

---

Revised Capital Facilities Plan – strike outs and underlines

## XIII. CAPITAL FACILITIES

---

### ◆ RELATIONSHIP TO THE FRAMEWORK GOALS ◆

---

The ~~Capital Facilities Element~~ highlights the following Framework Goals:

- FG-1 ~~Maintain and enhance Kirkland's unique character.~~
- FG-2 ~~Support a strong sense of community.~~
- ✓ **FG-3 ~~Maintain vibrant and stable residential neighborhoods and mixed-use development, with housing for diverse incomes, ages, and lifestyles.~~**
- ✓ **FG-4 ~~Promote a strong and diverse economy.~~**
- ✓ **FG-5 ~~Protect and preserve environmentally sensitive areas and reduce greenhouse gas emissions to ensure a healthy environment.~~**
- FG-6 ~~Identify, protect and preserve the City's historic resources, and enhance the identity of those areas and neighborhoods in which they exist.~~
- FG-7 ~~Encourage a sustainable community.~~
- FG-8 ~~Maintain and enhance Kirkland's strong physical, visual, and perceptual linkages to Lake Washington.~~

---

## Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

- ✓ ~~FG-9~~ ~~Provide safety and accessibility for those who use alternative modes of transportation within and between neighborhoods, public spaces, and business districts and to regional facilities.~~
- ✓ ~~FG-10~~ ~~Create a transportation system which allows the mobility of people and goods by providing a variety of transportation options.~~
- ✓ ~~FG-11~~ ~~Maintain existing park facilities, while seeking opportunities to expand and enhance the current range and quality of facilities.~~
- ✓ ~~FG-12~~ ~~Ensure public safety.~~
- ✓ ~~FG-13~~ ~~Maintain existing adopted levels of service for important public facilities.~~
- ✓ ~~FG-14~~ ~~Plan for a fair share of regional growth, consistent with State and regional goals to minimize low density sprawl and direct growth to urban areas.~~
- ✓ ~~FG-15~~ ~~Solve regional problems that affect Kirkland through regional coordination and partnerships.~~
- ~~FG-16~~ ~~Promote active citizen involvement and outreach education in development decisions and planning for Kirkland's future.~~
- ~~FG-17~~ ~~Establish development regulations that are fair and predictable.~~

---

## Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

## A. INTRODUCTION

### *Purpose of the Capital Facilities Plan*

---

The Capital Facilities Element is a six-year plan for fully funded capital improvements that supports the City's current and future population and economy. ~~It also includes a list of transportation projects over a 12 year period in time as noted in the combined Tables CF 8 and CF 8A.~~ The principal criteria for identifying needed capital improvements are level of service standards (LOS). The Capital Facilities Element contains level of service standards for each public facility, and requires that new development be served by adequate facilities. The element also contains broad goals and specific policies that guide implementation of adequate public facilities.

The purpose of the Capital Facilities Element is three-fold:

- (1) To establish sound fiscal policies to guide Kirkland in planning for public facilities;
- (2) Identify facilities needed to support growth and development consistent with the policies of the Comprehensive Plan; and
- (3) Establish adopted standards for levels of service.

---

### *What is a capital facility or capital improvement project?*

---

Capital improvements include: the construction of new facilities; the expansion, large-scale renovation, or replacement of existing facilities; and the acquisition of land or the purchase of major pieces of equipment, including major replacements funded by the equipment rental fund or those that are associated with newly acquired facilities.

A capital improvement must meet all of the following criteria:

- ◆ It is an expenditure that can be classified as a fixed asset.
- ◆ It has an estimated cost of \$50,000 or more (with the exception of land).

---

## Revised Capital Facilities Plan – strike outs and underlines

### **XIII. CAPITAL FACILITIES**

- ◆ It has a useful life span of 10 years or more (with the exception of certain equipment which may have a short life span).

---

#### *Why plan for capital facilities?*

---

#### *GROWTH MANAGEMENT*

Capital facilities plans are required in the Comprehensive Plan in order to:

- ◆ Provide capital facilities for land development that is envisioned or authorized by the Land Use Element of the Comprehensive Plan.
- ◆ Maintain the quality of life for the community by establishing and maintaining level of service standards for capital facilities.
- ◆ Coordinate and provide consistency among the many plans for capital improvements, including other elements of the Comprehensive Plan, master plans and other studies of the local government, plans for capital facilities of State and/or regional significance, plans of other adjacent local governments; and plans of special districts.
- ◆ Ensure the timely provision of adequate facilities as required in the GMA.
- ◆ Document all capital projects and their financing.

The Capital Facilities Element is the element that guides the City in the construction of its physical improvements. By establishing levels of service as the basis for providing capital facilities and for achieving concurrency, the Element determines the quality of improvements in the community. The requirement to fully finance the Capital Facilities Plan (or ~~else-revise the Land Use Plan~~) provides the basis for financing the vision of the Plan.ensures that the Plan's vision provides a reality check on the vision set forth in the Comprehensive Plan.

#### *GOOD MANAGEMENT*

Planning for major capital facilities and their costs enables the City to:

- (a) Identify the need for facilities and funding source ~~the need for revenues to pay for facilities~~ ~~them~~;
- (b) Estimate eventual operation and maintenance costs of new capital facilities that impact budgets;
- (c) Take advantage of sources of revenue; ~~(i.e., grants, Public Works Trust Fund, loans, impact fees, real estate excise taxes) that require a Capital Facilities Plan in order to qualify for the revenue;~~ and

---

## Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

- (d) Improve ratings on bond issues when the City borrows money for capital facilities that ~~(thus reducing~~ interest rates and the cost of borrowing money).

