



**CITY OF KIRKLAND**  
**Department of Finance & Administration**  
**123 Fifth Avenue, Kirkland, WA 98033 425.587.3100**  
**www.ci.kirkland.wa.us**

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**MEMORANDUM**

**To:** Kurt Triplett, City Manager

**From:** Tracey Dunlap, Director of Finance and Administration  
Sri Krishnan, Financial Planning Manager

**Date:** September 9, 2010

**Subject:** Public Hearing on the Preliminary 2011 to 2016 Capital Improvement Program

RECOMMENDATION:

City Council review the updates to the Preliminary 2011-2016 Capital Improvement Program (CIP) presented on May 18, 2010 and hold a public hearing on the Preliminary 2011-2016 CIP.

BACKGROUND:

The Council was presented with the Preliminary 2011-2016 CIP at the May 18, 2010 study session. Council made no amendments to the preliminary CIP projects, but requested additional information regarding the following topics:

- The City's data storage costs, which was provided in the July 29<sup>th</sup> reading file (Attachment A)
- How do Committees or Commissions prioritize projects? The appendix to the Preliminary CIP contains the prioritization criteria used by the Transportation Commission and the Parks Board in making their recommendations (Attachment B)

Developments since the May 18<sup>th</sup> study session necessitate amendments to the Preliminary CIP. The proposed amendments address the following:

- Reduction in transportation impact fee collections
- Reduction in projected interest revenues
- Other revisions to funded and unfunded projects

Also, based on direction received at the study session, the Preliminary CIP assumes the use of Transportation Benefit District (TBD) revenues to fund transportation projects in 2012. Staff requests Council direction on whether this assumption needs to be revisited prior to the adoption of the 2011-2016 CIP in December.

*Transportation Impact Fees*

Based on the data available at the time, the Preliminary 2011-2016 CIP assumed annual receipts of \$350,000 of transportation impact fee revenue. Recognizing the sensitivity of this revenue to economic conditions, no projects were funded using this source in 2011. Revenues received to date are even lower than anticipated. The revised estimate for 2011 and 2012 is \$150,000 per year in transportation impact fee revenues. Staff proposes to address the anticipated revenue shortfall in the next biennium by reducing the funding for the Annual Concurrency Street Improvements project (ST 8888) from \$800,000 to \$450,000 in 2012. This action would be consistent with the logic that, if there is little or no new

development occurring, there is a corresponding reduction in concurrency (capacity-related) project needs. On the other hand, this reduction may impact the City's ability to leverage additional funding from grant opportunities. Based on the current reserve balance, it appears that no other changes will be required through 2012.

***Policy Question:*** Does the Council concur with the reduction in funding for the Annual Concurrency Street Improvements project (ST 8888) from \$800,000 to \$450,000 in 2012?

#### *Interest Revenue Funded CIP*

The City pools the cash in various funds and invests it in interest bearing instruments as permitted under the City's adopted investment policies. The City's current investment portfolio is composed of Government Sponsored Enterprise (GSE's) bonds, State and Local Government bonds, the State Investment Pool and an overnight bank sweep account. Interest income from the investment portfolio is proportionately allocated to the City's funds on the basis of the average cash balances within the two tiers of funds:

1. Dedicated interest – certain funds (such as the utility funds, impact fees, etc.) keep the interest earned on their fund balances within their fund, as required by the RCW and the State Auditor's Office. While no minimum interest amount is required, these funds earn the actual rate of return on the entire portfolio.
2. Remaining interest – any interest that remains after the required distribution to the dedicated-interest funds is then allocated to the General Fund and the CIP.

The Preliminary CIP assumes average annual funding of \$800,000 in interest revenue for public safety and general government projects. The General Fund uses of interest revenue is \$414,000 and \$416,000 in 2011 and 2012 respectively for City Hall debt service, audit costs, etc. The total CIP and General Fund need for 2011 and 2012 is approximately \$2.7 million. The current economic conditions have decreased the City's interest earnings in 2010 and the latest economic forecasts indicate a continuation of low interest rates for the foreseeable future. As a result, interest income on the City's investments will continue to decline for the upcoming biennium (2011-2012).

Current estimates of interest revenue in 2011 and 2012 indicate that the interest revenue available for the CIP and General Fund is approximately \$388,000 in 2011 and approximately \$254,000 in 2012. This results in a revenue shortfall of over \$2 million in 2011-12 for the CIP and General Fund. For purposes of this discussion, we are assuming that all available interest income is applied towards the General Fund needs. The remaining General Fund shortfall will be addressed as part of the operating budget discussions. The table below lists the projects included in the Preliminary CIP and the General Fund needs to be funded with interest revenue in 2011 and 2012.

Table 1  
**Interest Revenue Funded CIP Projects in 2011 & 2012**

Items	2011 Cost	2012 Cost	2011-2012 Cost
Defibrillator Unit Replacement	213,280	-	213,280
Local Emergency/Public Communication AM Radio	-	119,000	119,000
<b>Subtotal Public Safety CIP</b>	<b>213,280</b>	<b>119,000</b>	<b>332,280</b>
			-
Geographic Information Systems	-	62,200	62,200
Finance and HR System Modules	118,600	119,000	237,600
Municipal Court Technology Projects	25,000	25,000	50,000
Local and Wide Area Networks	453,100	723,300	1,176,400
<b>Subtotal IT CIP</b>	<b>596,700</b>	<b>929,500</b>	<b>1,526,200</b>
<b>Total Interest Funded CIP</b>	<b>809,980</b>	<b>1,048,500</b>	<b>1,858,480</b>

Staff proposes the following to address the \$1.86 million shortfall for public safety and general government projects included in the Preliminary CIP:

- Move the Local Emergency/Public Communication AM Radio project from the funded to the unfunded list – reducing expenditures by \$119,100
- Reducing IT capital project costs by \$40,500 in 2011 for the Finance and HR Systems Modules by identifying alternative implementation approaches and reducing project scope
- IT is also evaluating the potential for deferring approximately \$200,000 in planned expenditures on the City's Local and Wide Area Networks to sometime beyond 2012.
- Address the remaining \$1.7 million shortfall by using one-time resources:
  - Approximately \$800,000 to \$1 million from project closures and fund reconciliations. Last year the City undertook a detailed capital project closure effort to identify funds that could be applied towards the 2009-10 budget shortfall. Staff has completed the review and reconciliation exercise this year and identified about \$1 million that was transferred to capital funds as unobligated cash when the IFAS (the City's current financial system) was implemented in 1999. It appears that the original \$1 million transfer continues to be unobligated and is therefore available to address the current needs.
  - Approximately \$0.7 million from Information Technology Fund cash, accumulated from expenditure savings.

**Policy Question:** Does the Council concur with unfunding the AM Radio project, deferring the IT projects, and utilizing one-time money to fund the remaining public safety and general government projects included in the Preliminary CIP?

#### *Transportation Benefit District*

Transportation CIP funding includes the potential revenues from a Transportation Benefit District (TBD) which is under consideration for implementation in 2011 to help fund the Annual Street Preservation Program. Current estimates indicate that the City could receive up to \$750,000 in annual revenues from a TBD assuming that the district's boundaries match the current city boundaries (excluding the annexation area), and the Council approves the \$20 per vehicle fee. If the district is established by the Council effective January 1, 2011, the City will receive TBD revenues effective July 1, 2011. The Preliminary CIP assumes \$375,000 in TBD revenues in 2011 and \$750,000 annually beginning in 2012, based on the direction received at the May study session.

**Policy Question:** Should the 2011-2016 CIP assume the availability of Transportation Benefit District revenues of \$375,000 in 2011 and \$750,000 annually beginning in 2012?

#### *Other Revisions to Funded and Unfunded Projects*

The following funded transportation projects have been revised since the Preliminary CIP was developed:

- **Annual Street Preservation Program-One-Time Project** (ST 0006 002) – project total changed from \$1.1 million to \$1.122 million to reflect additional State funding of \$22,000 in 2012.
- **6<sup>th</sup> Street/Central Way Intersection Improvements** (TR 0100) – project total changed from \$4.62 million to \$2.12 million reflecting unsuccessful Economic District Development (EDD) grant application.

The following projects are added to the list of funded transportation projects in the Preliminary CIP:

- **Kirkland Intelligent Transportation System Implementation Phase I** (TR 0111) – new project added to the Preliminary CIP to acknowledge notification of Congestion, Mitigation and Air Quality (CMAQ) grant award of \$1.8 million in 2011 and a grant match of \$243,000 for a total of \$2.043 million.
- **Downtown Pedestrian Safety Improvements - Central Way** (TR 0112) – new project added to the Preliminary CIP to acknowledge grant award of \$16,000 in 2011.

The following project is moved from the unfunded list to the funded list of surface water projects in the Preliminary CIP:

- **Totem Lake Boulevard Flood Control Measures** (SD 0059) –project moved from unfunded to funded status based on availability of \$117,000 in King County Opportunity Funds for flood control study in 2011.

The following unfunded transportation projects have been revised since the Preliminary CIP was developed:

- **111<sup>th</sup> Avenue Non-Motorized/Emergency Access Connection** (NM 0058) – totaling \$2 million. This project was inadvertently omitted from the unfunded list in the Preliminary CIP.
- **104<sup>th</sup> Avenue NE/NE 68<sup>th</sup> Street Lake Washington School Walk Route Enhancements** (NM 0068) – project total changed from \$351,000 to \$359,000 due to a change in project scope as a result of a grant application process.
- **100<sup>th</sup> Avenue NE Bicycle Lanes** (NM 0069) – new project added to the unfunded transportation CIP list for a total of \$185,000 in anticipation of potential grant opportunities.
- **Kirkland Intelligent Transportation System Implementation Phase II** (TR 0111 001) – new project added to the unfunded transportation CIP list for a total of \$4.1 million in anticipation of potential grant opportunities.

### *Public Hearing*

The purpose of this public hearing is to solicit public comment on the Preliminary 2011-2016 CIP as submitted by the City Manager and reviewed by the City Council. The table below summarizes the changes to the Preliminary 2011-2016 CIP discussed above.

	<b>6-Year Funded CIP</b>	<b>Unfunded CIP</b>	<b>Total CIP</b>
<b>Preliminary 2011-2016 CIP</b>	<b>101,300,400</b>	<b>430,520,000</b>	<b>531,820,400</b>
Changes in 2011 and 2012:			
Annual Street Preservation Program-One-Time Project	22,000		
6th Street/Central Way Intersection Improvements	(2,500,000)		
Kirkland ITS Implementation Phase I	2,043,000		
Downtown Pedestrian Safety Improvements - Central Way	16,000		
Totem Lake Boulevard Flood Control Measures	117,000		
111th Avenue Non-Motorized/Emergency Access Connection		2,000,000	
104th Avenue NE/NE 68th Street Lake Washington School Walk Route Enhancements		8,000	
100th Avenue NE Bicycle Lanes		185,000	
Kirkland Intelligent Transportation System Implementation Phase II		4,100,000	
Annual Concurrency Street Improvements	(350,000)		
Finance and HR System Modules	(40,500)		
Local and Wide Area Networks	(200,000)		
Local Emergency/Public Communication AM Radio	(119,100)	119,100	
<b>Subtotal Changes to Preliminary 2011-2016 CIP</b>	<b>(1,011,600)</b>	<b>6,412,100</b>	
<b>Revised Preliminary 2011-2016 CIP</b>	<b>100,288,800</b>	<b>436,932,100</b>	<b>537,220,900</b>

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The overall funded CIP total is \$100,288,800 for the six-year period. A summary of the Preliminary CIP is included as Attachment C.

