTE	\$0	\$200,447	\$0	\$200,447
Total Revenue	\$538,407	\$200,447	\$0	\$738,854

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE	SW LFR CAPITAL PROJ CNTRL SPRT					1033547
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$491,632	\$0	\$0	\$0	\$0	\$491,632
2 Prelim Design	\$87,605	\$0	\$0	\$0	\$0	\$87,605
3 Final Design	\$92,385	\$0	\$0	\$0	\$0	\$92,385
4 Implementation	\$178,490	\$257,500	\$538,407	\$513,229	\$0	\$1,487,626
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$850,111	\$257,500	\$538,407	\$513,229	\$0	\$2,159,247

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$491,632	\$510,499	\$324,209	\$491,632
2 Preliminary Design	\$0	\$87,605	\$87,605	\$87,605	\$87,605
3 Final Design	\$0	\$92,385	\$92,486	\$92,385	\$92,385
4 Implementation	\$0	\$1,487,628	\$178,490	\$916,393	\$435,990
5 Closeout	\$0	\$0	\$0	\$2	\$0
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$2,159,250	\$869,080	\$1,420,595	\$1,107,612

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$167,423)	\$0	\$0	(\$167,423)
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$480,403	\$538,407	\$538,407	\$480,403
5 Closeout	\$2	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$312,983	\$538,407	\$538,407	\$312,983

NARRATIVES SW LFR CAPITAL PROJ CNTRL SPRT 1033547

1. CURRENT PROJECT SCOPE

Landfill Reserve Capital Project Control Support: This project will fund support for SWD to implement standardized project management processes including CPMWG requirements to ensure compliance with Ordinance 16764 as well as Executive Order 8-1, 8-2, 8-3, and 8-4. This includes the update of project management manual, tracking performance, and implementation of a Project Management Document Management system for capital projects reporting. In order to standardize project management in Solid Waste Division (SWD), a Centralized Project Management Unit (CPMU) was formed in 2015. Standardized project management process, protocols, training for CPMU will be developed through this project. This project will fund the work associated with developing, updating, and maintaining Project Information System Management (PRISM) System to track, budget, and report capital projects performance. PRISM maintenance includes upgrade related costs, licensing fees, and WTD maintenance costs. On-call project control consultants are also included as part of this project.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

SW LFR CAPITAL PROJ CNTRL SPRT

1033547

3. PROJECT JUSTIFICATION

This project is necessary to implement standardized project management processes for new and modified capital projects to meet capital project reporting and compliance of new Capital Project Management Working Group (CPMWG) requirements, Ordinance 16764, and Executive Orders 8-1 and 8-2. In order to improve project performance reporting, electronic document management, document control, and workflow management. This project will ensure compliance with the CPMWG and other King County policies and procedures related to project management and project control.

4. PROJECT BENEFITS/OUTCOMES

A project management process mapping will be conducted to improve workflow and efficiency.

5. BUDGET REQUEST BASIS

This budget request was developed based on the current needs, previous years actual expenditures, and anticipated future needs.

6. FUNDING AND REVENUE DISCUSSION

N/A

7. OPERATING BUDGET AND OTHER IMPACTS

N/A

8. PROJECT STATUS

In progress.

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

SWD collaborates with regional government agencies to share and benchmark project management methodologies for continuous improvement of project management.

11. ART ELIGIBILITY

Project is for planning and implementation of Ordinance 16764 and Executive Order 8-1,8-2,8-3,8-4 and CPMWG requirements and does not involve any construction activities.

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

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW LFR CAPITAL PROJ CNTRL SPRT	1033547
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$79,185	\$15,870	\$26,619	\$31,000	\$152,674
5 Closeout	\$1	\$0	\$0	\$0	\$1
6 Acquisition	\$4,519	\$0	\$0	\$0	\$4,519
Total Budget	\$83,709	\$15,870	\$26,619	\$31,000	\$157,198

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$15,870	\$0	\$31,000	\$46,870
39797 - CONTRIB SOLID WASTE	\$0	\$26,619	\$0	\$26,619
Total Revenue	\$15,870	\$26,619	\$31,000	\$73,489

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW LFR CIP OVERSIGHT					1033548
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$51,558	\$12,000	\$32,622	\$26,619	\$28,240	\$151,039	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$54,955	\$12,000	\$32,622	\$26,619	\$28,240	\$154,436	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$3,397	\$3,397	\$2	\$3,397
2 Preliminary Design	\$0	\$0	\$0	\$1	\$0
3 Final Design	\$0	\$0	\$0	\$1	\$0
4 Implementation	\$0	\$143,507	\$51,558	\$79,185	\$63,558
5 Closeout	\$0	\$0	\$0	\$1	\$0
6 Acquisition	\$0	\$0	\$0	\$4,519	\$0
Total	\$0	\$146,904	\$54,955	\$83,709	\$66,955

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$15,627	\$15,870	\$32,622	(\$1,125)
5 Closeout	\$1	\$0	\$0	\$1
6 Acquisition	\$4,519	\$0	\$0	\$4,519
Total	\$16,754	\$15,870	\$32,622	\$2

NARRATIVES

1. CURRENT PROJECT SCOPE

Landfill Reserve Capital Improvement Program Oversight: This project appropriates funds to cover the cost of Capital Improvement Program oversight services provided to the Solid Waste's Landfill Reserve Fund projects by the King County Auditor's Office.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW LFR CIP OVERSIGHT	1033548
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5. BUDGET REQUEST BASIS

Amounts for agency request are from historical spending patterns. PSB provides this allocation amount.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

There are no anticipated impacts to SWD's operating budget.

8. PROJECT STATUS

There are no specific projects in the landfill reserve fund identified on the auditor's office 2018 work plan.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

CEDAR HILLS AREA 8 CLOSURE (SW CH AREA 8 CLOSURE)

1112415

Department	NATURAL RESOURCES AND PARKS
Council District(s)	9
Fund	3910 LANDFILL RESERVE
Class Code	STANDALONE
Substantial Completion	01/31/2027
Location	16645 228th Street SE, Maple Valley
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/02/19 - 12/31/19	\$1	\$286,443	\$0	\$0	\$286,444
2 Preliminary Design 01/02/20 - 08/03/25	\$1	\$532,134	\$793,466	\$196,142	\$1,521,743
3 Final Design 08/03/20 - 12/31/25	\$1	\$1,222,803	\$1,476,321	\$785,732	\$3,484,857
4 Implementation 01/03/21 - 01/03/27	\$1	\$6,271,402	\$12,486,559	\$11,455,912	\$30,213,874
5 Closeout 01/03/27 - 09/03/27	\$2	\$0	\$71,664	\$149,843	\$221,509
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$7	\$8,312,782	\$14,828,010	\$12,587,629	\$35,728,428

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,524,740	\$0	\$0	\$1,524,740
39797 - CONTRIB SOLID WASTE	\$6,788,042	\$14,828,009	\$12,587,629	\$34,203,680
Total Revenue	\$8,312,782	\$14,828,009	\$12,587,629	\$35,728,420

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW CH AREA 8 CLOSURE					1112415
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$286,443	\$0	\$0	\$286,443	
2 Prelim Design	\$0	\$0	\$532,134	\$793,466	\$196,143	\$1,521,743	
3 Final Design	\$0	\$0	\$1,222,804	\$1,476,321	\$785,732	\$3,484,857	
4 Implementation	\$0	\$0	\$6,271,403	\$12,486,559	\$11,455,912	\$30,213,874	
5 Closeout	\$432	\$0	\$0	\$71,664	\$149,814	\$221,910	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$432	\$0	\$8,312,784	\$14,828,010	\$12,587,601	\$35,728,827	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$286,443	\$0	\$1	\$0
2 Preliminary Design	\$0	\$1,521,741	\$0	\$1	\$0
3 Final Design	\$0	\$3,484,857	\$0	\$1	\$0
4 Implementation	\$0	\$30,213,873	\$0	\$1	\$0
5 Closeout	\$0	\$369,401	\$0	\$2	\$432
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$35,876,315	\$0	\$7	\$432

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$1	\$286,443	\$286,443	\$1
2 Preliminary Design	\$1	\$532,134	\$532,134	\$1
3 Final Design	\$1	\$1,222,803	\$1,222,804	\$0
4 Implementation	\$1	\$6,271,402	\$6,271,403	\$0
5 Closeout	(\$430)	\$0	\$0	(\$430)
6 Acquisition	\$1	\$0	\$0	\$1
Total	(\$425)	\$8,312,782	\$8,312,784	(\$427)

NARRATIVES

SW CH AREA 8 CLOSURE		1112415
1. CURRENT PROJECT SCOPE		
Cedar Hills Landfill Area 8 Closure: This project consists of a multistage construction of the final cover system over Refuse Area 8 between the years 2019 and 2027. The staged construction years still need to be determined. The work includes preliminary and final design, preparation of contract documents, and the installation of liner, landfill gas, leachate, and surface water control facilities.		
2. PROGRAMMATIC PROJECT DISCUSSION		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

SW CH AREA 8 CLOSURE

1112415

3. PROJECT JUSTIFICATION

The Washington State Administrative Code (WAC 173-351) requires that final cover be placed upon the completion of a landfill unit. A staged approach was selected for the construction of final closure facilities in order to increase the efficiency of the landfill gas collection system. Peak landfill gas production typically occurs about five years after placement of refuse. The installation of final cover in stages will enhance gas collection from the older in-place refuse and will reduce the generation of leachate. This project is required to comply with permit conditions for operating the landfill.

4. PROJECT BENEFITS/OUTCOMES

Closure projects benefit protection of human health and the environment by minimizing fugitive emissions of landfill gas from the landfill areas, and by minimizing rainfall intrusion (and leachate generation) into refuse areas where the division is not currently working.

5. BUDGET REQUEST BASIS

Budget request is based on previous project experience.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

There are no anticipated operating budget impacts.

8. PROJECT STATUS

Project planning will start in 2019.

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

Agencies 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.

11. ART ELIGIBILITY

Landfill area

12. EQUITY AND SOCIAL JUSTICE IMPACT

Equity impact analysis will be performed during planning.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Strategic Climate Action Plan Alignment for this project will be done by taking measures on reducing green house (GHG) emissions, using increased percentage of recyclable materials, employing energy efficient construction equipment, utilizing onsite water conservation (using stormwater for dust suppression during construction).

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW CH AREA 8 CLOSURE	1112415
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

SW CHRLF PUMP STN REPAIR

1129844

Green Building Reporting

Department	NATURAL RESOURCES AND PARKS
Council District(s)	9
Fund	3910 LANDFILL RESERVE
Class Code	STANDALONE
Substantial Completion	12/13/2019
Location	16645 - 228 AVE SE MAPLE VALLEY, WA 98038-6209
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 03/20/17 - 08/31/18	\$951,953	\$0	\$0	\$0	\$951,953
2 Preliminary Design 09/03/18 - 03/01/19	\$576,873	\$0	\$0	\$0	\$576,873
3 Final Design 03/04/19 - 06/14/19	\$516,048	\$0	\$0	\$0	\$516,048
4 Implementation 06/17/19 - 12/13/19	\$1,074,992	\$63,753	\$0	\$0	\$1,138,745
5 Closeout 12/16/19 - 01/31/20	\$10,609	\$10,609	\$0	\$0	\$21,218
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$3,130,475	\$74,362	\$0	\$0	\$3,204,837

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$74,362	\$0	\$0	\$74,362
Total Revenue	\$74,362	\$0	\$0	\$74,362

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW CHRLF PUMP STN REPAIR				1129844
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$28,435	\$100,000	\$0	\$0	\$0	\$128,435
2 Prelim Design	\$13,370	\$500,345	\$515,355	\$0	\$0	\$1,029,070
3 Final Design	\$2,012	\$0	\$740,313	\$0	\$0	\$742,325
4 Implementation	\$17,891	\$0	\$1,271,358	\$0	\$0	\$1,289,249
5 Closeout	\$0	\$0	\$15,758	\$0	\$0	\$15,758
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$61,708	\$600,345	\$2,542,784	\$0	\$0	\$3,204,837

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$128,435	\$36,745	\$951,953	\$128,435
2 Preliminary Design	\$0	\$1,029,071	\$13,865	\$576,873	\$513,715
3 Final Design	\$0	\$742,324	\$2,699	\$516,048	\$2,012
4 Implementation	\$0	\$1,289,248	\$17,891	\$1,074,992	\$17,891
5 Closeout	\$0	\$15,759	\$0	\$10,609	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,204,837	\$71,200	\$3,130,475	\$662,053

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$823,518	\$0	\$0	\$823,518
2 Preliminary Design	\$63,158	\$0	\$515,355	(\$452,197)
3 Final Design	\$514,036	\$0	\$740,313	(\$226,277)
4 Implementation	\$1,057,101	\$63,753	\$1,271,358	(\$150,504)
5 Closeout	\$10,609	\$10,609	\$15,758	\$5,460
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$2,468,422	\$74,362	\$2,542,784	\$0

NARRATIVES SW CHRLF PUMP STN REPAIR 1129844

1. CURRENT PROJECT SCOPE

Cedar Hills Regional Landfill Pump Station Repairs Project - The goal of this scope of work is to inspect, evaluate, design, and implement the repairs, calibrations, and improvements required to optimize pump capacities and ensure their continued safe and reliable operation to Cedar Hills Regional Landfill Pump Stations 1A, 2, 3, and 4. As part of the inspection, leachate inflows must first be measured in order to appropriately calibrate the pumps at each of the four pump stations. Additionally, a wet well leak test must determine if there are any outward flows of leachate from pump station 1A through any observed cracks, seams or panel joints.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

SW CHRLF PUMP STN REPAIR

1129844

3. PROJECT JUSTIFICATION

Past inspections of Pump Station 1A identified liner delamination and inlet valve issues. Personal communication with Solid Waste Division Operations and Facility, Engineering, and Science Unit staff has indicated that Pump Stations 1A, 2, 3, and 4 require inspection, and an evaluation and analysis of their pumps' ability to handle the average and peak leachate inflow into each pump.