---

### *Capital Facilities Element vs. Capital Improvement Program*

---

The Capital Facilities Element contains goals and policies to guide construction of capital improvements to provide new capacity to accommodate growth and ensure that the City's existing infrastructure is maintained. The Capital Facilities Element also contains the Capital Facilities Plan (CFP) that consists of capital projects needed to maintain the adopted level of service standards. The goals and policies in the Capital Facilities Element establish the need for the projects in the Capital Facilities Plan (CFP).

The City's Capital Improvement Program (CIP) addresses construction and acquisition of major capital facilities. Similar to the CFP, the CIP includes projects that provide new capacity to maintain level of service standards. The CIP also includes maintenance, repair, and replacement projects that do not add new capacity but preserve existing infrastructure. The CIP ~~may~~ contains both funded and unfunded projects ~~that are unfunded~~. The Capital Facilities Element, on the other hand, must be balanced – all projects must have an identified funding source.

---

### *Capital Facilities Element vs. Neighborhood Plans*

---

Many of the neighborhood plans identify desired pedestrian, bicycle and park improvements that reflect the interests of residents in those neighborhoods. These improvements are a result of the public process in developing the plans. Some of these desired improvements may be completed with land use development while others may be included in projects funded through grants. Some projects may lack funding sources in the foreseeable future. As projects are prioritized for the CFP and CIP, consideration should be given to funding these desired improvements where appropriate and feasible.

---

### *Explanation of Levels of Service*

---

Levels of service (LOS) are usually quantifiable measures of the number, size and extent of public facilities that are provided to the community. Levels of service may also measure the quality of some public facilities. The measurement of level of service varies by the type of facility and may be changed if the City chooses to take a different approach to the way that LOS is measured. Examples of measurements are response time for fire and emergency service, and gallons per day to each customer for water and sewer.

Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

Typically, measures of levels of service are expressed as ratios of facility capacity to demand. Table CF-1 lists examples of levels of service measures for some capital facilities:

**Table CF-1**

**Sample Level of Service Measurements**

| <b>Type of Capital Facility</b>            | <b>Sample Level of Service Measure</b>  |
|--|---|
| Fire and EMS                               | Response time per % of incidents  |
| Parks                                      | Acres per 1,000 population<br><u>Dollars per person</u>   |
| Roads and Streets<br><u>Transportation</u> | Ratio of actual volume to design capacity<br><u>Completion of network for each of the four transportation modes</u>                                   |
| Schools                                    | Students per classroom  |
| Sewer                                      | Gallons per customer per day<br>Effluent quality  |
| Surface Water                              | Manage runoff to maintain water quality, <u>to ensure safety, welfare and convenience</u> and to preserve hydrologic system and fish/wildlife habitat |
| Water                                      | Gallons per customer per day<br>Water quality   |

In order to make use of the level of service method, the City selects the way in which it will measure each facility (i.e., acres, gallons, etc.), identifies the desired level of service for each measurement and then compares the current level of each service to the desired level. For example, the desired standard for parks might be five acres per 1,000 population, but the current level of service may be 2.58 acres per 1,000, which is less than the desired standard.

---

## Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

---

### *Setting the Standards for Levels of Service*

---

The GMA requires the Capital Facilities Plan to be based on standards for service levels that are measurable and financially feasible. ~~Because the need for capital facilities is largely determined by the levels of service that are adopted, the key to influencing the Capital Facilities Element is to influence the selection of the level of service standards.~~ Level of service standards are measures of the quality of life of the community. The standards should be based on the community's vision of its future and its values. ~~The needs for capital facilities are determined by comparing the inventory of existing facilities to the amount required to achieve and maintain the level of service standard. More details can be found in Appendix A, Level of Service Methodology.~~

Community values and desires change and evolve, and funding levels fluctuate; therefore, adjustments to level of service standards will be required over time. ~~Level of service standards may be modified depending on changing priorities.~~ The challenge is to balance the need for reliability on timely completion of improvements (i.e., ~~development should be able to count on the timely provision of improvements~~) with being responsive to changing conditions. ~~While~~ In addition to the level of service standards are measurements of the performance of facilities, other goals and policies as well as the Vision Statement, Guiding Principles and other goals and policies in the Plan should also be considered when making decisions on capital improvement projects and facilities.

---

### *What is concurrency?*

---

The concurrency requirement in the Growth Management Act mandates that capital facilities be coordinated with new development or redevelopment. Kirkland's concurrency ordinance fulfills this requirement. The City has determined that roads, water and sewer facilities must be available concurrent with new development or redevelopment. This means that adequate capital facilities must have to be finished and in place before, at the time, or within a reasonable time period (~~depending on the type of capital facility needed~~) following the impacts of development. For water and sewer, adequate capital facilities are those facilities which have the capacity to serve the development without decreasing the adopted levels of service for the community below accepted standards. For roads, adequate capital facilities is completion of a portion of the transportation network for each modes at a given time.

For water and sewer, concurrency is determined by comparing the available capacity of road, water and sewer facilities to the capacity to be used by new development. Capacity is determined by the City's adopted LOS standards. If the available capacity is equal to or greater than the capacity to be used by new development, then concurrency is met. If the available capacity is less than the capacity to be used by new development, then concurrency is not met. For roads, concurrency measure the balance between new growth and construction of the transportation network for each mode over the course of a 20-year period. Time is the basis for evaluating the level of completion. ~~Policies CF-4.35.3 and Policy CF-5.26.2 below addresses~~ what options are available to the developer and/or by the City if concurrency is not met.