### **Next Steps**

Following the public hearing and any further modifications by Council, staff will either schedule additional Council discussion or prepare a resolution formally adopting the CIP, which is tentatively scheduled to be adopted with the 2011-12 Budget at a regularly scheduled meeting in December 2010.



**CITY OF KIRKLAND**  
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## MEMORANDUM

**To:** Kurt Triplett, City Manager  
**From:** Brenda Cooper, CIO  
**Date:** 07/10/2010  
**Cc:** IT Steering Team  
**Subject:** Data Storage

### RECOMMENDATION

During the initial CIP meetings this year, Council requested more information about the growth in IT infrastructure, including desktop PC's and data storage. This memo addresses electronic data storage and discusses the budget and cost challenges associated with that growth.

We believe that we have identified strategies to operate through the upcoming 2011-12 biennium, but that we will not have adequate funding after that. Our hope is that over the next biennium the City Council, Finance, and IT departments can work toward a more sustainable funding model for information technology architecture.

### BACKGROUND DISCUSSION

The IT department is finding it increasingly difficult and expensive to manage data storage. This problem is not unique to Kirkland: it is an international problem brought on by the proliferation of technology tools and media.

The short form of the problem is that humans all over the globe are creating data at an astonishing rate. This includes governments. While it's easy to think that what cities do hasn't changed much, it actually has. Staff use digital cameras to take photographs of crime scenes and code violations, of the Fourth of July and the Wednesday Market. Every week there is a new television show produced and every two weeks a long meeting is live-streamed to the web and posted for the public. Meetings such as the Planning Commission and proceedings such as Court Hearings are recorded in digital audio format. We map and save information about assets from pipes to signs to trees. Most staff members receive and send tens to hundreds of emails a day, depending on their specific job. More than one department is in the process of digitizing old record documents to have easier access to them. We take video of jail cells. We accept digital plans in some instances, and are working to do this more formally and frequently at the request of our customers. We are contemplating using video cameras to help us catch graffiti artists and to do video chalking of parked cars.

For a more detailed discussion of what is often referred to as “The Digital Universe,” please consider dropping by a web-based article that covers it. The article can be found at <http://www.emc.com/collateral/demos/microsites/idc-digital-universe/iview.htm>. The information is sponsored by a storage technology vendor, EMC, but they appear to be one of the few organizations providing a look at the total picture in an easy-to-understand format. Another article on this issue is [Breaking Point: 2010 State Of Enterprise Storage Survey](#).

At the same time that we are creating more and more data, our requirements to save this data are increasing. The State of Washington now demands that records which were created electronically be saved in electronic format. One of the Q & A items on the [State webpage regarding legal aspects of electronic records](#) is:

**Our IT department doesn't have server space to store all of the electronic records we generate. Can we purge the files we don't need if we don't have the hard-disk space to store them all?**

**During the designated retention period, your agency must retain and protect active electronic records whether you need them or not for daily business.**

Electronic records are public records subject to the laws governing public disclosure, preservation, destruction and archiving. An agency's difficulty in storing and accessing public records is not an excuse for failing to comply with Chapter 40.14 RCW and Chapter 42.17 RCW.

### *Kirkland Specifics*

#### Spending

City expenditures on storage and backup (which go hand in hand) have increased so that the total value of our shared storage and our backup hardware and software is approximately \$900,000. Most of that is relatively new. We will need to replace that investment in three to four years, and if the current trend of increasing growth in data storage continues, we will also have to spend more money to replace it. As a reminder, this is funded from the IT CIP and does not get charged to the departments and services using the storage.

The costs of simply supporting/replacing the growing needs for basic infrastructure from servers to storage to network hardware is nearing the total capacity that we have in the CIP to fund replacement. To simplify, the IT function has two primary things that it does with money:

1. Contribute to the status quo which includes supporting and replacing technology as it wears out or fails to meet our needs.
2. Innovate through process improvement, new technology and capabilities, and significant extensions to current technologies.

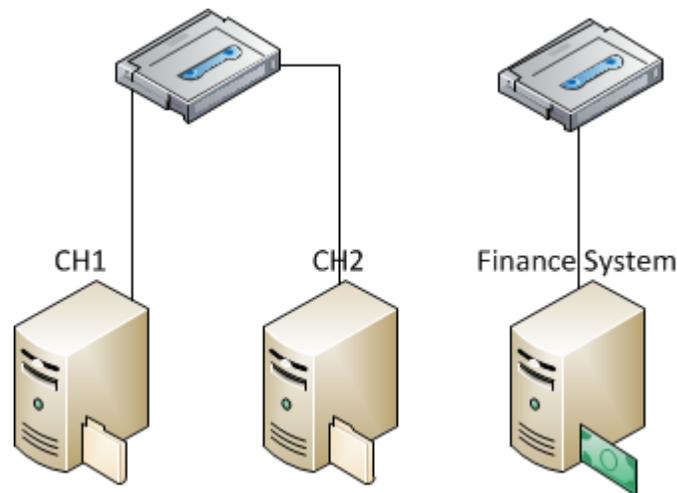
Typically, most of our budget goes to the first item, but we do usually have some to apply to new innovations and improvements. Right now, the cost of items in the first category are taking nearly all of our budget, and are poised to exceed it. If these trends continue, we will lose all of our ability to be innovating and responsive, and may also eventually erode the current stability of systems we enjoy today.

## Architecture

The IT department expends considerable effort to provide enough storage and reliable data protection and backup. The following short vignettes are designed to provide a history of the hardware architecture changes that we've made over the past multiple years:

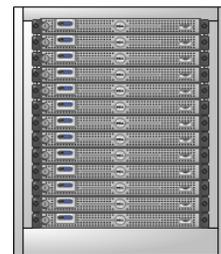
### 1992

Our architecture in 1992 was very simple. We had few servers and we backed up all of the data at night via tape devices. The city's total combined storage capacity was roughly 700 MB. That's about the amount of data stored on a single CD today.



### 2002

Over the next decade, the architecture stayed essentially the same in basic design, although it grew significantly in size, so that in 2002 the city had thirteen servers and a separate finance system. Each server had its own dedicated storage and all of them were backed up onto a centralized tape system that could handle multiple backup tapes in succession. The total combined storage at this time had grown from 700 MB to 121,104 MB (which is about 116 GB). This is a ten-year total increase in total available storage of 17,000%. During this time we automated the fleet system, recreation registration, help desk functions for IT, CAD for Engineering, and began implementing GIS.



### 2004

Just two years later, we had twenty-eight servers and a dedicated finance system. Some of the drivers for this expansion were internet and intranet growth, changes in architecture so that systems which had once run on a single server now needed two or three dedicated servers, and further expansion of the GIS system. We also began to offer online parks registration and to allow better remote access for city staff from home or while travelling.



The 28 servers had a total of 521 GB, for a two year increase of 450% in available data storage. Backups were handled by a centralized robotic tape backup system.

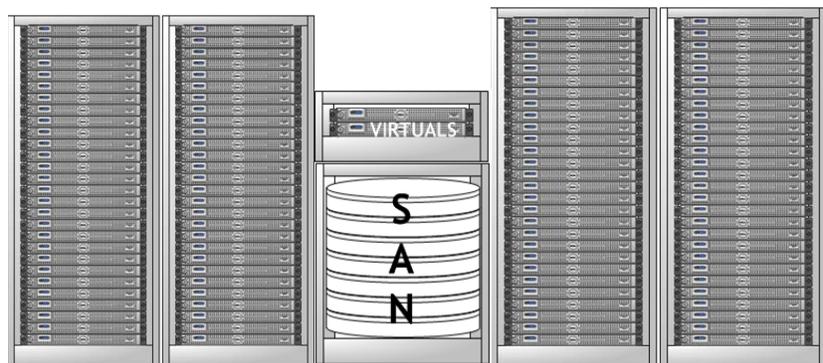
## 2006

In 2006, the city had essentially the same basic systems architecture, although it had nearly doubled in size to 45 servers with 1,388 GB of storage, or 1.27 terabytes (TB) of available data storage. Note that much of this was not actually used to store data, but rather like most personal computers, some of the available disk space was used on each server and some of the disk space was essentially wasted. Business drivers included completion of the PD systems, the addition of the sewer video from the sewer truck, addition of the maintenance management system, and a change in phone system architecture from a system that ran on a single dedicated box and used telephone system lines to one that ran on multiple servers, integrated with email, and used our network (IP Telephony).

## 2007

In 2007 we began making two specific types of changes:

- In order to help manage the growth in the number of servers and to better use resources like power, we started to implement technology which allowed for multiple virtual servers to operate inside of a single hardware box.
- We implemented our first Storage Area Network, or SAN, which provided shared storage space. This allowed us to order most servers with the minimum available amount of storage and to let many applications share a large pool of storage.



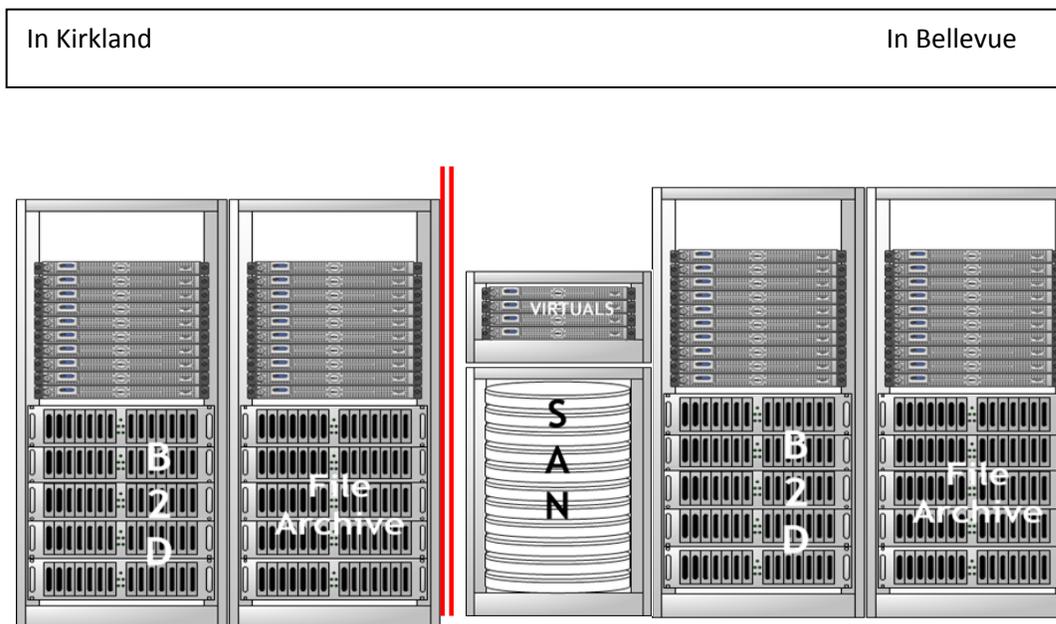
At this point, we had about 1.6 TB of available storage. We didn't implement any major systems or architecture changes during this year, so the primary driver for growth was increased use of digital media from the sewer truck pictures to digital cameras to new orthophotos.