4. PROJECT BENEFITS/OUTCOMES

The repairs implemented as a result of this inspect and evaluation will extend the life of the landfill, while managing leachate and ensuring environmental compliance.

5. BUDGET REQUEST BASIS

The budget was developed based on problems identified in an inspection report and personal communication with King County Operations and Solid Waste Facility, Engineering, and Science Unit (FESU) Staff on problems and requirements for Pump Stations 1A, 2 ,3 and 4.

6. FUNDING AND REVENUE DISCUSSION

A Public Works Board Construction loan has been awarded for this project. The loan amount equates to \$3,000,000, over a 20 year term, at an interest rate of 1.66%. Contract documents for this loan were submitted to King County Solid Waste Division on 4/18/8 for review and approval. Until this loan is approved, the project will be funded by the Landfill Reserve Fund's fund balance.

7. OPERATING BUDGET AND OTHER IMPACTS

The repairs planned for the pump stations will reduce the maintenance demand on the operating budget.

8. PROJECT STATUS

Work is currently underway to hire a firm to provide consulting and related services to identify and design repairs for PS 1A, 2, 3 and 4. The goal of the scope of work to be published, is to determine the level of repair, calibration, and improvement required to extend the life of the landfill, while managing leachate and ensuring environmental compliance.

9. ALTERNATIVES ANALYSIS

An alternatives analysis will be conducted to identify and evaluate two (2) to three (3) alternatives for the repairs, calibrations and improvements selected by the KCSWD for implementation.

10. OTHER AGENCY INVOLVEMENT

External Agencies: Department of Ecology and Department of Health. May need to coordinate with or obtain permits from these agencies.

11. ART ELIGIBILITY

Solid waste landfills projects are exempt from 1% for Art.

12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice Assessment and Action Plan will be developed and maintained for this project.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Design alternatives will consider sustainable and energy efficient materials and equipment for the pump station repairs, calibrations and improvements.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW CHRLF PUMP STN REPAIR	1129844
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	09/30/2020
Location	16645 - 228 AVE SE MAPLE VALLEY, WA 98038-6209
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 06/28/19	\$0	\$993,950	\$0	\$0	\$993,950
2 Preliminary Design 06/28/19 - 08/30/19	\$0	\$0	\$0	\$0	\$0
3 Final Design 08/30/19 - 12/31/19	\$0	\$2,158,931	\$0	\$0	\$2,158,931
4 Implementation 01/02/20 - 09/30/20	\$0	\$7,773,410	\$0	\$0	\$7,773,410
5 Closeout 09/30/20 - 12/31/20	\$0	\$106,090	\$0	\$0	\$106,090
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$11,032,381	\$0	\$0	\$11,032,381

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$11,032,381	\$0	\$0	\$11,032,381
Total Revenue	\$11,032,381	\$0	\$0	\$11,032,381

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW CHRLF LEACHATE LAGOONS					1133921
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$993,950	\$0	\$0	\$993,950	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$0	\$0	\$2,158,931	\$0	\$0	\$2,158,931	
4 Implementation	\$0	\$0	\$7,773,410	\$0	\$0	\$7,773,410	
5 Closeout	\$0	\$0	\$106,090	\$0	\$0	\$106,090	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$11,032,381	\$0	\$0	\$11,032,381	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$993,950	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$2,158,931	\$0	\$0	\$0
4 Implementation	\$0	\$7,773,410	\$0	\$0	\$0
5 Closeout	\$0	\$106,090	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$11,032,381	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$993,950	\$993,950	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$2,158,931	\$2,158,931	\$0
4 Implementation	\$0	\$7,773,410	\$7,773,410	\$0
5 Closeout	\$0	\$106,090	\$106,090	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$11,032,381	\$11,032,381	\$0

NARRATIVES

SW CHRLF LEACHATE LAGOONS

1133921

1. CURRENT PROJECT SCOPE

Cedar Hills Regional Landfill Leachate Lagoons: This project will upgrade the leachate lagoons at Cedar Hills Regional Landfill. Improvements include bringing the liner system into current regulatory compliance, replacing the aerator system for improved energy efficiency, replacing aging effluent pumps, addressing any identified pre-treatment needs for permit discharge compliance and upgrading the electrical controls and wiring.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

This project will replace and upgrade aging infrastructure, address regulatory compliance, reduce energy demand and improve electrical safety at the site.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW CHRLF LEACHATE LAGOONS	1133921
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4. PROJECT BENEFITS/OUTCOMES

The project benefit is to meet permit compliance at Cedar Hills Regional Landfill

5. BUDGET REQUEST BASIS

Budget was based on costs of similar construction at the site. Lagoon costs were based on contaminated stormwater lagoon costs, treatment based on similar stormwater treatment and electrical based on 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

Proposed 2019-2020 project

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

KCIW defines the permit conditions for leachate discharge. Project team will coordinate for compliance 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

1) Project is infrastructure at a landfill

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project should reduce energy consumption at the leachate lagoons.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

SW CHRLF EAST PERCH ZONE RI-FS

1133922

Department	NATURAL RESOURCES AND PARKS
Council District(s)	9
Fund	3910 LANDFILL RESERVE
Class Code	STANDALONE
Substantial Completion	12/31/2019
Location	16645 - 228 AVE SE MAPLE VALLEY, WA 98038-6209
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/02/19 - 04/01/19	\$0	\$20,600	\$0	\$0	\$20,600
2 Preliminary Design 04/01/19 - 06/17/19	\$0	\$113,300	\$0	\$0	\$113,300
3 Final Design 06/17/19 - 10/31/19	\$0	\$1,067,791	\$0	\$0	\$1,067,791
4 Implementation	\$0	\$0	\$0	\$0	\$0
5 Closeout 10/31/19 - 12/31/19	\$0	\$53,046	\$0	\$0	\$53,046
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,254,737	\$0	\$0	\$1,254,737

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$1,254,737	\$0	\$0	\$1,254,737
Total Revenue	\$1,254,737	\$0	\$0	\$1,254,737

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW CHRLF EAST PERCH ZONE RI-FS					1133922
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$20,600	\$0	\$0	\$20,600	
2 Prelim Design	\$0	\$0	\$113,300	\$0	\$0	\$113,300	
3 Final Design	\$0	\$0	\$1,067,791	\$0	\$0	\$1,067,791	
4 Implementation	\$0	\$0	\$0	\$0	\$0	\$0	
5 Closeout	\$0	\$0	\$53,045	\$0	\$0	\$53,045	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$1,254,736	\$0	\$0	\$1,254,736	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$20,600	\$0	\$0	\$0
2 Preliminary Design	\$0	\$113,300	\$0	\$0	\$0
3 Final Design	\$0	\$1,067,792	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$53,045	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,254,737	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$20,600	\$20,600	\$0
2 Preliminary Design	\$0	\$113,300	\$113,300	\$0
3 Final Design	\$0	\$1,067,791	\$1,067,791	\$0
4 Implementation	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$53,046	\$53,045	\$1
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,254,737	\$1,254,736	\$1

NARRATIVES

SW CHRLF EAST PERCH ZONE RI-FS

1133922

1. CURRENT PROJECT SCOPE

Cedar Hills Regional Landfill East Perched Zone Remediation Investigation and Feasibility Study: This project will complete the Remediation Investigation and Feasibility Study for the East Perched Zone. This effort began in the Environmental Control Systems Modifications project. The Department of Ecology recommended additional work beyond the scope of the original project.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

This project will complete work on the East Perched Zone and meet regulatory agency recommendations for investigation.

4. PROJECT BENEFITS/OUTCOMES

This project is part of the compliance process for the East Perched Zone remediation.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

SW CHRLF EAST PERCH ZONE RI-FS

1133922

5. BUDGET REQUEST BASIS

Budget is based on an estimate prepared by a consultant.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

There are no anticipated operating budget impacts from this CIP.

8. PROJECT STATUS

Planning

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

Washington State Department of Ecology

11. ART ELIGIBILITY

Project is a feasibility study.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, 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	01/31/2025
Location	16645 - 228 AVE SE MAPLE VALLEY, WA 98038-6209
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 05/01/18 - 01/02/20	\$0	\$3,507,809	\$0	\$0	\$3,507,809
2 Preliminary Design 08/01/19 - 04/30/20	\$0	\$3,521,055	\$0	\$0	\$3,521,055
3 Final Design 04/01/20 - 03/31/21	\$0	\$3,076,079	\$7,827,204	\$0	\$10,903,283
4 Implementation 03/01/22 - 01/31/25	\$0	\$0	\$18,176,965	\$46,833,941	\$65,010,906
5 Closeout 12/31/25 - 09/30/26	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$10,104,943	\$26,004,169	\$46,833,941	\$82,943,053

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$0	\$0	\$20,833,941	\$20,833,941
39797 - CONTRIB SOLID WASTE	\$10,104,943	\$26,004,169	\$26,000,000	\$62,109,112
Total Revenue	\$10,104,943	\$26,004,169	\$46,833,941	\$82,943,053

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		SW CHRLF AREA 9 NAD				1133923
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$3,507,809	\$0	\$0	\$3,507,809
2 Prelim Design	\$0	\$0	\$3,521,055	\$0	\$0	\$3,521,055
3 Final Design	\$0	\$0	\$3,076,079	\$7,827,204	\$0	\$10,903,283
4 Implementation	\$0	\$0	\$0	\$18,176,965	\$46,833,941	\$65,010,906
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$10,104,943	\$26,004,169	\$46,833,941	\$82,943,053

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$3,507,809	\$0	\$0	\$0
2 Preliminary Design	\$0	\$3,521,055	\$0	\$0	\$0
3 Final Design	\$0	\$10,903,282	\$0	\$0	\$0
4 Implementation	\$0	\$65,133,894	\$0	\$0	\$0
5 Closeout	\$0	\$493,794	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$83,559,834	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$3,507,809	\$3,507,809	\$0
2 Preliminary Design	\$0	\$3,521,055	\$3,521,055	\$0
3 Final Design	\$0	\$3,076,079	\$3,076,079	\$0
4 Implementation	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$10,104,943	\$10,104,943	\$0

NARRATIVES SW CHRLF AREA 9 NAD 1133923

1. CURRENT PROJECT SCOPE

Cedar Hills Regional Landfill Area 9 New Area Development: 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

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

SW CHRLF AREA 9 NAD

1133923

3. PROJECT JUSTIFICATION

The remaining capacity of Cedar Hills Regional Landfill (as of September 2017) is 14.3 million cubic yards. This capacity is expected to be exhausted in early 2025. This condition leaves Cedar Hills with less than seven years of remaining capacity. Therefore, Area 9 development construction must be completed by the end of 2024 and must be ready to accept waste in early 2025.

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.

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

This is a new project and will start in 2019.

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 Development and Environmental Services, 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, United 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 included the State Department of Ecology, King County Department of Health, Puget Sound Clean Air Agency and the Bonneville Power Administration. Ecology provides the Health Department with expertise on project design issues and compliance with WAC requirements. Health provides the final approval or project documents.