---

## Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

Meeting concurrency requires a balancing of public and private expenditures. Private costs are generally limited to the services directly related to a particular development. The City is responsible for maintaining adequate system capacity that will meet adopted LOS standards.

---

### *Relationship to Other Elements*

---

The Capital Facilities Plan ensures that the public facilities needed to support many of the goals and policies in the other elements are programmed for construction. Level of service standards for capital facilities are derived from the growth projections contained within the Land Use Element. The Land Use Element also calls for phasing increases in residential and commercial densities to correspond with the availability of public facilities necessary to support new growth. The Capital Facilities Element also ensures that the residential development identified in the Housing Element is supported by adequate improvements ~~(such as sewer, surface water, etc.)~~.

~~All of the funded projects on the 20352022 Transportation Project List in Table T-5 are reflected in the Capital Facilities Element.~~

The Capital Facilities Element is also supported by the Transportation, Environment, Utilities, Public Services and Parks, Recreation and Open Space Elements. Each of these supporting elements provide the policy direction for, ~~and the Capital Facilities Element incorporates~~ the level of service standards, project lists and funding plan to pay for and construct the physical improvements identified in this chapter.

---

Revised Capital Facilities Plan – strike outs and underlines

## **XIII. CAPITAL FACILITIES**

### **B. CAPITAL FACILITIES GOALS AND POLICIES**

Goal CF-1: Contribute to the quality of life in Kirkland through the planned provision of public capital facilities and utilities

Goal CF-2: Implement sustainable development principles with the design and construction of public facilities.

Goal CF-~~32~~: Provide a variety of responses to the demands of growth on capital facilities and utilities.

Goal CF-~~43~~: Identify level of service standards that ensure adequate public facilities to serve existing and future development.

Goal CF-~~54~~: Ensure that water, sewer, and transportation facilities necessary to support new development are available and adequate, and concurrent with new development, based on the City's adopted level of service standards.

Goal CF-~~65~~: Provide needed public facilities that are within the ability of the City to fund or within the City's authority to require others to provide.

Goal CF-~~767~~: Ensure that the Capital Facilities Element is consistent with other cCity, local, regional, and State adopted plans.

---

## Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

### *CAPITAL FACILITIES FOR QUALITY OF LIFE*

One of the basic premises of this Element is that the provision of public facilities contributes to our quality of life. Fire stations, roads, bicycle and pedestrian systems, parks, and other facilities are a physical reflection of community values. The challenge is in keeping up with the demands for new or enhanced facilities as growth occurs or as needs change.

---

***Goal CF-1: Contribute to the quality of life in Kirkland through the planned provision of public capital facilities and utilities.***

---

***Policy CF-1.1:***

Determine needed capital facilities and utilities based on adopted level of service and forecasts of growth in accordance with the Land Use Element.

Levels of service are measurements of the quantity and quality of public facilities provided to the community. By comparing the inventory of existing facilities to the amount required to achieve and maintain the level of service standard, the needs for capital facilities can be determined.

***Policy CF-1.2:***

Design public facilities to be sensitive in scale and design with surrounding uses, and to incorporate common design elements which enhance a sense of community and neighborhood identity.

As the Vision Statement and Guiding Principles Framework Goals describe, a high priority for Kirkland residents is maintaining and enhancing Kirkland's strong sense of community and neighborhood identity. To achieve this, it is important that public facilities are compatible in building height, bulk, and materials with adjacent uses.

***Policy CF-1.3:***

Encourage public amenities and facilities which serve as catalysts for beneficial development.

One of the Guiding Principles Framework Goal 4 strives to promote a sustainable and resilient ~~healthy~~ economy. Certain public facilities, such as parks, utility lines, bicycle lanes, pedestrian walkways, and roads, add to the economic viability of surrounding private development. By providing these improvements, the City creates an environment which attracts desirable economic activities and supports the business community.

***Policy CF-1.4:***

Protect public health and environmental quality through the appropriate design and construction ~~installation~~ of public facilities and through responsible maintenance and operating procedures.

---

## Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

As the Vision Statement and Guiding Principles Framework Goal 5 describe, another high priority for Kirkland residents is protecting the environment. By designing, installing, and maintaining public facilities that are protective of the natural and built environment, the City can take leadership in preserving the natural systems and features sensitive areas and maintaining the urban tree and vegetation canopy in Kirkland.

---

*Goal CF-2: Implement sustainable development principles with the design and construction of public facilities.*

---

*Policy CF-2.11.5:*

Promote conservation of energy, water, and other natural resources and reduce waste in the location, ~~and~~ design of public facilities and utilities using a variety of techniques, including low impact development and sustainable development practices.

Through the location, ~~and~~ design and operation of public facilities and utilities, the City can conserve energy, water, and other natural resources, ~~and~~ minimize impacts to the natural and built environment and reduce waste. The City can be cost-effective with its public facilities by establishing conservation programs in City buildings for energy consumption, materials equipment usage, and constructing buildings based on sustainable development practices. The practices include integrated building and site design, reduced impervious surface, reused waste water for irrigation, alternative sidewalk design, and landscaping used to reduce heat emissions and filter surface runoff. Other measures can be taken, such as increasing energy efficiency in street lights and signals, incorporating sustainable measures into roads, sewer and stormwater projects, and maintaining facilities. See the Built Environment section in the Environment Chapter for additional goals and policies on sustainable practices for public facilities. One example is preserving natural drainage systems rather than relying on piped storm systems. Another example is locating facilities convenient to the population served.