In 2007, the backup systems were still robotic tape drives, and the number of tapes and amount of time required for both backup and restore operations was getting difficult to manage.

## 2009

In 2009, we discovered we no longer had the capacity to power and cool the technology at a reliable level in the Kirkland data center. We priced expanding and modernizing the data center and introducing “green IT” concepts to save power, but found that the costs were prohibitive (across various options the costs varied from \$645,000 to \$2.3 million dollars). Because of the uncertainty regarding facilities planning at that time, we never brought forward any plan to expand the data center, but instead moved about half of our infrastructure to the server room in the City of Bellevue at a cost of \$31,200 annually<sup>1</sup> to lease four racks of space. We funded this through re-purposing money which had been set aside for disaster recovery in the CIP.

We moved a little over 2/3 of our environment to a data center at Bellevue City Hall. After the move was completed, we expanded our virtual environment, added backup to disk (B2D) and file archiving with redundant hardware in both Kirkland & Bellevue so that we could remove the older less reliable tape solution. Our combined storage for 2009 was at 2.6 TB.



### What data are we storing now?

This is not as easy to answer as it seems on the surface. Data is stored and kept by city staff, by a variety of programs, and in a variety of programs. All of the data is affected by records retention rules and laws which vary by type of data. One way to look at this is as if there existed only one copy of each item which we store, which tells you what data we have.

Now that we are using disk space for backups, we have from two to many copies of most files. For example, for sewer video we have a primary copy and a secondary copy. For a memo, we have a primary copy and a series of backup copies consistent with our backup policies, but managed by software

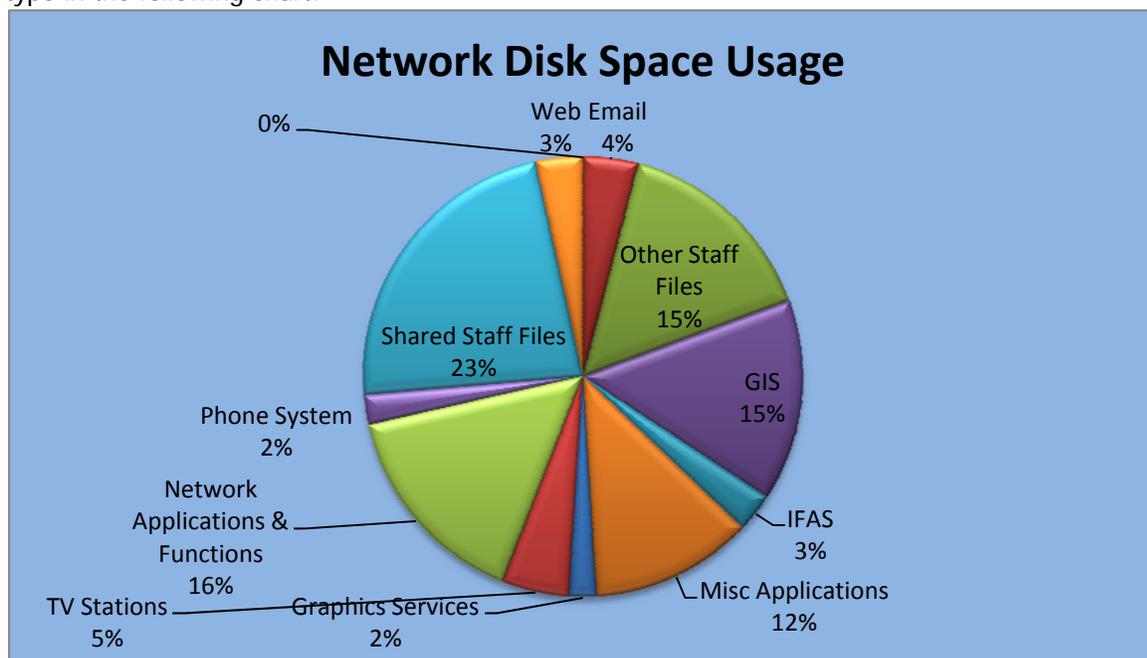
<sup>1</sup> We have requested enough money to lease two additional racks at Bellevue in the 2011-2012 budget.

that handles what is called “de-duplication” and makes sure we don’t back up multiple copies of the same file. This means that if three staff members have stored separate versions of the same file, only one copy will be backed up.

We also need a certain amount of “unallocated” space, similar in concept to the idea that if you fill up all of a street you have gridlock rather than a traffic pattern.

It can be hard to break data down by certain arbitrary categories such as department. For example, the permit system is shared between Public Works, Planning, Fire and Building, and Finance, and much of the data flows through more than one department to create a single permit and complete all of the work against it.

So, first, from the perspective of the question “what data does the city store,” we’ve grouped data by type in the following chart:

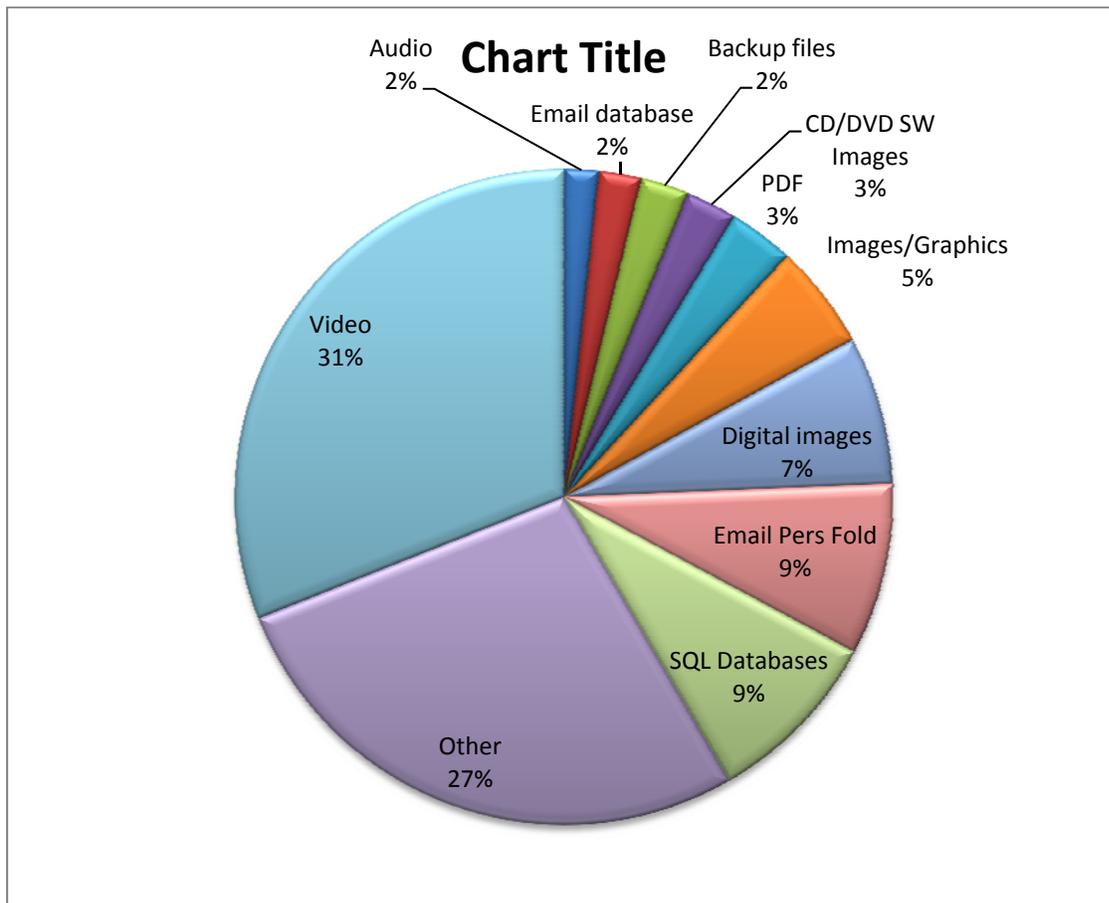


**Other Staff Files** is individual files such as email folders, documents stored in users individual (g) drives, etc.

**Shared Staff Files** is shared department folders.

**Network Applications and Functions** is antivirus software, help desk software, firewall and access lists, remote access tools, etc.

Another way to look at what data we're storing now is by type of file:



File types tell computer applications what format to expect, and are appended to the end of filenames. For example, filetype ".docx" indicates a current Word file, and the filetype .pdf indicates a portable document image file, or what you might think of as an Adobe Acrobat file. There are literally thousands of file types. In the above chart, the individually named slices of the pie represent the top ten particular types of files that we store. The "other" category includes all of the other thousands of file types. Note that Word, Excel, and PowerPoint files are all included in other, which means that each of those types of files makes up less than 2% of what we store (this is part of the reason that people spending time deleting old word files makes sense from a retention viewpoint, but doesn't really solve our space problem).

### Document Management and the Storage Problem

To date the implementation of TRIM, the records management system, has had little impact on the overall scope of the storage problem (the amount of data stored in TRIM is about 31GB today. Most of the files in the system are documents or emails, which are fairly small files). TRIM is currently used across departments for contract management and for some special purpose records. As departments continue to expand their usage of the system, and especially as the new permitting system EnerGov is implemented, the use of TRIM for records storage will grow.

Some of the growth in storage in the TRIM system will hopefully be offset by a reduction in storage on the other network drives as employees make the shift to using the TRIM system for most records storage.

With the increased use of TRIM, departments are beginning to explore the value of back-scanning paper files and storing them in TRIM. For example, in 2008 all of the City's ordinances and resolutions were scanned and added to TRIM to make them easily available to city employees and the public. This conversion was very successful and well received; it is an example of a good choice for conversion because the records are accessed often and have a permanent retention. Anything converted from paper does add to the storage problem, so we are developing standards which evaluate the value of particular projects. For example, while the ordinances and resolutions made business sense, converting a department's history of internal staff memos might not have the same value.

### Next steps:

The digital data storage problem really can't be made to go away; it's not feasible to return to paper and pencil, and the new electronic tools give us capabilities that we value and that improve our service delivery. Sewer videos help crews prioritize work and understand what preventative maintenance to do when, interactive mapping supports better decisions regarding everything from natural resources to traffic, and high resolution photos of crime scenes help detectives do their job. The current source of funding for digital storage is the IT CIP, and that funding source cannot continue to carry this load in its entirety without stripping the city of all of its options for providing new value through transformative IT projects.

Even given that more money will need to be allocated, we must manage the amount we spend on data storage, use that storage effectively, and meet state laws surrounding data retention.

Strategies include:

1. Continue to monitor usage on the storage and backup architecture that we have now for the upcoming biennium. Our projections indicate that what we have now should accommodate growth through the biennium (pending annexation budget discussions), but we do need to be sure that no unexpected needs arise.
2. Encourage the clean-up of old data. This is neither as effective nor as simple as it sounds.
  - a. Each file needs to be retained or deleted in accordance with its retention schedule. We can't, for example, choose all files in a directory that are older than five years old and delete them.
  - b. Most of the older files are small: they don't contribute much to the problem. Cleaning up all old Word files will not resolve our storage problem.
  - c. Staff is very, very busy and it is realistically more important to work on budget, annexations, and direct provision of services than to clean out old file drawers.