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.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW CHRLF AREA 9 NAD	1133923
14. OTHER CONSIDERATIONS (OPTIONAL)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
16. PROJECT COMPLEXITY		
17. CAPACITY TO IMPLEMENT THE PROJECT		
18. PROJECT RISKS		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	07/31/2020
Location	16645 - 228 AVE SE MAPLE VALLEY, WA 98038-6209
Cap Status	Approved



BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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 - 07/31/20	\$0	\$3,094,841	\$0	\$0	\$3,094,841
5 Closeout 05/01/20 - 08/31/20	\$0	\$10,609	\$0	\$0	\$10,609
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$3,105,450	\$0	\$0	\$3,105,450

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$592,061	\$0	\$0	\$592,061
39797 - CONTRIB SOLID WASTE	\$2,513,389	\$0	\$0	\$2,513,389
Total Revenue	\$3,105,450	\$0	\$0	\$3,105,450

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		SW CHRLF NFS ELECTRICAL					1133924
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$3,094,841	\$0	\$0	\$3,094,841	
5 Closeout	\$0	\$0	\$10,609	\$0	\$0	\$10,609	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$3,105,450	\$0	\$0	\$3,105,450	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$3,094,841	\$0	\$0	\$0
5 Closeout	\$0	\$10,609	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$3,105,450	\$0	\$0	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$3,094,841	\$3,094,841	\$0
5 Closeout	\$0	\$10,609	\$10,609	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$3,105,450	\$3,105,450	\$0

NARRATIVES SW CHRLF NFS ELECTRICAL 1133924

1. CURRENT PROJECT SCOPE

Cedar Hills Regional Landfill North Flare Station (NFS) Electrical: Replacement North Flare Station (NFS) Motor Control Center (MCC) will replace the existing control panels at the NFS. 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 that would require an explosion proof building, the classification is class 2 div 1. The existing electrical meter will also be moved out of the above mentioned classified area into a non-explosive gas classified area.

2. PROGRAMMATIC PROJECT DISCUSSION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

SW CHRLF NFS ELECTRICAL

1133924

3. PROJECT JUSTIFICATION

The current control panes for the NFS gas collection system and the electric meter are in an explosive gas classified area. The current area is classified as class 2 div 1, all equipment in this area must be in an enclosure rated for this type of 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.

4. PROJECT BENEFITS/OUTCOMES

The new MCC will be out of the class 2 div 1 area and 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 consultant created an engineering estimate for the construction of a new Motor Control Center. (MCC) The estimate provided to SWD is the amount requested for the biennial budget. The design for the MCC was covered under an earlier appropriation. The requested amount will support the RFP process for selecting a contractor and the construction of the MCC.

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

This is a new project.

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 sytem 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

This project will have a positive impact on the way gas is delivered to 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.

11. ART ELIGIBILITY

Project located in landfill.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	SW CHRLF NFS ELECTRICAL	1133924
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FMD KCCH PRMTR ACCESS CNTL

1039274

TA, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1	\$0	\$0	\$0	\$1
2 Preliminary Design	\$1	\$0	\$0	\$0	\$1
3 Final Design	\$1	\$1,290	\$0	\$0	\$1,291
4 Implementation	\$32,092	(\$18,794)	\$0	\$0	\$13,298
5 Closeout	\$2	\$0	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$32,099	(\$17,504)	\$0	\$0	\$14,595

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$17,504)	\$0	\$0	(\$17,504)
Total Revenue	(\$17,504)	\$0	\$0	(\$17,504)

EXPENSE DES FMD KCCH PRMTR ACCESS CNTL 1039274

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$1,291	\$0	\$0	\$0	\$0	\$1,291
4 Implementation	\$13,298	\$0	\$0	\$0	\$0	\$13,298
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$14,588	\$0	\$0	\$0	\$0	\$14,588

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$1	\$0
2 Preliminary Design	\$0	\$0	\$0	\$1	\$0
3 Final Design	\$0	\$0	\$1,291	\$1	\$1,291
4 Implementation	\$0	\$0	\$13,298	\$32,092	\$13,298
5 Closeout	\$0	\$0	\$0	\$2	\$0
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$0	\$14,589	\$32,098	\$14,589

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$1	\$0	\$0	\$1
2 Preliminary Design	\$1	\$0	\$0	\$1
3 Final Design	(\$1,290)	\$1,290	\$0	\$0
4 Implementation	\$18,794	(\$18,794)	\$0	\$0
5 Closeout	\$2	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$17,509	(\$17,504)	\$0	\$5

NARRATIVES

DES FMD KCCH PRMTR ACCESS CNTL

1039274

1. CURRENT PROJECT SCOPE

Technical Budget Adjustment

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Project is complete and remaining budget is proposed for cancellation.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD KCCH PRMTR ACCESS CNTL	1039274
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1	\$0	\$0	\$0	\$1
2 Preliminary Design	\$1	\$0	\$0	\$0	\$1
3 Final Design	\$1,391	\$0	\$0	\$0	\$1,391
4 Implementation	\$52,825	\$8,092	\$0	\$0	\$60,917
5 Closeout	\$2	\$0	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$54,222	\$8,092	\$0	\$0	\$62,314

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$8,092	\$0	\$0	\$8,092
Total Revenue	\$8,092	\$0	\$0	\$8,092

EXPENSE DES FMD CAPITAL PRJCT OVERSGHT 1040874

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$28,943	\$0	\$0	\$0	\$0	\$28,943
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$30,715	\$0	\$0	\$0	\$0	\$30,715

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$28,943	\$52,825	\$28,943
5 Closeout	\$0	\$0	\$0	\$2	\$0
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$0	\$30,715	\$54,221	\$30,715

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$1	\$0	\$0	\$1
2 Preliminary Design	\$1	\$0	\$0	\$1
3 Final Design	(\$380)	\$0	\$0	(\$380)
4 Implementation	\$23,881	\$8,092	\$0	\$31,973
5 Closeout	\$2	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$23,506	\$8,092	\$0	\$31,598

NARRATIVES

DES FMD CAPITAL PRJCT OVERSGHT

1040874

1. CURRENT PROJECT SCOPE

This is an administrative project payment to cover the proportionate share of the cost of the Capital Project Oversight (CPO) function in the King County Auditor's Office (KCAO).

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The CPO amount allocated to the Building Repair and Replacement Fund is based on its share of all capital budget in all CIP funds.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FMD DC ERGONOMIC FURNITURE

1040964

Master Project, TA, Art Eligible

Department	EXECUTIVE SERVICES
Council District(s)	
Fund	3951 BLDG REPAIR/REPL SUBFUND
Class Code	DES FMD DC ERGONOMIC FURNITURE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$209,629	(\$92,010)	\$0	\$0	\$117,619
5 Closeout	\$2	\$0	\$0	\$0	\$2
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$209,636	(\$92,010)	\$0	\$0	\$117,626

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39780 - CONTRIB CURRENT EXPENSE	(\$92,010)	\$0	\$0	(\$92,010)
Total Revenue	(\$92,010)	\$0	\$0	(\$92,010)

EXPENSE DES FMD DC ERGONOMIC FURNITURE

1040964

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$2,745	\$0	\$0	\$0	\$0	\$2,745
2 Prelim Design	\$14,270	\$0	\$0	\$0	\$0	\$14,270
3 Final Design	\$16,926	\$0	\$0	\$0	\$0	\$16,926
4 Implementation	\$83,481	\$0	\$0	\$0	\$0	\$83,481
5 Closeout	\$204	\$0	\$0	\$0	\$0	\$204
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$117,626	\$0	\$0	\$0	\$0	\$117,626

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$2,745	\$1	\$2,745
2 Preliminary Design	\$0	\$0	\$14,270	\$1	\$14,270
3 Final Design	\$0	\$0	\$16,926	\$1	\$16,926
4 Implementation	\$0	\$0	\$83,481	\$209,629	\$83,481
5 Closeout	\$0	\$0	\$204	\$2	\$204
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$0	\$117,626	\$209,635	\$117,626

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$2,744)	\$0	\$0	(\$2,744)
2 Preliminary Design	(\$14,269)	\$0	\$0	(\$14,269)
3 Final Design	(\$16,925)	\$0	\$0	(\$16,925)
4 Implementation	\$126,148	(\$92,010)	\$0	\$34,138
5 Closeout	(\$202)	\$0	\$0	(\$202)
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$92,009	(\$92,010)	\$0	(\$1)

NARRATIVES

DES FMD DC ERGONOMIC FURNITURE

1040964

1. CURRENT PROJECT SCOPE

Technical Budget Adjustment

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Project is complete and remaining budget is proposed for cancellation.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD DC ERGONOMIC FURNITURE	1040964
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FMD S Court Duress Alarms

1113110

TA, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$47	(\$47)	\$0	\$0	\$0
3 Final Design	\$423	(\$423)	\$0	\$0	\$0
4 Implementation	\$14,258	(\$11,421)	\$0	\$0	\$2,837
5 Closeout	\$272	(\$239)	\$0	\$0	\$33
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$15,000	(\$12,130)	\$0	\$0	\$2,870

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$12,130)	\$0	\$0	(\$12,130)
Total Revenue	(\$12,130)	\$0	\$0	(\$12,130)

EXPENSE DES FMD S Court Duress Alarms 1113110

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$2,837	\$0	\$0	\$0	\$0	\$2,837
5 Closeout	\$33	\$0	\$0	\$0	\$0	\$33
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$2,870	\$0	\$0	\$0	\$0	\$2,870

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$47	\$0
3 Final Design	\$0	\$0	\$0	\$423	\$0
4 Implementation	\$0	\$0	\$2,837	\$14,258	\$2,837
5 Closeout	\$0	\$0	\$33	\$272	\$33
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$2,870	\$15,000	\$2,870

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$47	(\$47)	\$0	\$0
3 Final Design	\$423	(\$423)	\$0	\$0
4 Implementation	\$11,421	(\$11,421)	\$0	\$0
5 Closeout	\$239	(\$239)	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$12,130	(\$12,130)	\$0	\$0

NARRATIVES

DES FMD S Court Duress Alarms

1113110

1. CURRENT PROJECT SCOPE

Technical Budget Adjustment

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Project is complete and remaining budget is proposed for cancellation.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD S Court Duress Alarms	1113110
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD KCCH COURTROOM CAMERAS

1116723

TA, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$165,316	(\$110,479)	\$0	\$0	\$54,837
5 Closeout	\$3,169	(\$3,169)	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$223,271	(\$150,292)	\$0	\$0	\$72,979

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$150,292)	\$0	\$0	(\$150,292)
Total Revenue	(\$150,292)	\$0	\$0	(\$150,292)

EXPENSE DES FMD KCCH COURTROOM CAMERAS 1116723

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$54,837	\$0	\$0	\$0	\$0	\$54,837
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$72,979	\$0	\$0	\$0	\$0	\$72,979

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$54,837	\$165,316	\$54,837
5 Closeout	\$0	\$0	\$0	\$3,169	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$72,979	\$223,271	\$72,979

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$110,479	(\$110,479)	\$0	\$0
5 Closeout	\$3,169	(\$3,169)	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$150,292	(\$150,292)	\$0	\$0

NARRATIVES

DES FMD KCCH COURTROOM CAMERAS

1116723

1. CURRENT PROJECT SCOPE

Technical Budget Adjustment

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Project is complete and remaining budget is proposed for cancellation.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD KCCH COURTROOM CAMERAS	1116723
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD Child/Fam Justice Ctr

1117106

Baseline Required, Art Eligible

Department	EXECUTIVE SERVICES
Council District(s)	2
Fund	3951 BLDG REPAIR/REPL SUBFUND
Class Code	STANDALONE
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1	\$0	\$0	\$0	\$1
2 Preliminary Design	\$5,035,267	(\$5,300,000)	\$0	\$0	(\$264,733)
3 Final Design	\$14,162,355	\$0	\$0	\$0	\$14,162,355
4 Implementation	\$199,774,748	\$22,365,943	\$0	\$0	\$222,140,691
5 Closeout	\$482,627	\$5,300,000	\$0	\$0	\$5,782,627
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$219,454,999	\$22,365,943	\$0	\$0	\$241,820,942

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	\$2,605,781	\$0	\$0	\$2,605,781
39512 - SALE OF LAND	\$19,760,162	\$0	\$0	\$19,760,162
Total Revenue	\$22,365,943	\$0	\$0	\$22,365,943

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD Child/Fam Justice Ctr					1117106
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$28,199	\$0	\$0	\$0	\$0	\$28,199	
2 Prelim Design	\$7,524,010	\$0	\$0	\$0	\$0	\$7,524,010	
3 Final Design	\$17,818,927	\$0	\$0	\$0	\$0	\$17,818,927	
4 Implementation	\$38,957,065	\$0	\$0	\$0	\$0	\$38,957,065	
5 Closeout	\$740	\$0	\$0	\$0	\$0	\$740	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$64,328,942	\$0	\$0	\$0	\$0	\$64,328,942	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$28,169	\$0	\$28,199	\$1	\$28,199
2 Preliminary Design	\$7,682,941	\$0	\$7,524,010	\$5,035,267	\$7,524,010
3 Final Design	\$13,207,403	\$0	\$18,276,012	\$14,162,355	\$17,818,927
4 Implementation	\$190,547,619	\$0	\$64,776,233	\$199,774,748	\$38,957,065
5 Closeout	\$488,868	\$0	\$740	\$482,627	\$740
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$211,955,000	\$0	\$90,605,194	\$219,454,999	\$64,328,941

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$28,198)	\$0	\$0	(\$28,198)
2 Preliminary Design	(\$2,488,743)	(\$5,300,000)	\$0	(\$7,788,743)
3 Final Design	(\$3,656,572)	\$0	\$0	(\$3,656,572)
4 Implementation	\$160,817,683	\$22,365,943	\$0	\$183,183,626
5 Closeout	\$481,887	\$5,300,000	\$0	\$5,781,887
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$155,126,058	\$22,365,943	\$0	\$177,492,001

NARRATIVES DES FMD Child/Fam Justice Ctr 1117106

1. CURRENT 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

N/A

3. PROJECT JUSTIFICATION

This is an existing project that requires additional budget for the reasons outlined in the "Budget Request Basis".