*Policy CF-2.2:*

Use life cycle cost analysis to determine the most cost-effective facility design and construction strategies over the life time of a public facility.

Life Cycle Cost Analysis (LCCA) is a process of evaluating the economic cost of a facility over its lifetime. LCCA balances the initial monetary investment with the long term cost of owning, operating, and maintaining a facility. LCCA analysis looks at the trade-offs between low initial costs and long-term cost savings, determines the most cost-efficient facility design and construction strategies, and calculates how long it will take for a specific design to pay back its incremental cost. The cumulative cost of operating and maintaining facilities is considered in the LCCA analysis. Over the long run, LCCA analysis would reduce total cost of facility ownership resulting in a cost savings to the City.

---

## Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

### *RESPONSES TO GROWTH*

The Growth Management Act requires that the City ~~both~~ accommodate its fair share of the forecasted regional growth and, at the same time, provide and maintain acceptable level of service standards that are financially feasible. The Act also requires that the City ~~to~~ ensures that the public facilities and services necessary to support development are available for occupancy and use without decreasing the adopted level of service standards.

---

***Goal CF-32:*** *Provide a variety of responses to the demands of growth on capital facilities and utilities.*

---

***Policy CF-3.12.1:***

Concentrate land use patterns to encourage efficient use of transportation, water, sewer and surface water management facilities and solid waste, police, and fire protection services in order to reduce the need to expand facilities and services.

Land use patterns, including density, location, ~~and~~ type, and mix of uses, affect the demands on all public facilities and the levels of service provided to each neighborhood. One example is encouraging new development or redevelopment where public facilities already exist which may alleviate the need for constructing new facilities.

Note: Policy CF 2.2 is integrated into Policy 2.1 under new Goal CF-2.

***Policy CF-2.2:***

~~Make efficient and cost effective use of existing public facilities using a variety of techniques, including low impact development techniques and sustainable building practices.~~

~~The City can be cost effective with its public facilities by establishing conservation programs in City buildings for energy consumption, materials, and equipment usage, and constructing buildings based on sustainable principles. Reducing demand is a cost effective use of facilities by controlling the extent and nature of the public's demand on City services. Improved scheduling can also add to the efficient and cost effective use of facilities. Low impact development techniques and sustainable building practices also offer efficient and cost effective use of public facilities while providing environmental benefits. The practices include integrated building and site design, reduced impervious surface, reused waste water for irrigation, alternative sidewalk design, and landscaping used to reduce heat emissions and filter surface runoff.~~

## Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

~~The City should take a leadership role in the community by using and promoting these sustainable development practices. In addition, the City should maintain existing public facilities to protect the community's investment in these facilities.~~

### ***Policy CF-3.22.3:***

Provide additional public facility capacity consistent with available funding when existing facilities are used to their maximum level of efficiency.

Before additional facilities are built, existing facilities should be used to the maximum extent possible by efficient scheduling and demand management. When increased capacity is warranted, costly retrofits should be avoided by incorporating all improvements up front. For example, the addition of bike lanes and pedestrian walkways identified in the City's Transportation Master Plan and Active Transportation Nonmotorized Plan should be included when streets are widened, or newly constructed.

### ***Policy CF-3.32.4:***

If all other responses to growth fail, then restrict the amount and/or location of new development in order to preserve the level of service of public facilities and utilities.

The Growth Management Act provides that funding and LOS standards can be adjusted to accommodate new development or redevelopment and still meet the concurrency test (see discussion in the Introduction, "What is concurrency?;" in this Element). However, if these adjustments are unacceptable, then the amount, location, or phasing of new development should be restricted.

### ***LEVEL OF SERVICE STANDARDS AND CONCURRENT PROVISION OF ADEQUATE PUBLIC FACILITIES***

Level of service standards are the benchmark the City uses to determine the adequacy of public facilities to serve existing and new development. The City may choose the level of service standards it desires, but they must be achievable with existing facilities plus any additional capital improvement projects identified in the Comprehensive Plan.

---

***Goal CF-43: Identify level of service standards that ensure adequate public facilities to serve existing and future development.***

---

The Capital Facilities Plan includes project lists and a financing plan ~~Improvements Schedule and Financing Plan~~ to assure that adequate public facilities can be provided concurrent with their demands. The City must ensure that the improvements are made in a timely manner so as to not jeopardize concurrency requirements. One of the basic goals of GMA is to ensure that growth does not outpace the demand for public facilities. In that sense, the community is assured that its infrastructure needs are met when development occurs.

Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

## SEWER AND WATER FACILITIES

Water and sewer facilities are essential to public health. Therefore, they must be available and adequate upon first use of development. The Growth Management Act permits up to six years to achieve standards for transportation facilities after new development is completed.

**Policy CF-4.13.1:**

Use the following level of service standards for determining the need for public sewer and water facilities:

**Table CF 1-2  
Sewer and Water Level of Service**

| Facility   | Standard   |
|--|--|
| Water distribution for residential use:  | 103 gallons per day per person/day/capita  |
| Water storage distribution for all other uses (irrigation, business and fire suppression): | 249 gallons per day per person /day/capita (includes 1.5 million gallons for fire storage) |
| Sanitary sewer collection  | 100 gallons per day per person/day/capita  |

Sewer and water facilities are essential to the protection and enhancement of public health and thus are tied directly to concurrency requirements. While the City does not provide the source for water, nor the treatment for sewer, level of service standards are used to determine the capacity of facilities to accommodate growth at the local and regional levels.