Even so, we may be able to regain a significant amount of space by weeding out duplicate copies of larger files, such as photos.

3. Make even better use of TRIM. We can teach users how to properly scan documents, how to import documents in their native format, and how to manage multiple revisions to reduce the size of the records stored. Additionally, fully automating the retention schedule to purge the electronic documents when they have passed their retention date will help.

The retention schedule features will also allow the organization to better manage its electronic records. Currently we are storing some records on our servers that are so old we no longer have technology to access them and are well past the point of needing to be kept for legal compliance. TRIM indicates which records are past their retention and allow the organization to make a determination to destroy those records or to move them to a less expensive archival storage.

4. Because of the complexity of this problem, we would appreciate expert consultation. We could address storage as part of our IT strategic plan. We did strategic plans in 2001 and 2006, and are hopeful that we will be able to fund a new one in 2012. The next logical year would be 2011, but we don't feel that it's reasonable to complete this work in 2011 with annexation also occurring. A good plan requires the engagement of the business team, and they (and we) will all be busy with the very tactical and important tasks surrounding a successful annexation. If we can do this in early 2012, we can obtain results slightly before we need to replace the storage infrastructure.
5. Work with Finance to develop a plan to provide a sinking fund for data storage.
6. We would like to find better ways to manage other digital assets, including photos and media. At the moment, we don't have a software solution for media, nor the budget to purchase one, but we may be able to develop some interim strategies using our Intranet.
7. There are storage archives that are currently available and that we are not fully utilizing, such as the State's "Digital Vault." What is unclear is whether or not the state will be able to continue to offer this service in a reasonable way given its own budget problems, so it bears watching more than action at this moment.
8. Continue to evaluate storage of data offsite and/or use of hosted software (commonly referred to as "cloud computing"). So far, we have priced these services a few times, and found them to be more expensive than continuing to provide the service in-house. For example, we are about ready to upgrade our email system and we priced cloud services from Microsoft. The cost of hosting our data in the cloud came in at over \$67,000 annually, and our annual costs for in-house operation are about \$15,000. That may partly be because we are not large enough to see economies of scale in our own operation by moving one service at a time out into the cloud. Additionally, there are security, service level, and integration complexities and other issues surrounding cloud computing. Below are two articles that describe some of the issues:

[What you Need to Know About Storage in the Cloud](#)  
[Who Owns Data in the Cloud? The Answer Could get Tricky](#)

That said, cloud computing is very likely to be part of our future strategy as the technology and business models mature.

## Conclusion

Increasing needs and costs for electronic data storage is a real problem affecting most businesses in the world, and the City of Kirkland is not immune. We are currently underfunded to manage this problem beyond the coming biennium. Hopefully this memo explained the history, the current challenges, and the set of strategies we intend to employ to help mitigate the rising costs in this area.

We are certainly open to any additional suggestions about how to fund and manage storage, and we anticipate that we will bring back recommendations about funding to Council during the biennium and in the next biennial budget process (the 2013-14 budget).

Ad-Hoc Committee  
Transportation  
Criteria



**CITY OF KIRKLAND  
TRANSPORTATION PROJECT EVALUATION FORM**

**PROJECT INFORMATION**

Project: \_\_\_\_\_

Limits: \_\_\_\_\_

Description: \_\_\_\_\_

Proposed By: \_\_\_\_\_ Date: \_\_\_\_\_

Rated By: \_\_\_\_\_ Date: \_\_\_\_\_

**INITIAL PROJECT SCREENING**

Does the project conflict with any specific policy provisions of the Comprehensive Plan?

- Yes: project eliminated from consideration
- No: project ranked using following criteria

**PROJECT VALUES**

	<u>POSSIBLE</u>	<u>THIS PROJECT</u>
• FISCAL	20	
• PLAN CONSISTENCY	10	
• NEIGHBORHOOD INTEGRITY	15	
• TRANSPORTATION CONNECTIONS	15	
• MULTIMODAL (NON-SOV)	20	
• SAFETY	20	
	_____	_____
TOTAL	<u>100</u>	<u>        </u>

*(Note to Rater: Please address all of the following questions recording any assumptions or comments in the margin adjacent to the question. Record scores for each question and transfer each value total to this cover sheet.)*

**FISCAL**

- \_\_\_\_\_ (50) 1. What is the City's ability to leverage funds from all non-City sources (i.e. grants, private funds)?

(a)		x	(b)	
<u>Chance to leverage</u>			<u>Amount leveraged</u>	
0%	0		0-25%	1
1-25%	1		26-49%	2
26-50%	2		50-74%	3
51-75%	3		75-100%	4
76-100%	4			

*(Rater: Multiply (a) x (b) = leverage factor (LF))*

<u>LF</u>	<u>SCORE</u>
0-1	0
2-3	15
4-6	25
7-11	35
12-16	50

- \_\_\_\_\_ (30) 2. How does the project unit construction cost deviate from standard unit construction cost? (Compare like projects: i.e. paths to paths, and not paths to sidewalks.)

>25% Greater than standard unit costs	0
0-25% Greater than standard unit costs	15
Less than standard unit costs	30

- \_\_\_\_\_ (10) 3. How will the maintenance costs for conceptual design of project compare with the maintenance costs for a standard project design? (Standard project design is defined as the current requirements as set forth in the street standards.)

Greater than standard maintenance cost	0
Standard maintenance cost	5
Reduce costs of existing infrastructure or less than standard maintenance cost	10

**FISCAL VALUES (Continued)**

\_\_\_\_\_ (10) 4. How will the conceptual design of the project affect existing maintenance needs?

Greater than existing	0
Same	5
Less than existing	10

\_\_\_\_\_ VALUE SCORE  
(100 max)

x .20 VALUE WEIGHT

===== VALUE TOTAL

**PLAN CONSISTENCY**

\_\_\_\_\_ (50) 1. Is the project generally consistent with or generated from adopted regional plans, such as Eastside Transportation Plan, King County Transit Six-Year Plan?

No	0
Project is not inconsistent	25
Project is generated from a regional plan	50

\_\_\_\_\_ (50) 2. Is the project identified by the 20 year project list in the Capital Facilities Element of Kirkland’s Comprehensive Plan or the Non-Motorized Transportation Plan (NMTP)?

Project is not in either plan	0
Project is identified as a priority 2 route in the NMTP	25
Project is in the Comprehensive Plan, listed as a priority 1 route in the NMTP or is an approved school safe walk route.	50

\_\_\_\_\_ VALUE SCORE  
(100 max)

x .10 VALUE WEIGHT

\_\_\_\_\_ VALUE TOTAL

=====

**NEIGHBORHOOD INTEGRITY**

<u>        </u>	(40)	1.	Does the project have public support?	
			Clearly opposed by the public	0
			Support/opposition of the public unknown or balanced	20
			Clearly supported by the public (i.e. Neighborhood Association, PTA letter)	40
<u>        </u>	(20)	2.	Is the project generally consistent with the neighborhood in regards to street widths, landscaping, and appropriate buffers?	
			No	0
			Neutral	5
			Yes	15
			Yes & superior design	20
<u>        </u>	(20)	3.	How will the project impact through traffic on neighborhood access/collector streets?	
			Will significantly divert traffic onto neighborhood access/collector streets	0
			Will have minimal impact on neighborhood access/ collector streets	10
			Will divert traffic away from neighborhood access/ collector streets	20
<u>        </u>	(20)	4.	Is the project identified in a neighborhood plan or does the project support the goals of the neighborhood plan?	
			Does not support goals or conflicts	0
			No impact on goals of the plan	10
			Identified in the plan or supports the goals of the plan	20

         VALUE SCORE  
(100 max)

  x .15   VALUE WEIGHT

VALUE TOTAL

=====

## TRANSPORTATION CONNECTIONS

- \_\_\_\_\_ (28) 1. Does the project provide a missing segment of an existing incomplete transportation network which is specifically identified in the Comprehensive Plan, the Non-Motorized Transportation Plan or is an approved school safe walk route?

No 0

**Pedestrian Network**

Yes for a priority 2 network or a school safe walk route on a local street 14

Yes for a priority 1 network or a school safe walk route on a collector or arterial 28

**Bicycle Network**

Yes for a priority 2 network 14

Yes for a priority 1 network 28

**Transit/HOV Network**

Yes for a moderate improvement 14

Yes for a substantial improvement 28

**Road Network**

Yes for a moderate improvement 14

Yes for a substantial improvement 28

- \_\_\_\_\_ (72) 2. Does the project improve pedestrian, bicycle, transit/HOV or road connections near activity centers?

(72) Pedestrian:

Activity Centers	Project Within 1/4 Mile of a Center		Project Within 1/2 Mile of a Center	
<b>School</b>	18 points		12 points	
<b>Community Facility<sup>(1)</sup></b>	12 points		6 points	
<b>Business District<sup>(2)</sup></b>	12 points		6 points	
<b>Transit/HOV Facility</b>	Facility 12	Route 6	Facility 6	Route 3
<b>Regional Center<sup>(3)</sup></b>	6 points		3 points	
<b>Improves a Connection within a Business District</b>			12 points	

**TRANSPORTATION CONNECTIONS (Continued)**

(72) Bicycle:

Activity Centers	Project Within 1/2 Mile of a Center		Project Within 1 Mile of a Center	
School	18 points		12 points	
Community Facility <sup>(1)</sup>	12 points		6 points	
Business District <sup>(2)</sup>	12 points		6 points	
Transit/HOV Facility	Facility 12	Route 6	Facility 6	Route 3
Regional Center <sup>(3)</sup>	6 points		3 points	
<b>Improves a Connection within a Business District</b>				
			12 points	

(72) Transit/ HOV:

Activity Centers	Project Within 1/4 Mile of a Center		Project Within 1/2 Mile of a Center	
School	18 points		12 points	
Community Facility <sup>(1)</sup>	12 points		6 points	
Business District <sup>(2)</sup>	12 points		6 points	
Transit/HOV Facility	Facility 12	Route 6	Facility 6	Route 3
Regional Center <sup>(3)</sup>	6 points		3 points	
<b>Improves a Connection within a Business District</b>				
			12 points	

Footnotes:

- (1) Community Facility includes parks, libraries, hospitals, fire stations, city hall, community centers, the Boys and Girls club and similar facilities.  
(2) Business District includes commercial or employment centers.  
(3) Regional Center includes Totem Lake area and Downtown Kirkland.

(72) Roads:

Connects To	Connects From		
	Arterial Street	Collector Street	Local Access Street
Arterial Street	72 points	72 points	0 points
Collector Street	72 points	72 points	36 points
Local Access Street	0 points	36 points	72 points

For multi-modal projects, the project will receive the same number of points as the highest rated mode.