4. PROJECT BENEFITS/OUTCOMES

This is a previously approved project.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD Child/Fam Justice Ctr

1117106

5. BUDGET REQUEST BASIS

The Children and Family Justice Center project requires a 15% budget increase primarily due to permit approval lag time, soil quality remediation costs, and increased construction costs in a highly competitive local construction sector. Interim financing is available until the land parcels near the CFJC can be sold to reimburse the project.

6. FUNDING AND REVENUE DISCUSSION

This project will be funded using a combination of remaining levy proceeds and sale proceed revenue for properties that will be declared surplus to County needs when the project is completed.

7. OPERATING BUDGET AND OTHER IMPACTS

This budget increment request does not impact the operating budget.

8. PROJECT STATUS

On-going standalone project.

9. ALTERNATIVES ANALYSIS

Cost reduction options were considered in the development of the 2019-2020 budget request.

10. OTHER AGENCY INVOLVEMENT

The King County Information Technology department and the Prosecuting Attorney Office have been involved in the implementation of this project.

11. ART ELIGIBILITY

No. Cost containment allowed for projects over \$10 million.

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

14. OTHER CONSIDERATIONS (OPTIONAL)

Compliance with proviso P15 of Ordinance 18239 as amended in Ordinance 18425 is contingent upon the availability of \$5.3 million of CFJC levy proceeds upon completion of the capital project. Due to the cost drivers described above, the project will require use of all available levy proceeds in addition to a share of the proceeds from the planned sale of Youth Service Center property to be declared surplus to the needs of King County. Since it is no longer feasible to satisfy the requirement of the proviso and because the \$5.3 million of budget authority and corresponding levy proceeds controlled by the proviso are necessary to complete the project, the \$5.3 million appropriation authority is no longer available and reappropriated in this capital project budget proposal. This procedure to restore the availability of the \$5.3 million is implemented in the project phase detail shown above. Excess property sale revenue may be available at the close of the project to partially satisfy the intended proviso outcome.

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD Child/Fam Justice Ctr	1117106
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18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FMD OPD PLANNING

1120508

TA, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1	\$0	\$0	\$0	\$1
2 Preliminary Design	\$1	\$0	\$0	\$0	\$1
3 Final Design	\$40,000	\$0	\$0	\$0	\$40,000
4 Implementation	\$59,996	(\$34,030)	\$0	\$0	\$25,966
5 Closeout	\$1	\$0	\$0	\$0	\$1
6 Acquisition	\$1	\$0	\$0	\$0	\$1
Total Budget	\$100,000	(\$34,030)	\$0	\$0	\$65,970

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$34,030)	\$0	\$0	(\$34,030)
Total Revenue	(\$34,030)	\$0	\$0	(\$34,030)

EXPENSE DES FMD OPD PLANNING 1120508

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$41,828	\$0	\$0	\$0	\$0	\$41,828
2 Prelim Design	\$10,793	\$0	\$0	\$0	\$0	\$10,793
3 Final Design	\$1,676	\$0	\$0	\$0	\$0	\$1,676
4 Implementation	\$181	\$0	\$0	\$0	\$0	\$181
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$54,477	\$0	\$0	\$0	\$0	\$54,477

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$51,900	\$1	\$41,828
2 Preliminary Design	\$0	\$0	\$12,014	\$1	\$10,793
3 Final Design	\$0	\$0	\$1,676	\$40,000	\$1,676
4 Implementation	\$0	\$0	\$181	\$59,996	\$181
5 Closeout	\$0	\$0	\$0	\$1	\$0
6 Acquisition	\$0	\$0	\$0	\$1	\$0
Total	\$0	\$0	\$65,771	\$100,000	\$54,478

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$41,827)	\$0	\$0	(\$41,827)
2 Preliminary Design	(\$10,792)	\$0	\$0	(\$10,792)
3 Final Design	\$38,324	\$0	\$0	\$38,324
4 Implementation	\$59,815	(\$34,030)	\$0	\$25,785
5 Closeout	\$1	\$0	\$0	\$1
6 Acquisition	\$1	\$0	\$0	\$1
Total	\$45,522	(\$34,030)	\$0	\$11,492

NARRATIVES

DES FMD OPD PLANNING

1120508

1. CURRENT PROJECT SCOPE

Technical Budget Adjustment

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Project is complete and remaining budget is proposed for cancellation.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD OPD PLANNING	1120508
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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, Art Eligible

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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$225,000	\$100,000	\$0	\$0	\$325,000
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	\$2,680,265	\$0	\$0	\$0	\$2,680,265
Total Budget	\$2,905,265	\$100,000	\$0	\$0	\$3,005,265

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$100,000	\$0	\$0	\$100,000
39113 - GENERAL OBLIGATION BONDS	\$0	\$0	\$0	\$0
Total Revenue	\$100,000	\$0	\$0	\$100,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD PRELIM PLAN & DESIGN					1121771
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$56,476	\$0	\$0	\$0	\$0	\$56,476	
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	\$0	\$0	\$0	\$29,142	
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0	
6 Acquisition	\$2,521,247	\$0	\$0	\$0	\$0	\$2,521,247	
Total Expense	\$2,647,499	\$0	\$0	\$0	\$0	\$2,647,499	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$63,043	\$225,000	\$56,476
2 Preliminary Design	\$0	\$0	\$23,073	\$0	\$23,073
3 Final Design	\$0	\$0	\$17,561	\$0	\$17,561
4 Implementation	\$0	\$0	\$29,142	\$0	\$29,142
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$2,521,247	\$2,680,265	\$2,521,247
Total	\$0	\$0	\$2,654,066	\$2,905,265	\$2,647,499

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$168,524	\$100,000	\$0	\$268,524
2 Preliminary Design	(\$23,073)	\$0	\$0	(\$23,073)
3 Final Design	(\$17,561)	\$0	\$0	(\$17,561)
4 Implementation	(\$29,142)	\$0	\$0	(\$29,142)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$159,018	\$0	\$0	\$159,018
Total	\$257,766	\$100,000	\$0	\$357,766

NARRATIVES

DES FMD PRELIM PLAN & DESIGN

1121771

1. CURRENT 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.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD PRELIM PLAN & DESIGN	1121771
4. PROJECT BENEFITS/OUTCOMES		
5. BUDGET REQUEST BASIS		
The budget proposal for 2019-2020 allows for Yesler Building preliminary design work if there is a decision to implement infrastructure and tenant improvements for potential tenants that may be identified during the 2019-2020 biennium.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD SPECIAL OPERATIONS MOVE (DES FMD SPECIAL OPS MOVE)

1122071

TA, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$6,128	\$0	\$0	\$0	\$6,128
2 Preliminary Design	\$26,068	(\$12,666)	\$0	\$0	\$13,402
3 Final Design	\$76,974	\$0	\$0	\$0	\$76,974
4 Implementation	\$350,348	\$0	\$0	\$0	\$350,348
5 Closeout	\$5,246	\$0	\$0	\$0	\$5,246
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$464,764	(\$12,666)	\$0	\$0	\$452,098

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$12,666)	\$0	\$0	(\$12,666)
Total Revenue	(\$12,666)	\$0	\$0	(\$12,666)

EXPENSE DES FMD SPECIAL OPS MOVE 1122071

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$788	\$0	\$0	\$0	\$0	\$788
3 Final Design	\$83,855	\$0	\$0	\$0	\$0	\$83,855
4 Implementation	\$340,474	\$0	\$0	\$0	\$0	\$340,474
5 Closeout	\$26,982	\$0	\$0	\$0	\$0	\$26,982
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$452,098	\$0	\$0	\$0	\$0	\$452,098

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$6,128	\$0
2 Preliminary Design	\$0	\$0	\$788	\$26,068	\$788
3 Final Design	\$0	\$0	\$83,855	\$76,974	\$83,855
4 Implementation	\$0	\$0	\$340,474	\$350,348	\$340,474
5 Closeout	\$0	\$0	\$26,982	\$5,246	\$26,982
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$452,099	\$464,764	\$452,099

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$6,128	\$0	\$0	\$6,128
2 Preliminary Design	\$25,280	(\$12,666)	\$0	\$12,614
3 Final Design	(\$6,881)	\$0	\$0	(\$6,881)
4 Implementation	\$9,874	\$0	\$0	\$9,874
5 Closeout	(\$21,736)	\$0	\$0	(\$21,736)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$12,665	(\$12,666)	\$0	(\$1)

NARRATIVES

DES FMD SPECIAL OPS MOVE

1122071

1. CURRENT PROJECT SCOPE

Technical Budget Adjustment

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Project is complete and remaining budget is proposed for cancellation.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD SPECIAL OPS MOVE	1122071
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD ITA COURT

1122286

TA, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$108,840	\$0	\$0	\$0	\$108,840
2 Preliminary Design	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$806	\$0	\$0	\$806
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$108,840	\$806	\$0	\$0	\$109,646

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	\$806	\$0	\$0	\$806
Total Revenue	\$806	\$0	\$0	\$806

EXPENSE DES FMD ITA COURT 1122286

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$3,865	\$0	\$0	\$0	\$0	\$3,865
2 Prelim Design	\$28,787	\$0	\$0	\$0	\$0	\$28,787
3 Final Design	\$5,024	\$0	\$0	\$0	\$0	\$5,024
4 Implementation	\$67,981	\$0	\$0	\$0	\$0	\$67,981
5 Closeout	\$3,183	\$0	\$0	\$0	\$0	\$3,183
6 Acquisition	\$806	\$0	\$0	\$0	\$0	\$806
Total Expense	\$109,646	\$0	\$0	\$0	\$0	\$109,646

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$3,865	\$108,840	\$3,865
2 Preliminary Design	\$0	\$0	\$28,787	\$0	\$28,787
3 Final Design	\$0	\$0	\$5,024	\$0	\$5,024
4 Implementation	\$0	\$0	\$67,981	\$0	\$67,981
5 Closeout	\$0	\$0	\$3,183	\$0	\$3,183
6 Acquisition	\$0	\$0	\$806	\$0	\$806
Total	\$0	\$0	\$109,646	\$108,840	\$109,646

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$104,975	\$0	\$0	\$104,975
2 Preliminary Design	(\$28,787)	\$0	\$0	(\$28,787)
3 Final Design	(\$5,024)	\$0	\$0	(\$5,024)
4 Implementation	(\$67,981)	\$806	\$0	(\$67,175)
5 Closeout	(\$3,183)	\$0	\$0	(\$3,183)
6 Acquisition	(\$806)	\$0	\$0	(\$806)
Total	(\$806)	\$806	\$0	\$0

NARRATIVES

DES FMD ITA COURT

1122286

1. CURRENT PROJECT SCOPE

Technical Budget Adjustment

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Project is complete and budget increase is proposed to bring budget balance available to zero.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD ITA COURT	1122286
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD MRJC SPACE EFFIC

1123605

TA, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$50,000	\$0	\$0	\$0	\$50,000
3 Final Design	\$122,117	\$0	\$0	\$0	\$122,117
4 Implementation	\$781,354	(\$25,038)	\$0	\$0	\$756,316
5 Closeout	\$7,719	\$0	\$0	\$0	\$7,719
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$961,190	(\$25,038)	\$0	\$0	\$936,152

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$25,038)	\$0	\$0	(\$25,038)
Total Revenue	(\$25,038)	\$0	\$0	(\$25,038)

EXPENSE DES FMD MRJC SPACE EFFIC 1123605

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$748,497	\$0	\$0	\$0	\$0	\$748,497
5 Closeout	\$26,219	\$0	\$0	\$0	\$0	\$26,219
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$936,152	\$0	\$0	\$0	\$0	\$936,152

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$748,497	\$781,354	\$748,497
5 Closeout	\$0	\$0	\$26,219	\$7,719	\$26,219
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$936,152	\$961,190	\$936,152

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$12,098)	\$0	\$0	(\$12,098)
2 Preliminary Design	\$39,892	\$0	\$0	\$39,892
3 Final Design	(\$17,113)	\$0	\$0	(\$17,113)
4 Implementation	\$32,857	(\$25,038)	\$0	\$7,819
5 Closeout	(\$18,500)	\$0	\$0	(\$18,500)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$25,038	(\$25,038)	\$0	\$0