## TRANSPORTATION FACILITIES (INCLUDING TRANSIT)

**Policy CF-4.23.2: Transportation Level of Service**

Use the following level of service standards for determining the need for transportation facilities, including auto, bicycle and pedestrian improvements, and transit service:

Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

**Table CF-2**  
**Transportation Level of Service**

| <b>Level of Completion Area</b>               | <b>What is to be completed with the 20 year plan</b>   |
|---|--|
| Maintain: Pavement condition                  | All collector and arterial streets have new surface.   |
| Walk: School Walk Routes                      | Sidewalk on one side of school walk routes on collector and arterial streets.  |
| Walk: 10 minute neighborhoods                 | Sidewalk on one side of collector and arterial streets in highest scoring 10 minute neighborhood routes.   |
| Walk: Crosswalks                              | Upgrade 85 crosswalks on arterials that have limited improvements and 71 crosswalks with poor lighting.  |
| Bike: On-street bike lanes                    | Improve the bike system to better than 5' wide unbuffered lanes.   |
| Bike: Greenway network                        | Complete the greenway network <sup>1</sup>   |
| Transit: Passenger environment                | Improve lighting, shelters, etc. at 30 highest ridership locations.  |
| Transit: Speed and reliability                | Transit signal priority at 45 intersections <sup>2</sup> on high priority transit routes.  |
| Auto: Intelligent Transportation System (ITS) | Improvements to ITS system <sup>3</sup> including connecting signals, parking technology, advance control methods, and improved traveler information.                                    |
| Auto: Capacity projects                       | NE 132 <sup>nd</sup> Street: intersection and street projects<br>100 <sup>th</sup> Avenue: design and construction<br>Interchange design/development<br>Juanita Drive: auto improvements |

Level of service standards for each mode in Table CF-2 primarily address completeness of various aspects of the transportation network, in order to complement the concurrency system and to directly measure standard for which the City has control. Therefore, the City uses the term “level of completion” in place of “level of service” when referring to the actual measure. The Growth Management Act requires that the City to use the term “level of service” for the overall approach. The level of completion choices made for each mode are aligned with the proposed 20--year network project list as shown in the table below. Time is the basis for evaluating the level of completion. Level of completion measures the rate of project completion over the course of the 20- year period. See Transportation Element for more on Level of Service standards.

Utilize the following vehicular peak hour standards for the transportation subareas of the City:

**Table CF-3**  
**Maximum Allowed Subarea Average V/C Ratio for System Intersections and Maximum Allowable V/C Ratio for Individual System Intersections**

|   |      |      |      |      |      |
|---|------|------|------|------|------|
| <i>Use as Maximum Allowed Average V/C after January 1st</i> → | 2004 | 2005 | 2006 | 2007 | 2008 |
| Forecast for Year →   | 2009 | 2010 | 2011 | 2012 | 2013 |

<sup>1</sup> Excludes two bridges over I-405

<sup>2</sup> Placeholder improvements pending completion of transit plan

<sup>3</sup> Improvements beyond work currently funded

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

| Subarea   | Average V/C Ratio |      |      |      |      |
|---|-------------------|------|------|------|------|
|   | Southwest         | 0.89 | 0.89 | 0.89 | 0.90 |
| Northwest   | 0.88              | 0.89 | 0.89 | 0.90 | 0.91 |
| Northeast   | 0.86              | 0.87 | 0.87 | 0.88 | 0.89 |
| East  | 1.04              | 1.04 | 1.04 | 1.05 | 1.05 |
| Maximum Allowable V/C ratio for Individual System Intersections | 1.40              | 1.40 | 1.40 | 1.40 | 1.40 |

~~\* See Transportation Element for definition of V/C ratio and further explanation of the vehicular Level of Service Standard.~~

**Table CF-4**  
**2003 and Forecasted Subarea Average LOS for System Intersections**

| Subarea   | Subarea Average V/C Ratio |      |      |
|-----------|---------------------------|------|------|
|           | 2003 Traffic Count        | 2009 | 2022 |
| Southwest | 0.77                      | 0.89 | 0.92 |
| Northwest | 0.83                      | 0.88 | 1.05 |
| Northeast | 0.76                      | 0.86 | 0.99 |
| East      | 0.94                      | 1.04 | 1.08 |

~~\* 2009 includes 2003 existing traffic plus projects approved but not yet built.~~

*Transit*

**Policy CF-3.3:**

Strive to achieve a 65 percent SOV and a 35 percent non-SOV level of work trips by 2022.

The mode split goal is intended to measure how successful we are in providing travel options or reducing demand for single-occupant vehicles. The targets have been incorporated into the City's traffic model in order to determine vehicular level of service. Please refer to the Transportation Element and Introduction, Setting the Standards for Levels of Service, in this Element for further discussion.

Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

## OTHER PUBLIC FACILITIES

The “concurrency” requirement does not apply to the facilities listed in Table ~~CF-3~~CF-5. New development will not be denied based on the standard found in Table ~~CF-3~~CF-5. However, mitigation, impact fees, or other developer contributions may be required to meet the standards for the public facilities found in Table ~~CF-3~~CF5 for level of service.