**TRANSPORTATION CONNECTIONS (Continued)**

(72) Signals:

Warrants	<75%	>75%	Meets
1. Minimum Volume	0	6	12
2. Interruption	0	6	12
3. Ped Volume	0	6	12
9. Four Hour Volume	0	6	12
10. Peak Hour Delay	0	6	12
11. Peak Hour Volume	0	6	12

           VALUE SCORE  
(100 max)

x .15 VALUE WEIGHT

           VALUE TOTAL

**MULTIMODAL (NON-SOV)**

_____ (45)	1.	Does the project provide non-SOV modes to the existing facility that currently do not exist?	
		Adds transit/HOV mode	15
		Adds bicycle mode	15
		Adds pedestrian mode	15
_____ (30)	2.	Will the project impact the effectiveness of any existing non-SOV modes (minimum standard)?	
		Denigrates existing non-SOV mode(s)	0
		No impact	15
		Improves existing non-SOV mode(s)	30
_____ (25)	3.	Does the project add one or more non-SOV modes to an existing regional corridor/facility or provide a new regional corridor/facility?	
		Pedestrian	5
		Bike - one way	5
		Bike - two way	10
		Transit	10

\_\_\_\_\_ VALUE SCORE  
(100 max)

x .20 VALUE WEIGHT

===== VALUE TOTAL

**SAFETY**

_____ (10)	1.	Does the conceptualized design of the project meet generally accepted practices?	
		No	0
		Yes	10
_____ (25)	2.	What are the existing conditions for each mode of the project?	
_____ (25)		<b><u>Bicycle:</u></b>	
		Traffic volume is low, wide vehicular lanes	0
		Traffic volume is moderate, wide vehicular lanes which will allow cars to pass	5
		Traffic volume is high, wide vehicular lanes which will allow cars to pass	10
		Pavement is narrow, moderate volume of traffic	15
		Pavement is narrow, high volume of traffic	20
		Pavement is too narrow, to provide bicycle lane, traffic and parking demand are heavy	25
_____ (25)		<b><u>Pedestrian</u></b>	
_____ (25)		<b><u>Pathway:</u></b>	
		High parking demand on shoulder, low traffic volume, sidewalk/pathway currently available on one side	0
		High parking demand on shoulder, high traffic volume, sidewalk pathway available on one side	5
		Moderate parking demand on shoulder, low traffic volume, no existing sidewalk/pathway available	10
		Low parking demand on shoulder, high traffic volume, low turning movements, no existing sidewalk/pathway	15
		Low parking demand on shoulder, high traffic volume, high turning movements, no existing facilities	20
		Ability to prohibit or no parking demand on shoulder, high traffic volume/turning movements, no existing facilities	25
_____ (25)		<b><u>Sidewalk:</u></b>	
		Sidewalk separated pathway available, low traffic volume	0
		Wide paved shoulder or pathway both sides, low traffic volume	5
		Wide gravel/dirt shoulder four to eight feet wide one side, moderate traffic volume	10

**SAFETY (Continued)****Sidewalk: (Continued)**

Paved shoulder one to four feet wide present both sides, moderate traffic volume	15
No shoulder present on one side (must walk in vehicle lane), one to four feet other side, high traffic volume	20
No shoulder either side (must walk in vehicle lane), high traffic volume	25

\_\_\_\_\_ (25) **Crosswalk:**

Low pedestrian/traffic volume	0
Moderate pedestrian/traffic volume	10
Vulnerable population in proximity, moderate pedestrian/traffic volume	20
Vulnerable population in proximity, high pedestrian/traffic volume; high number of ped. accidents	25

\_\_\_\_\_ (25) **Roadway:** *(Note: Rater can substitute documented accidents along proposed project for relative ranking in this category).*

Roadway meets design standards (site distance, curves, travel lane widths, shoulders, etc.); saturated development (95 to 100% developed) feeding roadway	0
Roadway meets design standards; surrounding property mostly developed (50 to 95% developed)	5
Certain areas of the roadway below design standards, surrounding property mostly developed	10
Overall roadway is below design standards; surrounding property has significant undeveloped parcels with developable property (25 to 50% developed)	15
Certain areas of the roadway are potentially hazardous and substandard; surrounding property has significant undeveloped parcels	20
Overall roadway is potentially hazardous and substandard; high current or anticipated development (0 to 25% developed) will feed roadway	25

**SAFETY (Continued)**

_____ (25)	<u>Traffic Signal:</u>		
	Accident Rate for Intersection		
	Not rated		0
	0.25 accidents - 0.75 accidents/MEV		5
	0.75-1.0 accidents/MEV		10
	1.0 - 1.5 accidents/MEV		15
	1.5 - 2.0 accidents/MEV		20
	Greater than 2 accidents/MEV		25
_____ (25)	<u>Transit/HOV:</u>		
	Not on an existing transit route, low need		0
	Identified Transit route, high pedestrian/traffic volumes		25
_____ (15)	3.	What is the degree of improvement proposed by the project compared to the existing condition(s). To determine, <i>After condition - Before condition = Number of points</i> ; calculate total for all proposed project modes.	
_____ (15)	<u>Bicycle:</u>		
	No bike facilities available		0
	Class III - no dedicated lane, but widened shoulder		5
	Class II - on street, striped bike lane (5 feet wide)		10
	Class I - separated trail		15
_____ (15)	<u>Pedestrian:</u>		
	No pedestrian facilities available		0
	Gravel shoulder (4 foot minimum)		5
	Paved shoulder (4 foot minimum)		10
	Sidewalk		12
	Separated Trail		15
_____ (15)	<u>Crosswalk:</u>		
	Unmarked crossing		0
	Illuminated crossing/median island and warning signs		5
	Traffic signal		10
	Grade separation (under/overpass)		15
_____ (15)	<u>Roadway:</u>		
	No existing roadway		0
	Gravel/dirt roadway; no storm drainage		5
	Existing paved roadway		10
	Minimum roadway per zoning code		15

**SAFETY (Continued)**

_____	(15)	Traffic Signal:																										
		Stop sign controlled	0																									
		No separate turn phases	5																									
		Protected/permissive turns	10																									
		Protected turns only	15																									
_____	(15)	Transit/HOV:																										
		No transit facilities available	0																									
		Increases safety for transit	15																									
_____	(10)	4. Does the proposed project maintain or enhance the safety of the following modes?																										
		<table border="0" style="width: 100%;"> <thead> <tr> <th style="width: 20%;"></th> <th style="width: 20%; text-align: center;">Positive impact enhances (2.5)</th> <th style="width: 20%; text-align: center;">No impact neutral (1)</th> <th style="width: 20%; text-align: center;">Negative Impact inhibits/reduces (0)</th> <th style="width: 20%; text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>Bicycle</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> </tr> <tr> <td>Pedestrian</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> </tr> <tr> <td>Vehicular</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> </tr> <tr> <td>Transit/HOV</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> </tr> </tbody> </table>		Positive impact enhances (2.5)	No impact neutral (1)	Negative Impact inhibits/reduces (0)	Total	Bicycle	_____	_____	_____	_____	Pedestrian	_____	_____	_____	_____	Vehicular	_____	_____	_____	_____	Transit/HOV	_____	_____	_____	_____	
	Positive impact enhances (2.5)	No impact neutral (1)	Negative Impact inhibits/reduces (0)	Total																								
Bicycle	_____	_____	_____	_____																								
Pedestrian	_____	_____	_____	_____																								
Vehicular	_____	_____	_____	_____																								
Transit/HOV	_____	_____	_____	_____																								
_____	(25)	5. Does the proposed project provide access for a vulnerable population (i.e. park, elementary school, mobility challenged, wheelchairs, retirement homes, hospital, Boys & Girls Club, Senior Center)?																										
		No surrounding facilities will access	0																									
		Facility within 8 to 15 blocks (½ to 1 mile)	5																									
		Facility within 4 to 8 blocks (¼ to ½ mile)	10																									
		Facility within 4 blocks (¼ mile)	15																									
		One facility accessed directly	20																									
		More than one facility accessed directly	25																									
_____	(15)	6. Does the proposed project maintain or enhance the emergency vehicle network?																										
		Inhibits/reduces	0																									
		Maintains or neutral	8																									
		Enhances	15																									

**SAFETY (Continued)**

           VALUE SCORE  
(100 max)

x .20 VALUE WEIGHT

           VALUE TOTAL

STEIGER\98TPE.DOC:RTS\ln

# Parks Project Criteria

## CRITERIA FOR RANKING PARKS CIP PROJECTS

	Criteria	None 0 Points	Low 1 Point	Moderate 2 Points	High 3 Points
1	Responds to an Urgent Need or Opportunity, Conforms to Legal, Contractual or Government Mandate	<ul style="list-style-type: none"> <li>No need or urgency</li> </ul>	<ul style="list-style-type: none"> <li>Suspected need with no substantiation</li> </ul>	<ul style="list-style-type: none"> <li>Suspected need based upon visual inspection, public comment</li> <li>Suspected threat of development</li> </ul>	<ul style="list-style-type: none"> <li>Report or other documentation has been prepared</li> <li>Confirmed threat of development</li> <li>Fills important gap in park system</li> <li>Significant public comment—survey, petition, public hearing</li> <li>Legal, contractual, gov't mandate</li> </ul>
2	Health and Safety Issues	<ul style="list-style-type: none"> <li>No known issues</li> </ul>	<ul style="list-style-type: none"> <li>Suspected health or safety issue with no substantiation</li> </ul>	<ul style="list-style-type: none"> <li>Suspected need based upon visual inspection, or public comment</li> <li>visible deterioration</li> </ul>	<ul style="list-style-type: none"> <li>Documented evidence of unsanitary condition, health and safety code violations, injury</li> </ul>
3	Fiscal Values	<ul style="list-style-type: none"> <li>Leveraging of funds through partnerships, grants, bonds or volunteers is unlikely</li> </ul>	<ul style="list-style-type: none"> <li>Leveraging of funds somewhat likely through partnerships, grants, bonds and volunteers</li> </ul>	<ul style="list-style-type: none"> <li>Leveraging of at <i>least</i> 1/2 project funding available from other sources;</li> </ul>	<ul style="list-style-type: none"> <li>Leveraging of <i>more</i> than 50 percent of project costs from other sources</li> </ul>
4	Conforms to Park Open Space Plan or Other Adopted Plan	<ul style="list-style-type: none"> <li>Not in any plan document</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Identified in Comprehensive or Functional plan</li> </ul>	<ul style="list-style-type: none"> <li>Helps meet level of service objectives</li> </ul>
5	Feasibility, including Public Support and Project Readiness	<ul style="list-style-type: none"> <li>Project simply an idea</li> <li>No public input</li> <li>No other supporting information</li> </ul>	<ul style="list-style-type: none"> <li>Some public involvement such as letters, workshops</li> <li>Professional report</li> </ul>	<ul style="list-style-type: none"> <li>Schematic or conceptual level approval</li> <li>Property identified</li> <li>High public support</li> <li>Completed appraisal</li> </ul>	<ul style="list-style-type: none"> <li>Construction documents complete</li> <li>Option or right of first refusal, willing seller</li> </ul>
6	Implications of Deferring Project	<ul style="list-style-type: none"> <li>No impact</li> <li>No imminent threat of development;</li> </ul>	<ul style="list-style-type: none"> <li>Temporary repair measures available without significant liability or added future cost</li> <li>Indications of possible development</li> <li>Program quality limited or reduced</li> </ul>	<ul style="list-style-type: none"> <li>Evidence of possible structural failure</li> <li>Confirmed private development sale possible</li> <li>Program participation limited or reduced</li> </ul>	<ul style="list-style-type: none"> <li>Imminent possible structural failure, facility closure, or other similar factor</li> <li>Program cancellation</li> <li>Unable to meet level of service</li> <li>Imminent sale for private development</li> </ul>