NARRATIVES

DES FMD MRJC SPACE EFFIC

1123605

1. CURRENT PROJECT SCOPE

Technical Budget Adjustment

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Project is complete and remaining budget is proposed for cancellation.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MRJC SPACE EFFIC	1123605
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD RAINIER BEACH HIGH SCHOOL BASED HEALTH CENTER RENOVATION (DES FMD RAINIER BEACH CLINIC) 1123982

TA, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$8,544	\$0	\$0	\$0	\$8,544
3 Final Design	\$36,058	\$0	\$0	\$0	\$36,058
4 Implementation	\$304,175	(\$12,692)	\$0	\$0	\$291,483
5 Closeout	\$1,579	\$0	\$0	\$0	\$1,579
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$350,356	(\$12,692)	\$0	\$0	\$337,664

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$12,692)	\$0	\$0	(\$12,692)
Total Revenue	(\$12,692)	\$0	\$0	(\$12,692)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD RAINIER BEACH CLINIC					1123982
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$42,081	\$0	\$0	\$0	\$0	\$42,081	
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0	
3 Final Design	\$12,611	\$0	\$0	\$0	\$0	\$12,611	
4 Implementation	\$278,647	\$0	\$0	\$0	\$0	\$278,647	
5 Closeout	\$4,326	\$0	\$0	\$0	\$0	\$4,326	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$337,664	\$0	\$0	\$0	\$0	\$337,664	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$42,081	\$0	\$42,081
2 Preliminary Design	\$0	\$0	\$0	\$8,544	\$0
3 Final Design	\$0	\$0	\$12,611	\$36,058	\$12,611
4 Implementation	\$0	\$0	\$278,647	\$304,175	\$278,647
5 Closeout	\$0	\$0	\$4,326	\$1,579	\$4,326
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$337,665	\$350,356	\$337,665

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$42,081)	\$0	\$0	(\$42,081)
2 Preliminary Design	\$8,544	\$0	\$0	\$8,544
3 Final Design	\$23,447	\$0	\$0	\$23,447
4 Implementation	\$25,528	(\$12,692)	\$0	\$12,836
5 Closeout	(\$2,747)	\$0	\$0	(\$2,747)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$12,691	(\$12,692)	\$0	(\$1)

NARRATIVES

DES FMD RAINIER BEACH CLINIC

1123982

1. CURRENT PROJECT SCOPE

Technical Budget Adjustment

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD RAINIER BEACH CLINIC	1123982
5. BUDGET REQUEST BASIS		
Project is complete and remaining budget is proposed for cancellation.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD BELLEVUE DC RELOCATION

1124146

Master Project, TA, Art Eligible

Department	EXECUTIVE SERVICES
Council District(s)	
Fund	3951 BLDG REPAIR/REPL SUBFUND
Class Code	DES FMD BELLEVUE DC RELOCATION
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$732,376	(\$259,439)	\$0	\$0	\$472,937
5 Closeout	\$4,925	\$53,958	\$0	\$0	\$58,883
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,066,000	(\$418,090)	\$0	\$0	\$647,910

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$10,100)	\$0	\$0	(\$10,100)
39780 - CONTRIB CURRENT EXPENSE	(\$407,990)	\$0	\$0	(\$407,990)
Total Revenue	(\$418,090)	\$0	\$0	(\$418,090)

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD BELLEVUE DC RELOCATION					1124146
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$472,937	\$0	\$0	\$0	\$0	\$472,937	
5 Closeout	\$58,883	\$0	\$0	\$0	\$0	\$58,883	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$647,910	\$0	\$0	\$0	\$0	\$647,910	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$472,937	\$732,376	\$472,937
5 Closeout	\$0	\$0	\$58,883	\$4,925	\$58,883
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$647,910	\$1,066,000	\$647,910

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$259,439	(\$259,439)	\$0	\$0
5 Closeout	(\$53,958)	\$53,958	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$418,090	(\$418,090)	\$0	\$0

NARRATIVES DES FMD BELLEVUE DC RELOCATION 1124146

1. CURRENT PROJECT SCOPE

Technical Budget Adjustment

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD BELLEVUE DC RELOCATION	1124146
5. BUDGET REQUEST BASIS		
Project is complete and remaining budget is proposed for cancellation.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD EARLINGTN CNF RM IMPRV

1124150

TA, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1,167	\$0	\$0	\$0	\$1,167
2 Preliminary Design	\$1,581	\$0	\$0	\$0	\$1,581
3 Final Design	\$10,070	\$0	\$0	\$0	\$10,070
4 Implementation	\$100,687	(\$1,016)	\$0	\$0	\$99,671
5 Closeout	\$2,498	\$0	\$0	\$0	\$2,498
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$116,003	(\$1,016)	\$0	\$0	\$114,987

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$1,016)	\$0	\$0	(\$1,016)
Total Revenue	(\$1,016)	\$0	\$0	(\$1,016)

EXPENSE DES FMD EARLINGTN CNF RM IMPRV 1124150

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$5,811	\$0	\$0	\$0	\$0	\$5,811
2 Prelim Design	\$10,115	\$0	\$0	\$0	\$0	\$10,115
3 Final Design	\$7,390	\$0	\$0	\$0	\$0	\$7,390
4 Implementation	\$90,754	\$0	\$0	\$0	\$0	\$90,754
5 Closeout	\$918	\$0	\$0	\$0	\$0	\$918
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$114,988	\$0	\$0	\$0	\$0	\$114,988

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$5,811	\$1,167	\$5,811
2 Preliminary Design	\$0	\$0	\$10,115	\$1,581	\$10,115
3 Final Design	\$0	\$0	\$7,390	\$10,070	\$7,390
4 Implementation	\$0	\$0	\$90,754	\$100,687	\$90,754
5 Closeout	\$0	\$0	\$918	\$2,498	\$918
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$114,988	\$116,003	\$114,988

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$4,644)	\$0	\$0	(\$4,644)
2 Preliminary Design	(\$8,534)	\$0	\$0	(\$8,534)
3 Final Design	\$2,680	\$0	\$0	\$2,680
4 Implementation	\$9,933	(\$1,016)	\$0	\$8,917
5 Closeout	\$1,580	\$0	\$0	\$1,580
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$1,015	(\$1,016)	\$0	(\$1)

NARRATIVES

DES FMD EARLINGTON CNF RM IMPRV

1124150

1. CURRENT PROJECT SCOPE

Technical Budget Adjustment

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Project is complete and remaining budget is proposed for cancellation.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD EARLINGTON CNF RM IMPRV	1124150
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD BRR EMERGENT NEED-EXISTING PROJECTS (DES FMD BRR EMER NEED-XSTG PR)

1124202

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 06/2018	FY19-20	FY21-22	FY23-24	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	\$55,000	\$500,000	\$0	\$0	\$555,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$55,000	\$500,000	\$0	\$0	\$555,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

EXPENSE DES FMD BRR EMER NEED-XSTG PR

1124202

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$55,000	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$55,000	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$55,000	\$500,000	\$0	\$555,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$55,000	\$500,000	\$0	\$555,000

NARRATIVES

DES FMD BRR EMER NEED-XSTG PR

1124202

1. CURRENT PROJECT SCOPE

This project provides contingent budget authority available to be used to supplement budget in other projects in the fund in the event that an unanticipated cost requires additional budget authority. The Facilities Management Division has a monthly internal process to review proposed use of this contingency budget. Approved usage is included in the quarterly report to the County Council.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Projects that have had preliminary estimates developed for the 2019-2020 budget have varying levels of risk of a cost increase as more information is gathered in the pre-design and final design phases. Two projects have budgets based on preliminary planning level estimates and may need to access the requested Emergent Need budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD BRR EMER NEED-XSTG PR	1124202
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD 4TH AVE BLDG

1125009

TA, Art Eligible

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 06/2018	FY19-20	FY21-22	FY23-24	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	\$2,680,265	(\$60,291)	\$0	\$0	\$2,619,974
Total Budget	\$2,680,265	(\$60,291)	\$0	\$0	\$2,619,974

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$60,291)	\$0	\$0	(\$60,291)
Total Revenue	(\$60,291)	\$0	\$0	(\$60,291)

EXPENSE DES FMD 4TH AVE BLDG 1125009

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$28,951	\$0	\$0	\$0	\$0	\$28,951
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	\$0	\$0	\$0	\$29,142
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$2,521,247	\$0	\$0	\$0	\$0	\$2,521,247
Total Expense	\$2,619,974	\$0	\$0	\$0	\$0	\$2,619,974

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$28,951	\$0	\$28,951
2 Preliminary Design	\$0	\$0	\$23,073	\$0	\$23,073
3 Final Design	\$0	\$0	\$17,561	\$0	\$17,561
4 Implementation	\$0	\$0	\$29,142	\$0	\$29,142
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$2,521,247	\$2,680,265	\$2,521,247
Total	\$0	\$0	\$2,619,974	\$2,680,265	\$2,619,974

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$28,951)	\$0	\$0	(\$28,951)
2 Preliminary Design	(\$23,073)	\$0	\$0	(\$23,073)
3 Final Design	(\$17,561)	\$0	\$0	(\$17,561)
4 Implementation	(\$29,142)	\$0	\$0	(\$29,142)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$159,018	(\$60,291)	\$0	\$98,727
Total	\$60,291	(\$60,291)	\$0	\$0

NARRATIVES

DES FMD 4TH AVE BLDG

1125009

1. CURRENT PROJECT SCOPE

Technical Budget Adjustment

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Project is complete and remaining budget is proposed for cancellation.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD 4TH AVE BLDG	1125009
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD OEM E911 RELOCATION

1127706

TA, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$4,000	\$0	\$0	\$0	\$4,000
2 Preliminary Design	\$2,431	\$0	\$0	\$0	\$2,431
3 Final Design	\$34,136	\$0	\$0	\$0	\$34,136
4 Implementation	\$979,046	(\$107,339)	\$0	\$0	\$871,707
5 Closeout	\$13,607	\$0	\$0	\$0	\$13,607
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$1,033,220	(\$107,339)	\$0	\$0	\$925,881

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$107,339)	\$0	\$0	(\$107,339)
Total Revenue	(\$107,339)	\$0	\$0	(\$107,339)

EXPENSE DES FMD OEM E911 RELOCATION 1127706

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$30	\$0	\$0	\$0	\$0	\$30
2 Prelim Design	\$0	\$0	\$0	\$0	\$0	\$0
3 Final Design	\$2,683	\$0	\$0	\$0	\$0	\$2,683
4 Implementation	\$912,233	\$0	\$0	\$0	\$0	\$912,233
5 Closeout	\$10,935	\$0	\$0	\$0	\$0	\$10,935
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$925,881	\$0	\$0	\$0	\$0	\$925,881

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$30	\$4,000	\$30
2 Preliminary Design	\$0	\$0	\$0	\$2,431	\$0
3 Final Design	\$0	\$0	\$2,683	\$34,136	\$2,683
4 Implementation	\$0	\$0	\$912,233	\$979,046	\$912,233
5 Closeout	\$0	\$0	\$10,935	\$13,607	\$10,935
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$925,881	\$1,033,220	\$925,881

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$3,970	\$0	\$0	\$3,970
2 Preliminary Design	\$2,431	\$0	\$0	\$2,431
3 Final Design	\$31,453	\$0	\$0	\$31,453
4 Implementation	\$66,813	(\$107,339)	\$0	(\$40,526)
5 Closeout	\$2,672	\$0	\$0	\$2,672
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$107,339	(\$107,339)	\$0	\$0

NARRATIVES

DES FMD OEM E911 RELOCATION

1127706

1. CURRENT PROJECT SCOPE

Technical Budget Adjustment

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Project is complete and remaining budget is proposed for cancellation.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD OEM E911 RELOCATION	1127706
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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	\$866,665	(\$73,794)	\$0	\$0	\$792,871
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$866,665	(\$73,794)	\$0	\$0	\$792,871

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$73,794)	\$0	\$0	(\$73,794)
Total Revenue	(\$73,794)	\$0	\$0	(\$73,794)

EXPENSE DES FMD MRJC SOLAR ENERGY 1129041

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$681,900	\$0	\$0	\$0	\$0	\$681,900
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$778,611	\$0	\$0	\$0	\$0	\$778,611

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	\$696,160	\$866,665	\$681,900
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$792,871	\$866,665	\$778,611

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$20,586)	\$0	\$0	(\$20,586)
3 Final Design	(\$76,125)	\$0	\$0	(\$76,125)
4 Implementation	\$184,765	(\$73,794)	\$0	\$110,971
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$88,054	(\$73,794)	\$0	\$14,260

NARRATIVES

DES FMD MRJC SOLAR ENERGY

1129041

1. CURRENT PROJECT SCOPE

Technical Budget Adjustment

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Project is complete and remaining budget is proposed for cancellation.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MRJC SOLAR ENERGY	1129041
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD ITA COURTROOM- second reconfiguration (DES FMD ITA COURTROOM (2))