**Policy CF-4.33.4:**

Use the following level of service standards to determine the need for public facilities:

**Table ~~CF-3~~CF-5  
Six-Year Public  
Facilities Level of  
Service for Surface  
Water Management,  
Fire and EMS, and  
Park**

| Facility                 | Standard  |
|--------------------------|---|
| Surface water management | <p><u>Conveyance, flow control, and water quality treatment per the Stormwater Management Manual for Western Washington or equivalent to prevent flooding, and protect water quality, and habitat in streams and lakes</u> <del>Convey, detain and treat stormwater runoff to maintain water quality and preserve hydrologic system and fish/wildlife</del></p> |
| Fire and EMS             | <p>Response times:</p> <ul style="list-style-type: none"> <li>• <del>Emergency medical: 5 minutes to 90% of all incidents</del></li> <li>• <del>Nonemergency medical: 10 minutes to 90% of all incidents</del></li> <li>• Fire suppression: 5.5 minutes to 90% of all</li> </ul>  |

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

|   |   |
|---|---|
|   | incidents   |
| <u>Park</u><br><del>Neighborhood parks</del>                | \$ _____ per person<br><i>(see note below)</i><br>2.1 acres/1,000 persons |
| Community parks   | 2.1 acres/1,000 persons   |
| Nature parks  | 5.7 acres/1,000 persons   |
| <del>Indoor (nonathletic)<br/>recreation space</del>        | 700 sq. ft./1,000 persons   |
| <del>Indoor (athletic)<br/>recreation space</del>           | 500 sq. ft./1,000 persons   |
| Bicycle facilities  | 46.2 miles —  |
| Pedestrian facilities                                       | 118 miles —   |
| <del>Completion of<br/>bicycle network by<br/>2022</del>    | 64% —   |
| <del>Completion of<br/>pedestrian network<br/>by 2022</del> | 72% —   |

*Note: Park Level of Service - Dollar amount spent per person will be determined based on Park Impact Rate study prepared in summer-fall 2015 with final number standard by City Council in December 2015.*

Although the above level of service standards are not tied directly to concurrency requirements, they are important to the City’s functioning and the City should strive to meet or exceed them. The LOS standards identified here are one factor to consider when making decisions on these types of capital projects. Other factors which should be considered are community goals and values, system connections, such as (trails, sidewalks, and pathways), and location and proximity to population served.

---

## Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

### *Policy CF-~~4.43.5~~:*

Provide, or arrange for others to provide, the capital improvements listed in this Capital Facilities Plan needed to achieve and maintain standards adopted in this Plan.

While the City is responsible for its Capital Improvement Program, in many cases, capital facilities are provided by others – such as the State, developers, or special districts. The City should coordinate the provision of these facilities in order to ensure that the levels of service identified in the plan can be achieved.

### *CONCURRENCY*

---

*Goal CF-~~54~~: Ensure that water, sewer, and transportation facilities necessary to support new development are available and adequate concurrent with new development, based on the City's adopted level of service standards.*

---

### *Policy CF-~~5.14.1~~:*

Monitor the levels of service for water, sewer and transportation facilities and ensure that new development does not cause levels of service to decline below the adopted standards.

The City should evaluate the capacity needs of new development against existing or planned capacity to ensure that the adopted levels of service are maintained for water, sewer, and transportation.

### *Policy CF-~~5.24.2~~:*

Ensure levels of service for water and sewer are adequate no later than occupancy and use of new development.

Water and sewer facilities are essential to public health, therefore they must be available and adequate upon first use of development.

### *Policy CF-~~5.34.3~~:*

Ensure levels of service for road facilities are met no later than six years after occupancy and use of new development.

The Growth Management Act allows up to six years to achieve standards for transportation facilities because they do not threaten public health, ~~and because they are very expensive, and are built in large "increments,"~~ (i.e., a section of road serves many users).

Concurrency is a benchmark for determining the extent to which new development must address the impacts that it creates on selected facilities: water, sewer and roads. If concurrency is not met, several options (or a combination thereof) are available to meet concurrency:

---

## Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

- (a) Improve the public facilities to maintain the levels of service; or
- (b) Revise the proposed development to reduce impacts to maintain satisfactory levels of service; or
- (c) Phase the development to coincide with the availability of increased water, sewer, and transportation facilities.

### *FUNDING AND FINANCIAL FEASIBILITY*

Financial feasibility is required for capital improvements by the Growth Management Act. Estimates for funding should be conservative and realistic based on the City’s historical track record. Financial commitments should be bankable or bondable. Voter-approved revenue, such as bonds, may be used, but adjustments must be made if the revenue is not approved. Adjustments can include substituting a different source of revenue, reducing the level of service, and/or reducing the demand for public facilities.

In addition, facilities should not be built if the provider cannot afford to operate and maintain them or to arrange for another entity to operate and maintain the facilities.

---

***Goal CF-65: Provide needed public facilities that are within the ability of the City to fund or within the City’s authority to require others to provide.***

---

***Policy CF-6.15.1:***

Base the Capital Facilities Plan on conservative estimates of current local revenues and external revenues that are reasonably anticipated to be received by the City.

Financial feasibility is required for capital improvements, and “financial commitments” are required for transportation improvements. Estimates for funding should be conservative and realistic based on the City’s historical track record. The forecasts need not be the most pessimistic estimate, but should not exceed the most likely estimate. “Financial commitments” should be bankable or bondable.

***Policy CF-6.25.2:***

Consider adjustments to the adopted levels of service, land use plan and/or revenue sources if funding is not available to finance capacity projects for capital facilities and utilities.

If projected funding is inadequate to finance needed capital facilities and utilities based on adopted level of service standards and forecasted growth, the City should make adjustments to one or more of the following areas: level of service, Land Use Element, sources of revenue and/or timing of projects.