7	Benefits to Other New Capital Projects or an existing Park/Facility/Service, or Service Delivery	<ul style="list-style-type: none"> <li>No association with or impacts to other projects</li> </ul>	<ul style="list-style-type: none"> <li>Minimal benefit to existing or other projects</li> </ul>	<ul style="list-style-type: none"> <li>Moderate benefit such as relieving overuse at another facility</li> <li>Corrects minor problem at adjacent facility</li> </ul>	<ul style="list-style-type: none"> <li>Significant benefit such as providing added capacity to a facility</li> <li>Corrects major problem at adjoining facility</li> </ul>
8	Number of City Residents Served	<ul style="list-style-type: none"> <li>No residents served</li> </ul>	<ul style="list-style-type: none"> <li>Only one neighborhood served</li> </ul>	<ul style="list-style-type: none"> <li>More than one City neighborhood served</li> </ul>	<ul style="list-style-type: none"> <li>Project will serve a City-wide population</li> </ul>
9	Maintenance and Operations Impact	<ul style="list-style-type: none"> <li>Requires substantial new M &amp; O, no current budgetary commitment</li> </ul>	<ul style="list-style-type: none"> <li>Resources/capacity available without additional budget commitment</li> <li>Requires new resources which are available or likely available in budget</li> </ul>	<ul style="list-style-type: none"> <li>Has minimal or no impact on existing M &amp; O resources</li> <li>Resources already allocated or planned for project in budget</li> <li>M &amp; O requirements absorbed with existing resources</li> </ul>	<ul style="list-style-type: none"> <li>Substantial reduction in M&amp;O.</li> </ul>
10	Geographic Distribution	<ul style="list-style-type: none"> <li>Duplicates service, significant number of resources available in area, level of service overlap</li> </ul>	<ul style="list-style-type: none"> <li>Adequate number of Parks are nearby, minimal level of service overlap</li> </ul>	<ul style="list-style-type: none"> <li>Parks nearby, no level of service overlap, and gaps in service identified</li> </ul>	<ul style="list-style-type: none"> <li>Underserved area. No facilities within service area.</li> </ul>

**City of Kirkland  
Revised Preliminary 2011-2016 Capital Improvement Program**

**TRANSPORTATION PROJECTS**

**Funded Projects:**

Project Number	Project Title	Prior Year(s)	2011	2012	2013	2014	2015	2016	2011-2016 Total	Funding Sources			External Source	
										Current Revenue	Reserve	Debt		
ST 0006*	Annual Street Preservation Program		2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	15,000,000	12,424,000	2,576,000			
<b>ST 0006 001</b>	<b>Annual Street Presrvtn Prog.-One-Time Capital Purchase</b>		<b>500,000</b>						<b>500,000</b>		<b>500,000</b>			
<b>ST 0006 002</b>	<b>Annual Street Preservation Program-One-Time Project</b>			<b>1,122,000</b>					<b>1,122,000</b>				<b>1,122,000</b>	
ST 0080	Annual Striping Program		250,000	250,000	250,000	250,000	250,000	250,000	1,500,000	1,500,000				
ST 8888*	Annual Concurrency Street Improvements			450,000	800,000	800,000	800,000	800,000	3,650,000	3,650,000				
ST 9999*	Regional Inter-Agency Coordination		40,000	40,000	40,000	40,000	40,000	40,000	240,000	240,000				
NM 0012	Crosswalk Upgrade Program		70,000	70,000	70,000	70,000	70,000	70,000	210,000	210,000				
NM 0057	Annual Sidewalk Maintenance Program		200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	1,200,000				
NM 0066	12th Avenue Sidewalk	370,000	102,000						102,000	-	102,000			
NM 0067	Elementary School Walk Route Enhancements	400,000	798,000						798,000	267,000	233,000		298,000	
NM 8888*	Annual Non-Motorized Program				950,000	1,000,000	1,000,000	1,000,000	3,950,000	3,950,000			-	
TR 0065*	6th Street/Kirkland Way Traffic Signal			200,000	364,000				564,000	-			564,000	
TR 0078*	NE 85th St/132nd Ave NE Intersection Imprv (Phase I)	2,089,400		475,000					475,000	475,000				
TR 0080*	NE 85th St/124th Ave NE Intersection Improvements	1,543,300		144,000					144,000	144,000				
TR 0082*	Central Way/Park Place Center Traffic Signal							200,000	200,000				200,000	
TR 0090*	Lake Washington Blvd/NE 38th Place Intersection Imp							500,000	500,000				500,000	
TR 0100*	6th Street/Central Way Intersection Improvements	1,050,000	1,072,000						1,072,000				1,072,000	
TR 0102	Growth & Transportation Efficiency Cntr (GTEC) Enh.	300,000	443,000						443,000				443,000	
<b>TR 0103</b>	<b>Central Way/4th Street Intersection Improvements</b>			<b>31,000</b>					<b>31,000</b>				<b>31,000</b>	
<b>TR 0104</b>	<b>6th Street/4th Ave Intersection Improvements</b>			<b>200,000</b>	<b>380,000</b>				<b>580,000</b>				<b>580,000</b>	
<b>TR 0108</b>	<b>NE 85th Street/124th Ave NE Intersection Improvements</b>							<b>889,000</b>	<b>889,000</b>				<b>889,000</b>	
<b>TR 0111</b>	<b>Kirkland ITS Implementation Phase I</b>		2,043,000						<b>2,043,000</b>				<b>1,800,000</b>	
<b>TR 0112</b>	<b>Downtown Pedestrian Safety Improvements - Central Way</b>		16,000						<b>16,000</b>				<b>16,000</b>	
TR 8888*	Annual Concurrency Traffic Improvements				140,000	140,000	140,000	140,000	560,000	560,000				
<b>Total Funded Transportation Projects</b>			<b>5,752,700</b>	<b>8,034,000</b>	<b>5,612,000</b>	<b>5,694,000</b>	<b>4,930,000</b>	<b>5,000,000</b>	<b>6,519,000</b>	<b>35,789,000</b>	<b>24,620,000</b>	<b>3,411,000</b>	<b>0</b>	<b>7,515,000</b>

Notes  
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**City of Kirkland**  
**Revised Preliminary 2011-2016 Capital Improvement Program**

**TRANSPORTATION PROJECTS****Unfunded Projects:**

Project Number	Project Title	Total
ST 0055	98th Avenue NE Bridge Replacement	10,196,000
ST 0056	132nd Avenue NE Roadway Improvements	25,170,000
<b>ST 0057 001^</b>	<b>NE 120th Street Roadway Extension (East Section)</b>	<b>4,659,000</b>
ST 0059^	124th Ave NE Roadway Improvements (North Section)	10,000,000
ST 0060	118th Avenue NE Roadway Extension	6,440,000
ST 0061	119th Avenue NE Roadway Extension	5,640,000
ST 0062	NE 130th Street Roadway Extension	10,000,000
ST 0063^	120th Avenue NE Roadway Improvements	8,988,500
ST 0064	124th Ave NE Roadway Widening Imprv (So. Sect'n)	30,349,000
ST 0070	120th Ave NE/Totem Lake Plaza Roadway Imprmnts	3,000,000
ST 0072	NE 120th St Roadway Improvements (West Section)	5,870,000
ST 0073	120th Avenue NE Roadway Extension	16,392,000
ST 0077	NE 132nd St Rdwy Imprv-Phase I (West Section)	1,348,000
ST 0078	NE 132nd St Rdwy Imprv-Phase I (Mid Section)	316,000
ST 0079	NE 132nd St Rdwy Imprv-Phase III (East Section)	1,119,000
NM 0001	116th Ave NE (So. Sect.) Non-Motorz'd Facil-Phase II	6,028,700
NM 0007	NE 52nd Street Sidewalk	1,068,600
NM 0024	Cross Kirkland Trail	6,107,400
NM 0026	NE 90th Street Sidewalk (Phase II)	2,584,200
NM 0030	NE 90th Street/I-405 Pedestrian/Bicycle Overpass	3,740,700
NM 0031	Crestwoods Park/BNSFR Ped/Bike Facility	2,505,000
NM 0032^	93rd Avenue Sidewalk	1,047,900
<b>NM 0034 001</b>	<b>NE 100th St. at Spinney Homestead Park Sidewalk Ph. II</b>	<b>430,000</b>
NM 0036^	NE 100th Street Bikeline	1,644,300
NM 0037	130th Avenue NE Sidewalk	833,600
NM 0041	Forbes Valley Pedestrian Facility	1,996,600
NM 0043^	NE 126th St Nonmotorized Facilities	4,277,200
NM 0045	NE 95th Street Sidewalk (Highlands)	571,500
NM 0046^	18th Avenue SW Sidewalk	2,255,000
NM 0047	116th Avenue NE Sidewalk (South Rose Hill)	422,100
NM 0048	NE 60th Street Sidewalk	4,979,800
NM 0049^	112th Ave NE Sidewalk	527,600
NM 0050^	NE 80th Street Sidewalk	859,700
NM 0053^	NE 112th Street Sidewalk	573,100
NM 0054^	13th Avenue Sidewalk	446,700
NM 0055^	122nd Ave NE Sidewalk	866,700
NM 0056	NE 90th Street Sidewalk (Phase I)	1,165,700
NM 0058	111th Avenue Non-Motorized/Emergency Access Connection	2,000,000
NM 0059^	6th Street Sidewalk	414,600
NM 0061	NE 104th Street Sidewalk	1,763,500
NM 0062	19th Avenue Sidewalk	814,200
NM 0063	Kirkland Way Sidewalk	414,500
<b>NM 0064 001</b>	<b>Park Lane Pedestrian Corridor Enhancements Phase II</b>	<b>1,300,000</b>
<b>NM 0068</b>	<b>104th Av NE/NE 68th St Lkvw Schl. Wlk. Rt. Enhncmnts</b>	<b>359,000</b>
<b>NM 0069</b>	<b>100th Ave NE Bicycle Lanes</b>	<b>185,000</b>
TR 0056	NE 85th Street HOV Queue Bypass	841,000
TR 0057	NE 124th Street HOV Queue Bypass	1,722,000
TR 0067	Kirkland Way/BNSFR Abutment/Intersection Imprv	6,917,000
TR 0068	Lake Washington Boulevard HOV Queue Bypass	6,580,000
TR 0072	NE 116th Street Eastbound HOV Queue Bypass	7,337,000
TR 0073	NE 70th Street Eastbound HOV Queue Bypass	1,702,000
TR 0074	NE 85th Street Westbound HOV Queue Bypass	1,775,000
TR 0075	NE 124th Street Westbound HOV Queue Bypass	1,275,000
TR 0083^	100th Ave NE/NE 132nd Street Intersection Improvement	2,991,000
TR 0084	100th Ave NE/NE 124th St Intersection Improvements	2,230,000
TR 0086^	NE 70th St/132nd Ave NE Intersection Improvements	4,590,600
TR 0088^	NE 85th St/120th Ave NE Intersection Improvements	5,272,300
TR 0089	NE 85th St/132nd Ave NE Intersection Imp (Phase II)	1,825,700
TR 0091^	NE 124th St/124th Ave NE Intersection Improvements	3,503,300
TR 0092	NE 116th St/124th Ave NE N-bound Dual Lft Turn Lanes	1,717,000
TR 0093	NE 132nd St/Juanita H.S. Access Rd Intersect'n Imp	916,000
TR 0094	NE 132nd St/108th Avenue NE Intersect'n Imp	618,000
TR 0095	NE 132nd St/Fire Stn Access Dr Intersect'n Imp	366,000
TR 0096	NE 132nd St/124th Ave NE Intersect'n Imp	5,713,000
TR 0097	NE 132nd St/132nd Ave NE Intersect'n Imp	889,000
TR 0098	NE 132nd St/ 116th Way NE (I-405) Intersect'n Imp	300,000
<b>TR 0099</b>	<b>120th Ave/Totem Lake Way Intersection Improvements</b>	<b>2,845,500</b>
<b>TR 0105</b>	<b>Central Way/5th Street Intersection Improvements</b>	<b>564,000</b>
<b>TR 0106</b>	<b>6th Street/7th Avenue Intersection Improvements</b>	<b>89,400</b>
<b>TR 0107</b>	<b>Market Street/15th Avenue Intersection Improvements</b>	<b>564,000</b>
<b>TR 0109</b>	<b>Totem Lake Plaza/Totem Lake Blvd Intersection Imprv.</b>	<b>1,500,000</b>
<b>TR 0110</b>	<b>Totem Lake Plaza/120th Ave NE Intersection Imprv.</b>	<b>1,500,000</b>
<b>TR 0111 001</b>	<b>Kirkland ITS Implementation Phase II</b>	<b>4,100,000</b>
<b>Subtotal Unfunded Transportation Projects</b>		<b>261,914,200</b>
<b>Funding Available from Annual Programs for Candidate Projects</b>		<b>8,160,000</b>
<b>Net Unfunded Transportation Projects</b>		<b>253,754,200</b>