1129340

TA, Art Eligible

Department	EXECUTIVE SERVICES
Council District(s)	
Fund	3951 BLDG REPAIR/REPL SUBFUND
Class Code	DES FMD ITA COURTROOM2
Substantial Completion	
Location	
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$1,946	(\$1,946)	\$0	\$0	\$0
2 Preliminary Design	\$7,273	\$24,099	\$0	\$0	\$31,372
3 Final Design	\$42,833	(\$443)	\$0	\$0	\$42,390
4 Implementation	\$315,192	\$50,261	\$0	\$0	\$365,453
5 Closeout	\$2,415	(\$1,998)	\$0	\$0	\$417
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$369,659	\$69,973	\$0	\$0	\$439,632

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$69,973	\$0	\$0	\$69,973
Total Revenue	\$69,973	\$0	\$0	\$69,973

EXPENSE DES FMD ITA COURTROOM (2) 1129340

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$31,372	\$0	\$0	\$0	\$0	\$31,372
3 Final Design	\$42,390	\$0	\$0	\$0	\$0	\$42,390
4 Implementation	\$365,453	\$0	\$0	\$0	\$0	\$365,453
5 Closeout	\$417	\$0	\$0	\$0	\$0	\$417
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$439,631	\$0	\$0	\$0	\$0	\$439,631

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$674	\$1,946	\$0
2 Preliminary Design	\$0	\$0	\$31,372	\$7,273	\$31,372
3 Final Design	\$0	\$0	\$42,906	\$42,833	\$42,390
4 Implementation	\$0	\$0	\$417,817	\$315,192	\$365,453
5 Closeout	\$0	\$0	\$1,792	\$2,415	\$417
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$494,561	\$369,659	\$439,632

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$1,946	(\$1,946)	\$0	\$0
2 Preliminary Design	(\$24,099)	\$24,099	\$0	\$0
3 Final Design	\$443	(\$443)	\$0	\$0
4 Implementation	(\$50,261)	\$50,261	\$0	\$0
5 Closeout	\$1,998	(\$1,998)	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	(\$69,973)	\$69,973	\$0	\$0

NARRATIVES

DES FMD ITA COURTROOM (2)

1129340

1. CURRENT PROJECT SCOPE

Technical Budget Adjustment

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Project is complete and budget increase is proposed to bring budget balance available to zero.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD ITA COURTROOM (2)	1129340
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD ADMIN BLDG SECURITY

1129773

TA, Art Eligible

Department	EXECUTIVE SERVICES
Council District(s)	8
Fund	3951 BLDG REPAIR/REPL SUBFUND
Class Code	STANDALONE
Substantial Completion	
Location	KC Admin. Bldg. ---- 500 Fourth Ave, Seattle, WA 998104
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$1,000	\$0	\$0	\$0	\$1,000
3 Final Design	\$4,000	\$0	\$0	\$0	\$4,000
4 Implementation	\$91,628	(\$86,645)	\$0	\$0	\$4,983
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$96,628	(\$86,645)	\$0	\$0	\$9,983

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$86,645)	\$0	\$0	(\$86,645)
Total Revenue	(\$86,645)	\$0	\$0	(\$86,645)

EXPENSE DES FMD ADMIN BLDG SECURITY 1129773

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$1,690	\$0	\$0	\$0	\$0	\$1,690
3 Final Design	\$1,273	\$0	\$0	\$0	\$0	\$1,273
4 Implementation	\$7,020	\$0	\$0	\$0	\$0	\$7,020
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$9,983	\$0	\$0	\$0	\$0	\$9,983

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$1,690	\$1,000	\$1,690
3 Final Design	\$0	\$0	\$1,273	\$4,000	\$1,273
4 Implementation	\$0	\$0	\$7,020	\$91,628	\$7,020
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$9,983	\$96,628	\$9,983

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	(\$690)	\$0	\$0	(\$690)
3 Final Design	\$2,727	\$0	\$0	\$2,727
4 Implementation	\$84,608	(\$86,645)	\$0	(\$2,037)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$86,645	(\$86,645)	\$0	\$0

NARRATIVES

DES FMD ADMIN BLDG SECURITY

1129773

1. CURRENT PROJECT SCOPE

Technical Budget Adjustment

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Project is complete and budget increase is proposed to bring budget balance available to zero.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD ADMIN BLDG SECURITY	1129773
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FMD NSHORE PH TO EVRGRN TI

1129964

TA, 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 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$2,853	\$0	\$0	\$0	\$2,853
2 Preliminary Design	\$12,915	\$0	\$0	\$0	\$12,915
3 Final Design	\$65,223	\$0	\$0	\$0	\$65,223
4 Implementation	\$771,549	(\$203,186)	\$0	\$0	\$568,363
5 Closeout	\$3,146	\$0	\$0	\$0	\$3,146
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$855,686	(\$203,186)	\$0	\$0	\$652,500

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
36999 - OTHER MISC REVENUE	(\$203,186)	\$0	\$0	(\$203,186)
Total Revenue	(\$203,186)	\$0	\$0	(\$203,186)

EXPENSE DES FMD NSHORE PH TO EVRGRN TI 1129964

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$3,319	\$0	\$0	\$0	\$0	\$3,319
2 Prelim Design	\$36,551	\$0	\$0	\$0	\$0	\$36,551
3 Final Design	\$95,787	\$0	\$0	\$0	\$0	\$95,787
4 Implementation	\$507,284	\$0	\$0	\$0	\$0	\$507,284
5 Closeout	\$5,177	\$0	\$0	\$0	\$0	\$5,177
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$648,118	\$0	\$0	\$0	\$0	\$648,118

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$3,319	\$2,853	\$3,319
2 Preliminary Design	\$0	\$0	\$36,551	\$12,915	\$36,551
3 Final Design	\$0	\$0	\$95,787	\$65,223	\$95,787
4 Implementation	\$0	\$0	\$507,284	\$771,549	\$507,284
5 Closeout	\$0	\$0	\$9,559	\$3,146	\$5,177
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$652,500	\$855,686	\$648,118

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	(\$466)	\$0	\$0	(\$466)
2 Preliminary Design	(\$23,636)	\$0	\$0	(\$23,636)
3 Final Design	(\$30,564)	\$0	\$0	(\$30,564)
4 Implementation	\$264,265	(\$203,186)	\$0	\$61,079
5 Closeout	(\$2,031)	\$0	\$0	(\$2,031)
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$207,568	(\$203,186)	\$0	\$4,382

NARRATIVES

DES FMD NSHORE PH TO EVRGRN TI

1129964

1. CURRENT PROJECT SCOPE

Technical Budget Adjustment

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

Project is complete and budget increase is proposed to bring budget balance available to zero.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

9. ALTERNATIVES ANALYSIS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD NSHORE PH TO EVRGRN TI	1129964
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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	12/30/2020
Location	Downtown Seattle civic campus area.
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$687,232	\$0	\$0	\$0	\$687,232
2 Preliminary Design 01/01/19 - 12/30/19	\$0	\$2,972,130	\$0	\$0	\$2,972,130
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	\$687,232	\$2,972,130	\$0	\$0	\$3,659,362

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39512 - SALE OF LAND	\$2,972,130	\$0	\$0	\$2,972,130
Total Revenue	\$2,972,130	\$0	\$0	\$2,972,130

EXPENSE DES FMD CIVIC CAMPUS PLANNING 1130313

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$98,279	\$588,953	\$0	\$0	\$0	\$687,232
2 Prelim Design	\$0	\$0	\$2,972,130	\$0	\$0	\$2,972,130
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	\$98,279	\$588,953	\$2,972,130	\$0	\$0	\$3,659,362

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$196,370	\$687,232	\$687,232
2 Preliminary Design	\$0	\$3,659,362	\$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	\$3,659,362	\$196,370	\$687,232	\$687,232

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$2,972,130	\$2,972,130	\$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	\$2,972,130	\$2,972,130	\$0

NARRATIVES

DES FMD CIVIC CAMPUS PLANNING

1130313

1. CURRENT PROJECT SCOPE

Phase 1: Project Initiation; form Task Forces, Steering and Oversight Committees, hire consultant team; Develop Project Vision, Guiding Principles and Goals for the Strategic Plan, Identify KC Operational and Facilities Needs Assessment.

Phase 2: Analysis Phase: Perform Gap Analysis, Develop Alternatives; Evaluate Alternatives and make Recommendation; Select a Preferred Alternative; Develop Site Master Plan

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

Problem statement, risk: Many of King County's facilities in downtown Seattle are underutilized, functionally obsolete, or facing repairs that may be financially infeasible. With twenty-one agencies and over 2M sf of assets spanning eight downtown blocks, this presents an unmatched opportunity to holistically rethink how government can better serve through the places it has the ability to shape.

How should the County build for a future of effective and efficient service that is equitable and fair, financially sustainable, environmentally resilient, and regionally collaborative?

4. PROJECT BENEFITS/OUTCOMES

KC will have a Master Plan that strategic identifies an agreed upon plan on how to accommodate future growth and make financially responsible decision regarding KC owned facilities and the County's operational needs.

5. BUDGET REQUEST BASIS

To complete the planning effort as requested per the King County Council.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD CIVIC CAMPUS PLANNING

1130313

6. FUNDING AND REVENUE DISCUSSION

39512 - Sale Proceeds through KC Real Estate Services. Proceeds from the Fairview sale.

7. OPERATING BUDGET AND OTHER IMPACTS

N/A

8. PROJECT STATUS

Request for funding for completion of the Strategic Master Plan

9. ALTERNATIVES ANALYSIS

N/A

10. OTHER AGENCY INVOLVEMENT

Internal Agencies: All KC Elected Officials and Agencies located in the downtown core, community stakeholders, City of Seattle and others

11. ART ELIGIBILITY

No-planning phase only.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Equity and Social Justice impacts are a major component in the development of the Strategic Plan and these impacts will be carefully and thoughtfully considered throughout the planning process.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

SCAP Alignment is a major component of the Strategic 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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD KCIT RADIO IN-BUILDING CONVERSION (DES FMD KCIT RADIO IN-BLDG)

1132306

IT Project

Department	EXECUTIVE SERVICES
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3951 BLDG REPAIR/REPL SUBFUND
Class Code	STANDALONE
Substantial Completion	12/31/2020
Location	Standalone Project
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$737,942	\$0	\$0	\$0	\$737,942
3 Final Design	\$0	\$2,500,000	\$0	\$0	\$2,500,000
4 Implementation	\$0	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$737,942	\$2,500,000	\$0	\$0	\$3,237,942

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$2,500,000	\$0	\$0	\$2,500,000
Total Revenue	\$2,500,000	\$0	\$0	\$2,500,000

EXPENSE DES FMD KCIT RADIO IN-BLDG 1132306

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 Projected YE
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$0	\$19,417	\$737,942	\$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	\$19,417	\$737,942	\$0

Capital Phase	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$737,942	\$0	\$0	\$737,942
3 Final Design	\$0	\$2,500,000	\$0	\$2,500,000
4 Implementation	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$737,942	\$2,500,000	\$0	\$3,237,942

NARRATIVES

DES FMD KCIT RADIO IN-BLDG

1132306

1. CURRENT PROJECT SCOPE

Department of Executive Services (DES) Facilities Management Division (FMD) and King County Information Technology (KCIT) Radio In-Building (In-Bldg) Coverage Project includes the following parts:

- (1) Replacement of the King County Courthouse (KCCH) 800 MHz Repeater and, potentially, all existing KCCH wiring/infrastructure. The KCCH repeater supports 800 MHz radio traffic for all radios users within all 12 floors of the KCCH building, including DAJD's court detail operations on the 12th floor, Work Education Release operations on the 10th and 11th floors, the DAJD ADMIN Division on the 2nd floor, FMD and Court House Security throughout the building, and the tunnel connecting KCCH to the Admin Building.
- (2) Replacement of the 800 MHz Bi-Directional Antenna (BDA) at Maleng Regional Justice Center (MRJC) Detention and, potentially, all existing MRJC wiring/infrastructure. The BDA is tied into a trucked radio system that supports DAJD operations.
- (3) Replacement of the 800 MHz BDA at MRJC Court Rotunda and, potentially, all existing wiring/infrastructure. The BDA is configured into a Distributed Antenna Network (DAN) that supports the Courts' area of the MRJC. The hardware supporting this DAN is outdated and not compatible with PSERN.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD KCIT RADIO IN-BLDG

1132306

3. PROJECT JUSTIFICATION

It's 100% certain that after PSERN goes live, the current in-house radio systems in the MRJC and the Courthouse buildings will have a reduced functionality. Reduced functionality refers primarily to the rate of successful radio transmissions in a building. Law and public safety entities operating within these facilities use radios as their primary communication tool. Reduced radio coverage will result in safety hazards for local jurisdictions that use these facilities as part of their daily business operations. Approximately, 255 officers from DAJD/KSCO and 50 officers from 10 jurisdictions come in to MRJC or KCCH on a given day. Therefore, the upgrade project is a life/safety initiative. Below is the estimated impact of PSERN implementation with and without the proposed Radio In-Building Coverage project:

KCCH:

90-95% current (before PSERN)

40% without upgrade (live PSERN)

90-95% with upgrade (live PSERN)

MRJC Detention:

90-95% current (before PSERN)

10-20% without upgrade (live PSERN)

90-95% with upgrade (live PSERN)

MRJC Court area:

90-95% current (before PSERN)

50-60% without upgrade (live PSERN)

90-95% with upgrade (live PSERN)

4. PROJECT BENEFITS/OUTCOMES

This project will ensure reliable radio communication infrastructure compatible with the PSERN radio system project implementation.