---

## Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

If new development would cause levels of service to decline, the City may allow future development to use existing facilities (thus reducing levels of service), or reduce future development (in order to preserve levels of service), or increase revenue (in order to purchase facility level of service to match future development). Naturally, the City can use a combination of these three strategies.

### *Policy CF-~~6.35.3~~*

Use a variety of funding sources to finance facilities in the Capital Facilities Plan.

The City's first choice for financing future capital improvements is to continue using existing sources of revenue that are already available and being used for capital facilities. These sources may include ~~the following:~~ gas tax, business licenses~~sales tax~~, utility connection charges, utility rates, roads and park levies, reserves, general funds, real estate exercise tax, interest income, debt, impact fee for roads and parks, grants and infrastructure financing programs.

If these sources are inadequate, the City will need to explore the feasibility of additional revenues.

The second quarter percent real estate tax is limited by state law to capital improvements for streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, sanitary sewer systems, and parks and recreational facilities, but not land acquisition for parks or recreational facilities. ~~Local ordinance requires that the second quarter percent real estate tax must be used to fund transportation projects.~~

Impact fees are subject to a number of limitations in State law:

- ◆ Impact fees are authorized only for roads, parks, fire protection, and schools.
- ◆ There must be a balance between impact fees and other sources of public funds; the City cannot rely solely on impact fees.
- ◆ Impact fees can only be imposed for system improvements which:
  - (a) Reasonably relate to the new development;
  - (b) Do not exceed a proportionate share of the costs related to the new development;
  - (c) Are used to reasonably benefit the new development; and
  - (d) Are not for existing deficiencies.
- ◆ Impact fee rates must be adjusted to reflect the payment of other taxes, fees, and charges by the development that are used for the same system improvements as the impact fee.
- ◆ Impact fees may serve in lieu of some of the facilities required to be provided by developers.

---

## Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

Impact fees for roads have replaced, in most cases, mitigation fees and concomitant agreements collected under the State Environmental Policy Act (SEPA) to create a more simplified and predictable system.

***Policy CF-6.45.4:***

Utilize the surface water utility to fund projects needed to meet established level of service standards.

One method for financing surface water management is a utility-based service charge. Municipal surface water utilities are established under Chapter 35.67 RCW and are funded through a monthly service charge. Rates are based on a charge per equivalent residential unit or on impervious area for commercial and industrial properties.

***Policy CF-6.55.5:***

Match revenue sources to capital projects on the basis of sound fiscal policies.

Sound fiscal policies include (a) cost effectiveness, (b) prudent asset and liability management, (c) limits to the length of financing to the useful life of the project, (d) efficient use of the City's borrowing capacity, and (e) maximize use of grants and other nonlocal revenues.

***Policy CF-6.65.6:***

Arrange for alternative financial commitments in the event that revenues needed for concurrency are not received from other sources.

The concurrency facilities (water, sewer, and transportation) must be built, or else desirable development that is allowed in the Comprehensive Plan may be denied. If the City's other financing plans for these facilities do not succeed, the City must provide a financial safety net for these facilities. One source of funding that is available at the discretion of the City Council is councilmanic bonds or revenue bonds (for utilities). The only disadvantage of these bonds is that their repayment is from existing revenues (that are currently used for other purposes which will be underfunded by the diversion to repayment of councilmanic bonds).

***Policy CF-6.75.7:***

Revise the financing plan in the event that revenue sources that require voter approval in a referendum are not approved.

The financing plan can use revenues that are subject to voter approval, such as bonds, but the plan must be adjusted if the revenue is not approved. Adjustments can include substituting a different source of revenue, reducing the level of service, and/or reducing the demand for public facilities.

***Policy CF-6.85.8:***

Ensure that the ongoing operating and maintenance costs of a capital facility are financially feasible prior to constructing the facility.

Facilities should not be built if the provider cannot afford to operate and maintain them.

---

## Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

### *Policy CF-~~6.95.9~~:*

Ensure that new development pays a proportionate share of the cost of new facilities needed to serve such development, including transportation facilities, parks, or the extension of water and sewer lines as needed to serve the development proposal.

New development should contribute its proportionate share of the cost of facilities needed by the development. The contribution may be in the form of installing the improvements (i.e., extension of utility lines), a contractual agreement to contribute towards the installation of the facilities upon determination of need by the City, or in cash.

### *Policy CF-~~6.105.10~~:*

Where appropriate, the City may use local improvement districts or latecomer fees to facilitate the installation of public facilities needed to service new development.

Some new development may be able to fulfill its obligation by creating a special district. Others may be required to build (or pay for) entire facilities, such as ~~(i.e., a new road)~~ to serve their development, but they may recoup some of the cost from other subsequent development through (“latecomers”) agreements that use the excess capacity created by the new public facility.

### *CONSISTENCY WITH OTHER PLANS*

Many of Kirkland’s public facilities and utilities are integrally connected with other local and regional systems, such as water, sewer, surface water management, and fire and emergency management. In addition, parts of Kirkland receive water and sewer service from separate utility districts.

The Growth Management Act requires close coordination among local, regional, and State plans and programs. This requirement assumes that each jurisdiction is part of a larger whole and that the actions of one affect and are affected by the actions of other jurisdictions.

### *Policy CF-6.11:*

Where appropriate, the City may use infrastructure financing programs to fund capital improvements in areas designated for growth.