**Prior Year(s) Funding (Budget to Actuals):**

Project Number	Project Title	Budget	Actual	Balance
NM 0066	12th Avenue Sidewalk	370,000	7,910	362,090
NM 0067	Elementary School Walk Route Enhancements	400,000	594	399,406
TR 0078*	NE 85th St/132nd Ave NE Intersection Imprv (Phase I)	2,089,400	373,418	1,715,982
TR 0080*	NE 85th St/124th Ave NE Intersection Improvements	1,543,300	260,049	1,283,251
TR 0100*	6th Street/Central Way Intersection Improvements	1,050,000	14,830	1,035,170
TR 0102	Growth & Transportation Efficiency Cntr (GTEC) Enh.	300,000	0	300,000
<b>Total Prior Year(s) Funding (Budget to Actuals):</b>		<b>5,752,700</b>	<b>656,801</b>	<b>5,095,899</b>

**Notes**

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**City of Kirkland**  
**Revised Preliminary 2011-2016 Capital Improvement Program**

**SURFACE WATER MANAGEMENT UTILITY PROJECTS****Funded Projects:**

Project Number	Project Title	Prior Year(s)	2011	2012	2013	2014	2015	2016	2011-2016 Total	Funding Source				
										Current Revenue	Reserve	Debt	External Source	
SD 0047	Annual Replacement of Aging/Failing Infrastructure		200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	1,200,000				
SD 0051	Forbes Creek/KC Metro Access Road Culvert Enh.	232,200			733,700				733,700	689,700				44,000
SD 0053	Forbes Creek/Coors Pond Channel Grade Controls	260,200		101,000	570,700	184,200			855,900	855,900				
SD 0058	Surface Water Sediment Pond Reclamation Phase II			115,400	603,200	114,200			832,800	832,800				
SD 0059+	Totem Lake Boulevard Flood Control Measures		117,000						117,000	0				117,000
SD 0067	NE 129th Place/Juanita Creek Rockery Repair			115,500	223,300				338,800	338,800				
SD 8888*	Annual Streambank Stabilization Program			57,700		165,800	300,000	311,900	835,400	835,400				
SD 9999*	Annual Storm Drain Replacement Program			922,600		923,800	474,000	350,000	2,670,400	2,670,400				
<b>Total Funded Surface Water Management Utility Projects</b>			<b>492,400</b>	<b>317,000</b>	<b>1,512,200</b>	<b>2,330,900</b>	<b>1,588,000</b>	<b>974,000</b>	<b>861,900</b>	<b>7,584,000</b>	<b>7,423,000</b>	<b>0</b>	<b>0</b>	<b>161,000</b>

**Unfunded Projects:**

Project Number	Project Title	Total
SD 0045^	Carillon Woods Erosion Control Measures	549,600
SD 0046#	Regional Detention in Forbes and Juanita Creek Basins	2,810,200
SD 0048*	Cochran Springs / Lake Washington Blvd Crossing Enh	1,637,100
SD 0049#	Forbes Creek/108th Avenue NE Fish Passage Improvement	332,900
SD 0050#	NE 95th Street/126th Avenue NE Flood Control Measure	55,900
SD 0052^	Forbes Creek/Slater Avenue Embankment Stabilization	139,700
SD 0054#	Forbes Creek/BNSFRR Fish Passage Improvement	424,200
SD 0055	Forbes Creek / 98th Avenue NE Riparian Planting	75,500
SD 0056^	Forbes Creek Ponds Fish Passage/Riparian Planting	213,000
SD 0061^	Everest Park Stream Channel/Riparian Enhancements	1,095,500
SD 0062^	Stream Flood Control Measures at Kirkland Post Office	345,400
SD 0063^	Everest Creek-Slater Avenue at Alexander Street	830,300
SD 0068	128th Ave NE/NE 60th Street To NE 64th St Drainage Imp.	270,300
SD 0070	Juanita Creek Watershed Enhancement Study	50,000
SD 0537	Streambank Stabilization Program – NE 86th Street	640,200
<b>Subtotal Unfunded Surface Water Management Utility Projects</b>		<b>9,469,800</b>
<b>Funding Available from Annual Programs for Candidate Projects</b>		<b>3,505,800</b>
<b>Net Unfunded Surface Water Management Utility Projects</b>		<b>5,964,000</b>

Project Number	Project Title	Budget	Actual	Balance
SD 0051	Forbes Creek/KC Metro Access Road Culvert Enh	232,200	88,092	144,108
SD 0053	Forbes Creek/Coors Pond Channel Grade Control	260,200	84,147	176,053
<b>Total Prior Year(s) Funding (Budget to Actuals):</b>		<b>492,400</b>	<b>172,239</b>	<b>320,161</b>

Notes

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^ = Annual Streambank Stabilization Program Project Candidates

# = Annual Storm Drain Replacement Program Project Candidates

Shaded year(s) = Previous timing

Bold italics = New projects

**City of Kirkland  
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**WATER/SEWER UTILITY PROJECTS**

**Funded Projects:**

Project Number	Project Title	Prior Year(s)	2011	2012	2013	2014	2015	2016	2011-16 Total	Funding Source				
										Current Revenue	Reserve	Debt	External Source	
WA 0063+	Supply Station #3 Replacement/Transmission Main Addition			141,000					141,000	93,100			47,900	
WA 0090	Emergency Sewer Pgm Watermain Replacement Pgm		50,000		50,000		50,000		150,000	150,000				
WA 0102+	104th Ave NE Watermain Replacement					937,000			937,000	937,000				
WA 0116*	132nd Av NE/NE 80th St Waterm Replacement			251,000	798,500	1,265,300			2,314,800	2,314,800				
WA 0121+	NE 109th Ave/106th Court NE Watermain Replacement			371,300					371,300	371,300				
WA 8888*	Annual Watermain Replacement Program						500,000	500,000	1,000,000	1,000,000				
WA 9999*	Annual Water Pump Station/System Upgrade Pgm						600,000	600,000	1,200,000	1,200,000				
SS 0056	Emergency Sewer Construction Program	1,400,000			1,400,000		1,400,000		4,200,000		4,200,000			
SS 0067*	NE 80th Street Sewermain Replacement (Phase II)			680,400	1,159,000	525,000			2,364,400	354,600		2,009,800		
SS 0076*	NE 80th Street Sewermain Replacement (Phase III)					334,600	1,627,500	1,879,700	3,841,800	576,300		3,265,500		
SS 8888*	Annual Sanitary Pipeline Replacement Program			886,000					886,000	886,000				
SS 9999*	Annual Sanitary Pump Station/System Upgrade Pgm			530,000					530,000	530,000				
<b>Total Funded Water/Sewer Utility Projects</b>			<b>0</b>	<b>1,450,000</b>	<b>2,859,700</b>	<b>3,407,500</b>	<b>3,061,900</b>	<b>4,177,500</b>	<b>2,979,700</b>	<b>17,936,300</b>	<b>8,413,100</b>	<b>4,200,000</b>	<b>5,275,300</b>	<b>47,900</b>

**WATER/SEWER UTILITY PROJECTS**

**Unfunded Projects:**

Project Number	Project Title	Total
WA 0052	108th Avenue NE Watermain Replacement	1,584,000
WA 0057	116th Avenue NE Watermain Replacement	2,731,000
WA 0067#	North Reservoir Pump Replacement	611,000
WA 0096	NE 83rd Street Watermain Replacement	450,000
WA 0097*	NE 80th Street Watermain Replacement (Phase III)	1,201,000
WA 0098	126th Ave NE/NE 83rd & 84th St/128th Ave NE Watermain Replcmnt	1,197,000
WA 0103^	NE 113th Place/106th Ave NE Watermain Replacement	841,000
WA 0104	111th Ave NE/NE 62nd St-NE 64th St Watermain Replcmnt	1,493,000
WA 0108	109th Ave NE/NE 58th St Watermain Replacement	504,000
WA 0109	112th Ave NE Watermain Replacement	1,179,000
WA 0111	NE 45th St And 110th/111th Ave NE Watermain Replcmnt	1,303,000
WA 0113	116th Ave NE/NE 70th-NE 80th St Watermain Replcmnt	2,858,000
WA 0118^	112th -114th Avenue NE/NE 67th-68th Street Watermain Replacement	3,360,100
WA 0119	109th Ave NE/111th Way NE Watermain Replacement	2,304,000
WA 0120^	111th Avenue Watermain Replacement	182,000
WA 0122	116th Avenue NE/NE 100th Street Watermain Replacement	1,506,000
WA 0123	NE 91st Street Watermain Replacement	453,000
WA 0124^	NE 97th Street Watermain Replacement	685,000
WA 0126#	North Reservoir Outlet Meter Addition	72,300
WA 0127#	650 Booster Pump Station	1,603,000
WA 0128	106th Ave NE-110th Ave NE/NE 116th St-NE 120th St Watermain Replcmnt	2,305,000
WA 0129	South Reservoir Recoating	981,000
WA 0130^	11th Place Watermain Replacement	339,000
WA 0131#	Supply Station #1 Improvements	61,500
WA 0132	7th Avenue/Central Avenue Watermain Replacement	907,000
WA 0133	Kirkland Avenue Watermain Replacement	446,000
WA 0134	5th Avenue S/8th Street S Watermain Replacement	1,420,000
WA 0135	NE 75th Street Watermain Replacement	711,000
WA 0136^	NE 74th Street Watermain Replacement	193,000
WA 0137^	NE 73rd Street Watermain Replacement	660,000
WA 0138	NE 72nd St/130th Ave NE Watermain Replacement	1,476,000
WA 0139	6th Street S Watermain Replacement	584,000
WA 0140*	NE 80th Street Watermain Replacement (Phase II)	2,863,000
SS 0051	6th Street South Sewermain Replacement	804,000
SS 0052	108th Avenue NE Sewermain Replacement	5,110,000
SS 0062^	NE 108th Street Sewermain Replacement/Rehabilitation	4,405,000
SS 0063^	NE 53rd Street Sewermain Replacement	723,000
SS 0064^	7th Avenue South Sewermain Replacement	804,000
SS 0068	124th Avenue NE Sewermain Replacement	1,315,000
SS 0069	1st Street Sewermain Replacement	3,945,000
SS 0070	5th Street Sewermain Replacement	1,354,000
SS 0071	6th Street Sewermain Replacement	308,000
SS 0072	Kirkland Avenue Sewermain Replacement	1,980,000
SS 0073#	Rose Point Sewer Lift Station Replacement	1,811,000
SS 0077	West Of Market Sewermain Replacement	21,681,000
<b>Subtotal Unfunded Water/Sewer Utility Projects</b>		<b>83,303,900</b>
<b>Funding Available from Annual Programs for Candidate Projects</b>		<b>3,616,000</b>
<b>Net Unfunded Water/Sewer Utility Projects</b>		<b>79,687,900</b>