5. BUDGET REQUEST BASIS

The consultant alternatives analysis report, which was funded with budget approved in a 2017 omnibus ordinance, will be completed in February 2019. FMD is awaiting the report to develop an estimate for the implementation phase of this project. In anticipation of the consultant report, a placeholder budget of \$2.5 million is proposed in the 2019-2020 budget. This additional appropriation will ensure that this high priority life safety project can proceed on an expedited schedule and reserve \$2.5 million of revenue backing that has been identified and pledged to this project. If the final total cost estimate turns out to be less than the prior appropriation combined with the \$2.5 million requested herewith, a supplemental budget ordinance will be submitted to cancel the unneeded budget. If the final total cost estimate is greater than \$2.5 million, the supplemental ordinance will request additional budget.

6. FUNDING AND REVENUE DISCUSSION

The proposed 2019-2020 budget increment is revenue backed using remaining bond proceeds for two other facility projects that had expenditures less than budget and thereby made the bond proceeds available for re-programming for a facility related project. Once the consultant report is received in February 2019, the total project costs will be determined and the \$2.5 million amount will be increased or decreased to match the remaining project implementation costs. The funding source will be determined at that time, though it is likely that any amount in excess of \$2.5 million will be bond-financed.

7. OPERATING BUDGET AND OTHER IMPACTS

This project is not likely to impact operating budgets once implemented.

8. PROJECT STATUS

The consultant has been selected to develop alternatives and design drawings in preparation for the implementation phase. The alternatives and design phase is consistent with the scope of the project budget approved in 2017. The consultant is scheduled to submit a report to King County in February of 2019.

9. ALTERNATIVES ANALYSIS

Alternatives analysis will be completed in February 2019.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD KCIT RADIO IN-BLDG	1132306
10. OTHER AGENCY INVOLVEMENT		
FMD and KCIT staff are involved in the development and implementation of this project.		
11. ART ELIGIBILITY		
IT project. The project is 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)		
ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY		
15. STRATEGIC IT PLAN ALIGNMENT		
The \$2.5 million budget proposed in the 2019-2020 budget is a mechanism to reserve available funding for the eventual implementation. This section will be updated when the consultant report is completed in February 2019 and the final budget amount is determined and proposed.		
16. PROJECT COMPLEXITY		
This section will be updated when the consultant report is completed in February 2019 and the alternatives analysis is complete.		
17. CAPACITY TO IMPLEMENT THE PROJECT		
This section will be updated when the consultant report is completed in February 2019.		
18. PROJECT RISKS		
If budget is not available at the time of alternatives analysis completion there is risk that the implementation of the Radio In-Building Coverage project will not be completed in alignment with the PSERN project. This proposed \$2.5 million budget is proposed to address this risk. Project risks will be assessed when the project develops a project management plan for the implementation phase.		

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD ITA COURT RELOC STUDY

1134616

Department	EXECUTIVE SERVICES
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3951 BLDG REPAIR/REPL SUBFUND
Class Code	STANDALONE
Substantial Completion	05/31/2019
Location	908 Jefferson St., Seattle 98104: NJB - Ninth and Jefferson Building
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 04/30/19	\$0	\$49,049	\$0	\$0	\$49,049
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 05/01/19 - 05/31/19	\$0	\$2,740	\$0	\$0	\$2,740
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$51,789	\$0	\$0	\$51,789

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39780 - CONTRIB CURRENT EXPENSE	\$51,789	\$0	\$0	\$51,789
Total Revenue	\$51,789	\$0	\$0	\$51,789

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD ITA COURT RELOC STUDY					1134616
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$49,049	\$0	\$0	\$49,049	
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	\$2,740	\$0	\$0	\$2,740	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$51,789	\$0	\$0	\$51,789	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$49,049	\$49,049	\$0
2 Preliminary Design	\$0	\$0	\$0	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$2,740	\$2,740	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$51,789	\$51,789	\$0

NARRATIVES DES FMD ITA COURT RELOC STUDY 1134616

1. CURRENT PROJECT SCOPE

Conduct a design program and real estate requirements study for relocation of the existing ITA Court operations. The study is to identify space requirements and adjacencies between Superior Court, the Public Defender and the Prosecuting Attorney's offices, and proximity to Harborview hospital. Over the course of time, the manner in which ITA Court cases are conducted has evolved. This new consultant-led study will focus on finding an alternative location, either nearby Harborview, or within the Ninth & Jefferson building where it is currently located. Results of the study will identify location alternates, space efficiencies, and expected costs for such a move.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

ITA court is over crowded with no room for expansion posing a safety risk for patients and staff.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD ITA COURT RELOC STUDY

1134616

4. PROJECT BENEFITS/OUTCOMES

A larger space will reduce the risk and improve court operations.

5. BUDGET REQUEST BASIS

ITA court hearings are increasing every year. A larger space is needed in the near term.

6. FUNDING AND REVENUE DISCUSSION

39780 General Fund

7. OPERATING BUDGET AND OTHER IMPACTS

Potential increase in operating budget with increased area.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

Study needed to identify alternatives.

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

No - Planning/study only - not visible to the public.

12. EQUITY AND SOCIAL JUSTICE IMPACT

This is a project to study alternative spaces for the ITA court. A new location will improve the services for mental health patients.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD KCIA TERMINAL BLDG TI

1134618

Art Eligible

Department	EXECUTIVE SERVICES
Council District(s)	5
Fund	3951 BLDG REPAIR/REPL SUBFUND
Class Code	STANDALONE
Substantial Completion	08/31/2019
Location	7277 Perimeter Road, Seattle 98108: KCIA Arrivals and Terminal Buildings
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/01/19 - 01/31/19	\$0	\$7,682	\$0	\$0	\$7,682
2 Preliminary Design 01/01/19 - 01/31/19	\$0	\$18,711	\$0	\$0	\$18,711
3 Final Design 02/01/19 - 05/31/19	\$0	\$78,960	\$0	\$0	\$78,960
4 Implementation 06/01/19 - 08/31/19	\$0	\$634,545	\$0	\$0	\$634,545
5 Closeout 09/01/19 - 10/31/19	\$0	\$10,107	\$0	\$0	\$10,107
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$750,005	\$0	\$0	\$750,005

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$7,426	\$0	\$0	\$7,426

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39738 - CONTRIB AIRPORT CONST	\$750,005	\$0	\$0	\$750,005
Total Revenue	\$750,005	\$0	\$0	\$750,005

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD KCIA TERMINAL BLDG TI					1134618
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense	
1 Planning	\$0	\$0	\$7,682	\$0	\$0	\$7,682	
2 Prelim Design	\$0	\$0	\$18,711	\$0	\$0	\$18,711	
3 Final Design	\$0	\$0	\$78,960	\$0	\$0	\$78,960	
4 Implementation	\$0	\$0	\$634,545	\$0	\$0	\$634,545	
5 Closeout	\$0	\$0	\$10,107	\$0	\$0	\$10,107	
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	
Total Expense	\$0	\$0	\$750,005	\$0	\$0	\$750,005	

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$7,682	\$7,682	\$0
2 Preliminary Design	\$0	\$18,711	\$18,711	\$0
3 Final Design	\$0	\$78,960	\$78,960	\$0
4 Implementation	\$0	\$634,545	\$634,545	\$0
5 Closeout	\$0	\$10,107	\$10,107	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$750,005	\$750,005	\$0

NARRATIVES DES FMD KCIA TERMINAL BLDG TI 1134618

1. CURRENT PROJECT SCOPE

This project will implement planned tenant improvements and a relocation of KCIA staff from the Arrivals Building to the Terminal Building. according to the design study comple per the RS&H Refined Option 1 Design Report.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

Arrivals Building is scheduled for demolition, KCIA staff in that building will need to be relocated prior to demolition and existing staff in the Terminal Building will relocated within the building to accommodate the reorganization of staff.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD KCIA TERMINAL BLDG TI	1134618
4. PROJECT BENEFITS/OUTCOMES		
Best Run Government-consolidation of staff and operations.		
5. BUDGET REQUEST BASIS		
This construction proposal is based on a design study and options analysis completed in early 2018.		
6. FUNDING AND REVENUE DISCUSSION		
39738 - KCIA Contribution		
7. OPERATING BUDGET AND OTHER IMPACTS		
Carryover of Operating funds from 2018-19.		
8. PROJECT STATUS		
New		
9. ALTERNATIVES ANALYSIS		
KCIA reviews several options for relocating staff with their design consultant. The selected Refined Option 1 was selected by KCIA Management for further development.		
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		
No - not visible to the public - operational staff space only.		
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FMD KCCF WEST WING STUDY

1134621

Department	EXECUTIVE SERVICES
Council District(s)	8
Fund	3951 BLDG REPAIR/REPL SUBFUND
Class Code	STANDALONE
Substantial Completion	12/31/2020
Location	500 5th Ave, Seattle 98104: KCCF West Wing
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning 01/02/19 - 12/31/20	\$0	\$1,085,222	\$0	\$0	\$1,085,222
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	\$1,085,222	\$0	\$0	\$1,085,222

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39780 - CONTRIB CURRENT EXPENSE	\$1,085,222	\$0	\$0	\$1,085,222
Total Revenue	\$1,085,222	\$0	\$0	\$1,085,222

EXPENSE DES FMD KCCF WEST WING STUDY 1134621

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$1,085,222	\$0	\$0	\$1,085,222
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	\$1,085,222	\$0	\$0	\$1,085,222

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$1,085,222	\$1,085,222	\$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	\$1,085,222	\$1,085,222	\$0

NARRATIVES

DES FMD KCCF WEST WING STUDY

1134621

1. CURRENT PROJECT SCOPE

The project is a utilization study of the KCCF West Wing. Potential tenants to be evaluated include: 1.) Work Education Release program, 2.) Community Corrections, 3.) Arraignment Court, 4.) CCAP, and 5.) Transitional Housing.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The budget is requested in the 2019-2020 budget to develop building use alternatives. For a preferred alternative a construction cost estimate would then be developed in preparation for a budget proposal to be transmitted to the King County Council.

6. FUNDING AND REVENUE DISCUSSION

39780 - General Fund

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

New

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD KCCF WEST WING STUDY

1134621

9. ALTERNATIVES ANALYSIS

10. OTHER AGENCY INVOLVEMENT

Internal Agencies; DES/FMD, Superior Court, District Court, DAJD, DCHA with major coordination with Tenant agency.
External Agencies; City of final location section, Fire and Building Inspection/Permitting, Police, Federal Department of Corrections.

11. ART ELIGIBILITY

No - (2) This is a study not visible to the public.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FMD MAJOR OFFICE SP RE-ORG

1134624

MPA Reporting, Art Eligible

Department	EXECUTIVE SERVICES
Council District(s)	8
Fund	3951 BLDG REPAIR/REPL SUBFUND
Class Code	STANDALONE
Substantial Completion	06/15/2020
Location	Various to include: Graybar Bldg, Yesler Bldg, Central Bldg.
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	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 - 06/15/20	\$0	\$3,000,000	\$0	\$0	\$3,000,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$3,000,000	\$0	\$0	\$3,000,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$29,703	\$0	\$0	\$29,703

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39780 - CONTRIB CURRENT EXPENSE	\$500,000	\$0	\$0	\$500,000
39796 - CONTRIB OTHER FUNDS	\$2,500,000	\$0	\$0	\$2,500,000
Total Revenue	\$3,000,000	\$0	\$0	\$3,000,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD MAJOR OFFICE SP RE-ORG				1134624
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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	\$7,444,303	\$0	\$0	\$7,444,303
5 Closeout	\$0	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$7,444,303	\$0	\$0	\$7,444,303

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$3,000,000	\$7,444,303	(\$4,444,303)
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$3,000,000	\$7,444,303	(\$4,444,303)

NARRATIVES DES FMD MAJOR OFFICE SP RE-ORG 1134624

1. CURRENT PROJECT SCOPE

The Department of Human Resources and the Finance and Business Operations Division require facility remodels to accommodate some staff growth, staff moves and to implement more efficient use of available space.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD MAJOR OFFICE SP RE-ORG

1134624

3. PROJECT JUSTIFICATION

Facility remodels are necessary in order to handle new employees in the Human Resources Department, staff associated with the addition of two new divisions to the Department of Executive Services, for moves associated with ending of the Graybar lease, and for other agencies whose moves are related to the space these groups are locating. The purpose of this project is to handle moves associated with these organizational or space changes. This request includes County owned buildings and some leased space. The additional alternate contained in this proposal includes work

4. PROJECT BENEFITS/OUTCOMES

Improvements related to this effort will allow work group consolidation, make more efficient use of space or allow for the occupation of space that would otherwise remain vacation.

5. BUDGET REQUEST BASIS

This request is related to organizational needs of the new DHR and a FBOD proposal for space efficiency. The estimate is preliminary and will be refined in late 2018.

6. FUNDING AND REVENUE DISCUSSION

39780 - General Fund

7. OPERATING BUDGET AND OTHER IMPACTS

This project has an impact to the Internal Services Fund (County Owned Buildings) and the Long Term Lease Fund (Graybar and the Central Building). The Human Resource Department will likely have increased operating expenses over the Division costs that were previously paid. The Long Term Lease Fund impacts include a reduction in costs paid for at the Graybar Building but similar costs for groups being located to the Central Building or the Yesler Building. The additional work outside the base request will likely involve other funds

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

This program evaluated the various space needs, compared them to the spaces available (and the time period they are available) and designed a configuration that would make the best use of the spaces available at good value to the tenants. The additional work outside the base request may also include projects that are related to service improvements.

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

N/A (yes - this is Art eligible)

12. EQUITY AND SOCIAL JUSTICE IMPACT

The moves proposed are not expected to negatively impact citizens that use these services.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD MAJOR OFFICE SP RE-ORG	1134624
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13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

There are numerous moves involved in this proposal both leased and County owned space. The planned change is not expected to increase negative impacts associated with climate change.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

King County consolidated warehouse phase 2 (DES FMD KC CONSOL WAREH PH2)

1134629

Green Building Reporting

Department	EXECUTIVE SERVICES
Council District(s)	8
Fund	3951 BLDG REPAIR/REPL SUBFUND
Class Code	STANDALONE
Substantial Completion	04/01/2019
Location	7272 W. Marginal Way, seattle 98108: South Park Warehouse
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2018	FY19-20	FY21-22	FY23-24	Total Budget
1 Planning	\$0	\$0	\$0	\$0	\$0
2 Preliminary Design 01/01/19 - 01/15/19	\$0	\$10,510	\$0	\$0	\$10,510
3 Final Design 01/15/19 - 01/30/19	\$0	\$52,715	\$0	\$0	\$52,715
4 Implementation 02/01/19 - 04/01/19	\$0	\$1,205,764	\$0	\$0	\$1,205,764
5 Closeout 04/01/19 - 06/01/19	\$0	\$15,119	\$0	\$0	\$15,119
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$1,284,108	\$0	\$0	\$1,284,108

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39512 - SALE OF LAND	\$1,284,108	\$0	\$0	\$1,284,108
Total Revenue	\$1,284,108	\$0	\$0	\$1,284,108

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD KC CONSOL WAREH PH2				1134629
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	Total Expense
1 Planning	\$0	\$0	\$0	\$0	\$0	\$0
2 Prelim Design	\$0	\$0	\$10,510	\$0	\$0	\$10,510
3 Final Design	\$0	\$0	\$52,715	\$0	\$0	\$52,715
4 Implementation	\$0	\$0	\$1,205,764	\$0	\$0	\$1,205,764
5 Closeout	\$0	\$0	\$15,119	\$0	\$0	\$15,119
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$0	\$1,284,108	\$0	\$0	\$1,284,108

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$0	\$10,510	\$10,510	\$0
3 Final Design	\$0	\$52,715	\$52,715	\$0
4 Implementation	\$0	\$1,205,764	\$1,205,764	\$0
5 Closeout	\$0	\$15,119	\$15,119	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$1,284,108	\$1,284,108	\$0

NARRATIVES DES FMD KC CONSOL WAREH PH2 1134629

1. CURRENT PROJECT SCOPE

Provide interior Tenant Improvements in leased warehouse and relocate additional warehouse Tenants. Construction includes 1200 sf office and bathroom fixtures and finishes, data cable, HVAC, electrical components, high stack pallet racking, FMD security electronics, and warehouse wire partitioning. The landlord will perform design and construction. This project also provides storage racking for FMD Stores, elections ballots, Department of Public Defense records and archival dark storage.

2. PROGRAMMATIC PROJECT DISCUSSION

N/A

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD KC CONSOL WAREH PH2

1134629

3. PROJECT JUSTIFICATION

This project will resolve the following storage issues and consolidates 5 warehouse operations into one leased facility.

Building Services stores lease expiration June 2019

Health Dept stores lease expiration March 2019

Elections ballot storage lease expiration Mar 2019

Archives operation over capacity at Fir St. warehouse

Dept Public Defense contract storage cost.

Funding this CAP will allow consolidation of 5 storage operations and reduce facility costs for the storage of records and maintenance inventories.

Potential staffing reduction.

This project is expected to meet the Strategy goal of "Best run Government" by creating operational efficiency across Divisions

Project risk is relatively low due to the phase one Records relocation project that setup design & implementation teams and process standards. Construction risk is minimized from minor improvements to leased building and risk sharing with a Landlord.

4. PROJECT BENEFITS/OUTCOMES

Benefits of this project include:

Reduced facility and lease costs.

Consistent management of Records

Warehouse process efficiency across multiple KC Divisions

5. BUDGET REQUEST BASIS

Budget is required now to meet a construction and relocation timeline that is ahead of lease expirations in the second quarter of 2019.

6. FUNDING AND REVENUE DISCUSSION

39780 - General Fund

7. OPERATING BUDGET AND OTHER IMPACTS

FMD, Health and DPD all support shuttling of supplies and records between outlying facilities, and carry staff positions to manage this distribution. Health and FMD Management are forecasting reduced transportation costs for the distribution of Clinic records and Building supplies. Additional savings are provided by the very good long term rental rate for space. Division management also anticipates a reduction of FTE positions by aligning similar process' across Divisions.

8. PROJECT STATUS

New

9. ALTERNATIVES ANALYSIS

During the selection of the leased Records warehouse, a property search identified 6-8 alternative facilities. This option was to lowest cost property that is close to downtown customers and south end facilities. This property is large enough to consolidate 5 or more King County warehouse operations.

The 20 year financial analysis behind this project included options for Status Quo extension of existing leases, south end and close-in leased properties and build-to-own warehouse projects. This proposed option proved significantly less costly over 10 and 20 years.

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

DES FMD KC CONSOL WAREH PH2

1134629

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

NO, this is a minor rehabilitation in a non-county storage building. There will not be any Public business conducted on this site.

12. EQUITY AND SOCIAL JUSTICE IMPACT

Existing leased building, no other alternative.

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Detailed study of operational change and savings has yet to be completed, however it appears that transportation costs and GHG emissions from delivery operations may be reduced by up to 40%.
The Tenant Improvement construction is planned to be Platinum, with recycled content building products, C+D waste stream diversion.

14. OTHER CONSIDERATIONS (OPTIONAL)

ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

15. STRATEGIC IT PLAN ALIGNMENT

16. PROJECT COMPLEXITY

17. CAPACITY TO IMPLEMENT THE PROJECT

18. PROJECT RISKS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, 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 06/2018	FY19-20	FY21-22	FY23-24	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	\$700,000	\$0	\$0	\$700,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$700,000	\$0	\$0	\$700,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$6,931	\$0	\$0	\$6,931

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39726 - CONTRIB PUBLIC HEALTH	\$250,000	\$0	\$0	\$250,000
39780 - CONTRIB CURRENT EXPENSE	\$450,000	\$0	\$0	\$450,000
Total Revenue	\$700,000	\$0	\$0	\$700,000

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE		DES FMD PH DOWNTOWN DENTAL				1135008
Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$700,000	\$0	\$700,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$700,000	\$0	\$700,000

NARRATIVES DES FMD PH DOWNTOWN DENTAL 1135008

1. CURRENT PROJECT SCOPE

This project will renovate a portion of the fourth floor at Downtown PHC to create service delivery rooms and a client restroom with a lab pass-through for the expansion of the Buprenorphine program, and also create space to co-locate a mental health service provider which is viewed as a critical component of the Buprenorphine Pathways program. Space on the first floor would then be renovated to add two new dental operatories to expand the capacity of the homeless dental program at Downtown PHC to 8 operatories and make improvements to the spaces that support the Robert Clewis Center Needle Exchange program.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD PH DOWNTOWN DENTAL	1135008
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4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The budget estimate has been prepared based on information provided by the building owner which will procure the construction company to do the service delivery tenant improvements. The Facilities Management Division have been involved in the review of the budget estimate.

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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

DES FMD PUBLIC HEALTH RENTON DENTAL CLNIC (DES FMD PH RENTON DENTAL CLNIC) 1135009

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 06/2018	FY19-20	FY21-22	FY23-24	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	\$60,000	\$0	\$0	\$60,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$60,000	\$0	\$0	\$60,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39780 - CONTRIB CURRENT EXPENSE	\$60,000	\$0	\$0	\$60,000
Total Revenue	\$60,000	\$0	\$0	\$60,000

EXPENSE DES FMD PH RENTON DENTAL CLNIC 1135009

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$60,000	\$0	\$60,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$60,000	\$0	\$60,000

NARRATIVES

DES FMD PH RENTON DENTAL CLNIC

1135009

1. CURRENT PROJECT SCOPE

Tis project will build out a fourth dental operatory at the Renton Public Health Clinic. This expansion was planned during the original clinic construction and all of the necessary mechanical systems were extended and capped in order to bring a new operatory on line in the future. Space for this operatory is currently used for medical records storage. With the implementation of electronic health records our storage needs are much less and therefore we have sufficient space now to do this work.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

This estimate was based on the costs estimates for similar Public Health dental infrastructure work proposed in the 2017-2018 budget.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD PH RENTON DENTAL CLNIC	1135009
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD CHINOOK CONF TECH

1135101

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 06/2018	FY19-20	FY21-22	FY23-24	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	\$60,000	\$0	\$0	\$60,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$60,000	\$0	\$0	\$60,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$60,000	\$0	\$0	\$60,000
Total Revenue	\$60,000	\$0	\$0	\$60,000

EXPENSE DES FMD CHINOOK CONF TECH 1135101

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$60,000	\$0	\$60,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$60,000	\$0	\$60,000

NARRATIVES

DES FMD CHINOOK CONF TECH

1135101

1. CURRENT PROJECT SCOPE

This project will replace outdated and unreliable technology equipment in four of the conference rooms on the first floor of the Chinook Building.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

The budget estimate was prepared based on experience outfitting conference rooms throughout King County. The Facilities Management Division and the King County Information Technology Division will coordinate the equipment selection and installation.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD CHINOOK CONF TECH	1135101
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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

DES FMD LIGHTING EFF FRED

1135102

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 06/2018	FY19-20	FY21-22	FY23-24	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	\$4,610,000	\$0	\$0	\$4,610,000
5 Closeout	\$0	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$0	\$4,610,000	\$0	\$0	\$4,610,000

ART	FY19-20	FY21-22	FY23-24	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY19-20	FY21-22	FY23-24	Total 6-Year Revenue
39113 - GENERAL OBLIGATION BONDS	\$4,610,000	\$0	\$0	\$4,610,000
Total Revenue	\$4,610,000	\$0	\$0	\$4,610,000

EXPENSE DES FMD LIGHTING EFF FRED 1135102

Capital Phase	ITD Actuals thru 12/2017	2018 Projected YE	FY 19-20	FY 21-22	FY 23-24	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: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2018	ITD Budget thru 06/2018	ITD Actuals thru 12/2017 + 2018 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	2019 Starting Balance	2019-2020 Budget Request	2019-2020 Expense	2020 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	\$4,610,000	\$0	\$4,610,000
5 Closeout	\$0	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$0	\$4,610,000	\$0	\$4,610,000

NARRATIVES

DES FMD LIGHTING EFF FRED

1135102

1. CURRENT PROJECT SCOPE

To convert lighting in 26 of its owned and managed buildings to Light Emitting Diode (LED) technology by the end of 2020. In addition, where possible lighting controls will be installed to turn lights off when spaces are unoccupied.

2. PROGRAMMATIC PROJECT DISCUSSION

3. PROJECT JUSTIFICATION

4. PROJECT BENEFITS/OUTCOMES

5. BUDGET REQUEST BASIS

FMD is requesting funds because of the expedited timeframe of the initiative to convert to LED lighting, and reductions in utility incentives. Capital funding is limited and will likely focus on life safety projects. In addition, the scope of this effort fits within the goals of the Fund to Reduce Energy Demand (FRED) with a package payback of less than 10 years.

6. FUNDING AND REVENUE DISCUSSION

7. OPERATING BUDGET AND OTHER IMPACTS

8. PROJECT STATUS

Capital Appropriation Proposal

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	DES FMD LIGHTING EFF FRED	1135102
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		