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- # = Annual Pump Station/System Upgrade Program Project Candidates
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**City of Kirkland**  
**Revised Preliminary 2011-2016 Capital Improvement Program**

**PARK PROJECTS****Funded Projects:**

Project Number	Project Title	Prior Year(s)	2011	2012	2013	2014	2015	2016	2011-2016 Total	Funding Source			
										Current Revenue	Reserve	Debt	External Source
PK 0049	Open Space and Pk Land Acq Grant Match Program		100,000						100,000		100,000		
PK 0066*	Park Play Area Enhancements		50,000	50,000	50,000		50,000	50,000	250,000				
PK 0087*	Waverly Beach Park Renovation	75,000	508,000	162,000					670,000	670,000			
PK 0113*	Spinney Homestead Park Renovation		62,000	338,000					400,000	400,000			
PK 0115*	Terrace Park Renovation				62,000	338,000			400,000	400,000			
PK 0119*	Juanita Beach Park Development	2,700,000		18,000	1,043,000				1,061,000	561,000			500,000
PK 0121	Green Kirkland Forest Restoration Program		50,000	50,000	50,000	50,000	50,000	50,000	300,000	300,000			
PK 0124*	Snyder's Corner Park Site Development			75,000	13,000	355,000			443,000	443,000			
PK 0131	Park and Open Space Acquisition Program	1,071,000	118,000	118,000	118,000	118,000			472,000	472,000			472,000
<b><i>PK 0132</i></b>	<b><i>General Park Renovation Program</i></b>						<b><i>669,000</i></b>	<b><i>696,000</i></b>	<b><i>1,365,000</i></b>	<b><i>1,365,000</i></b>			
<b>Total Funded Park Projects</b>		<b>3,846,000</b>	<b>888,000</b>	<b>811,000</b>	<b>1,336,000</b>	<b>861,000</b>	<b>769,000</b>	<b>796,000</b>	<b>5,461,000</b>	<b>4,389,000</b>	<b>100,000</b>	<b>0</b>	<b>972,000</b>

**Unfunded Projects:**

Project Number	Project Title	Total
PK 0078 600"	A.G. Bell Elementary Playfields Improvements	200,000
PK 0078 800"	International Comm. School Playfield Improvements	300,000
PK 0086	Totem Lake Neighborhood Park Acquisition & Development	2,500,000
PK 0095 100	Heritage Park Development - Phase III & IV	2,500,000
PK 0096	Ohde Avenue Park Development	250,000
PK 0097	Reservoir Park Renovation	500,000
PK 0099	N. Juanita (East) Neighborhood Park Acquisition/Development	2,500,000
PK 0100	N. Juanita (West) Neighborhood Park Acquisition/Development	2,500,000
PK 0101	N. Rose Hill Neighborhood Park Acquisition/Development (North)	2,500,000
PK 0102	N. Rose Hill Neighborhood Park Acquisition/Development (Central)	2,500,000
PK 0103	Market Neighborhood Park Acquisition/Development	3,500,000
PK 0108	McAuliffe Park Development	7,000,000
PK 0114	Mark Twain Park Renovation	750,000
PK 0116	Lee Johnson Field Artificial Turf Installation	1,500,000
PK 0117	Lake Avenue West Street End Park Enhancement	100,000
PK 0122 100	Community Recreation Facility Construction	42,000,000
PK 0125**	Dock Renovations	250,000
PK 0126	Watershed Park Master Planning & Park Development	1,100,000
PK 0127	Kiwanis Park Master Planning & Park Development	1,100,000
PK 0128	Yarrow Bay Wetlands Master Planning & Park Development	1,600,000
PK 0129	Heronfield Wetlands Master Planning & Development	1,600,000
<b>Total Unfunded Park Projects</b>		<b>76,750,000</b>

**Prior Year(s) Funding (Budget to Actuals):**

Project Number	Project Title	Budget	Actual	Balance
PK 0087*	Waverly Beach Park Renovation	75,000	0	75,000
PK 0119*	Juanita Beach Park Development	2,700,000	754,137	1,945,863
PK 0131	Park and Open Space Acquisition Program	1,071,000	508,607	562,393
<b>Total Prior Year(s) Funding (Budget to Actuals):</b>		<b>3,846,000</b>	<b>1,262,744</b>	<b>2,583,256</b>

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**City of Kirkland**  
**Revised Preliminary 2011-2016 Capital Improvement Program**

**PUBLIC SAFETY PROJECTS****Funded Projects:**

Project Number	Project Title	Prior Year(s)	2011	2012	2013	2014	2015	2016	2011-2016 Total	Funding Source				
										Current Revenue	Reserve/Prior Year	Debt	External Source	
PS 0062*	Defibrillator Unit Replacement		253,900						253,900	213,280			40,600	
PS 0065*+	Disaster Response Portable Generators		150,000						150,000				150,000	
PS 0066	Thermal Imaging Cameras Replacement			133,000					133,000	98,420			34,600	
PS 0067*	Dive Rescue Equipment Replacement				58,900				58,900	43,600			15,300	
PS 0071*	Self Contained Breathing Apparatus (SCBA)					305,500	316,100		621,600	460,000			161,600	
<b>Total Funded Public Safety Projects</b>			<b>0</b>	<b>403,900</b>	<b>133,000</b>	<b>58,900</b>	<b>305,500</b>	<b>316,100</b>	<b>0</b>	<b>1,217,400</b>	<b>815,300</b>	<b>0</b>	<b>0</b>	<b>402,100</b>

**Unfunded Projects:**

Project Number	Project Title	Total
PS 0068"	Local Emergency/Public Communication AM Radio	119,100
<b>Total Unfunded Public Safety Projects</b>		<b>119,100</b>

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Shaded year(s) = Previous timing

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**City of Kirkland**  
**Revised Preliminary 2011-16 Capital Improvement Program**

**GENERAL GOVERNMENT PROJECTS****Funded Projects:**

Project Number	Project Title	Prior Year(s)	2011	2012	2013	2014	2015	2016	2011-2016 Total	Funding Source			
										Current Revenue	Reserve/Prior Year	Debt	External Source
<b>TECHNOLOGY</b>													
GG 0006 100*	Geographic Information Systems		150,000	212,200	294,600	327,100	304,100	291,000	1,579,000	1,579,000			
GG 0006 160*	Finance and HR System Modules		121,100	119,000	135,600	153,000	171,600	191,200	891,500	891,500			
<b>GG 0006 205</b>	<b>Municipal Court Technology Projects</b>		<b>25,000</b>	<b>25,000</b>					<b>50,000</b>	<b>50,000</b>			
GG 0006 300*	Local and Wide Area Networks		253,100	723,300	654,900	277,500	440,400	667,800	3,017,000	3,017,000			
GG 0006 301*	Disaster Recovery System Improvement	150,000			64,300	166,300			230,600	230,600			
GG 0006 702*+	Maintenance Management System Upgrade			250,000					250,000	89,400	160,600		
<b>FACILITIES</b>													
GG 0008*	Electrical, Energy Management & Lighting Systems			54,400	24,500	38,000	64,700	16,700	198,300		198,300		
GG 0009*	Mechanical/HVAC Systems Replacements		40,000	6,800	23,100	151,400	15,000	18,500	254,800		254,800		
GG 0010*	Painting, Ceilings, Partition & Window Replacements		69,200	59,400	19,600	60,600	283,400	238,200	730,400		730,400		
GG 0011*	Roofing, Gutter, Siding and Deck Replacements				9,200	649,300	4,400	2,000	664,900		664,900		
GG 0012*	Flooring Replacements		39,300	27,100	16,000	64,500	50,500	22,600	220,000		220,000		
GG 0035	City Hall & Public Safety Expansion	10,342,000	11,632,800	11,981,800					23,614,600			23,614,600	
<b>CITYWIDE</b>													
GG 0023*	Neighborhood Connection Program		100,000	100,000	100,000	100,000	100,000	100,000	600,000	600,000			
<b>Total Funded General Government Projects</b>		<b>10,492,000</b>	<b>12,430,500</b>	<b>13,559,000</b>	<b>1,341,800</b>	<b>1,987,700</b>	<b>1,434,100</b>	<b>1,548,000</b>	<b>32,301,100</b>	<b>6,457,500</b>	<b>2,229,000</b>	<b>23,614,600</b>	<b>0</b>

**Unfunded Projects:**

Project Number	Project Title	Total
GG 0006 125	Standard Reporting Tool	135,000
GG 0006 130	Customer Relationship Management System	414,000
GG 0006 203	Police CAD & RMS System Replacement	1,400,000
GG 0006 207	Police ProAct Unit NCIC Handheld Computers	52,000
GG 0006 302"	Help Desk Clientele System Replacement	75,000
GG 0006 401	Utility Billing/Cashiering System Replacement	491,700
GG 0006 402	Financial System Replacement	1,500,000
GG 0006 701	Fleet Management Systems Replacement	80,000
GG 0006 702"	Maintenance Management System Upgrade	250,000
GG 0006 801	Parks Work Order System	55,000
GG 0006 803"	Recreation Registration System Replacement	83,000
GG 0006 804	Wireless in the Parks Expansion	335,000
GG 0037 002	Maintenance Center Expansion - Phase 2	15,000,000
<b>Total Unfunded General Government Projects</b>		<b>19,870,700</b>

**Prior Year(s) Funding (Budget to Actuals):**

Project Number	Project Title	Budget	Actual	Balance
GG 0006 301	Disaster Recovery System Improvements	150,000	148,965	1,035
GG 0035	City Hall & Public Safety Expansion	10,342,000	25,807	10,316,193
<b>Total Prior Year(s) Funding (Budget to Actuals):</b>		<b>10,492,000</b>	<b>174,772</b>	<b>10,317,228</b>

**Notes**

\* = Modification in timing and/or cost (see Project Modification Schedule for greater detail)

+ = Moved from unfunded status to funded status

" = Moved from funded status to unfunded status

Shaded year(s) = Previous timing

Bold italics = New projects