When partnering with King Country on regional Transfer Development Rights (TDR) efforts, the City may require King Country to provide funding for capital projects in neighborhoods accepting increased development capacity through TDR, such as transportation and park improvements.

Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

*Goal CF-76: Ensure that the Capital Facilities Element is consistent with other City, local, regional, and State adopted plans.*

The following documents have been reviewed and taken into consideration during the development of the Capital Facilities Element. These are considered to be “functional or management plans.” They are intended to be more detailed, often noting technical specifications and standards. They are designed to be an implementation tool rather than a policy-guiding document.

**Table ~~CF-4~~CF-6  
Functional and Management Plans**

|  |
|--|
| City of Kirkland Fire <u>Strategic</u> <del>Protection</del> Master Plan |
| City of Kirkland Comprehensive Water <u>System</u> Plan                  |
| City of Kirkland Comprehensive Sewer Plan                                |
| City of Kirkland <del>2011-2016</del> Capital Improvement Programs       |
| <u>City of Kirkland</u> Surface Water Master Plan                        |
| <u>City of Kirkland</u> Transportation Master Plan                       |
| <u>City of Kirkland</u> Active Transportation Plan                       |
| <u>City of Kirkland</u> Commute Trip Reduction Basic Plan                |
| <u>City of Kirkland</u> Natural Resource Management Plan                 |
| <u>City of Kirkland</u> Urban Forestry Strategic Management Plan         |
| <u>City of Kirkland</u> Parks, Recreation and Open Space Plan            |
| <u>City of Kirkland</u> Downtown Strategic Plan                          |
| <u>City of Kirkland</u> Housing Strategy Plan                            |
| <u>City of Kirkland</u> Climate Protection Action Plan                   |

Revised Capital Facilities Plan – strike outs and underlines

## XIII. CAPITAL FACILITIES

|  |
|--|
| <u>City of Kirkland Shoreline Master Program</u>                           |
| King County Solid Waste Division Comprehensive Solid Waste Management Plan |
| Northshore Utility District Comprehensive Water Plan                       |
| Northshore Utility District Sewer and Water Plan                           |
| <u>Woodinville Water District Plan</u>                                     |
| Lake Washington School District Capital Facilities Plan                    |
| <del>Shoreline Restoration Plan</del>                                      |

***Policy CF-7.16.1:***

In the event of any inconsistency between the City’s Comprehensive Plan and a functional or management plan, the Comprehensive Plan will take precedence.

As required under the Growth Management Act, the Comprehensive Plan is the overall plan to which all other functional plans must be consistent. Table ~~C-4C-6~~ above lists the City’s major functional and management plans. As functional and management plans are updated, they may result in proposed revisions to the Comprehensive Plan.

***Policy CF-7.26.2:***

Reassess the Comprehensive Plan annually to ensure that capital facilities needs and utilities needs, financing and level of service are consistent, and that the plan is internally consistent.

The Growth Management Act requires that the Comprehensive Plan be reviewed on an annual basis to determine if the adopted level of service standards are still appropriate, if the capital facilities and utilities needs are being met, and if the financing plan is balanced. Also, the Capital Facilities Element must be revised as necessary to ensure consistency with other Plan elements.

***Policy CF-7.36.3:***

Coordinate with non-City providers of public facilities on a joint program for maintaining adopted levels of service standards, concurrency requirements, funding, and construction of shared public facilities.

To assure that all Kirkland residents are provided comparable levels of service, the City should work with the non-City providers to agree on LOS standards, to implement and fund programs to meet those LOS standards, and establish consistent concurrency requirements.

---

## Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

### *Policy CF-7.46.4:*

Ensure the efficient and equitable siting of essential regional capital facilities through cooperative and coordinated planning with other jurisdictions within the region.

As required by the Growth Management Act, the City must facilitate the siting of essential regional facilities that need to locate in Kirkland. In Goal LU-8 and its related policies under the Land Use Element, the City sets forth criteria and processes for siting of regional facilities.

### *POTENTIAL ANNEXATION AREAS*

~~One goal of GMA is to conserve land and make efficient use of public facilities by concentrating development in urban growth areas. Unincorporated areas often have lower service levels than cities which result in higher costs to “catch up” to the adopted levels of service for those areas after annexation.~~

---

~~*Goal CF-7: Ensure that adequate public facilities and utilities are provided to Kirkland’s Potential Annexation Area.*~~

---

### *Policy CF-7.1:*

~~Strive to achieve levels of service for public facilities in Kirkland’s potential annexation area consistent with and, where appropriate, identical to those for the City of Kirkland.~~

~~In some cases, the level of service in the surrounding potential annexation area is not as high as in Kirkland. Instead of waiting for annexations to occur, the City should plan ahead and work with the County and other providers to make the level of service in the urban growth area consistent, where possible, with Kirkland.~~

### *Policy CF-7.2:*

~~Coordinate the provision of public services and utilities in areas that are annexed to the City, including, where appropriate, transfer of capital facilities and committed financing to the City from appropriate non-City providers upon annexation of new areas into the City, as follows:~~

~~With annexation often comes the responsibility of completing unfinished or ongoing capital facility projects within the annexed area and, in some cases, taking over operation and maintenance of facilities and/or utility systems. To make this transition, the City should coordinate with the non-City provider to transfer both committed funds and the facilities to Kirkland.~~

### **Table CF-7 Public Facility Providers**

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

| Public Facility            | Before Annexation      | After Annexation    |
|----------------------------|------------------------|---------------------|
| Fire protection/EMS        | Fire District          | Kirkland            |
| Law enforcement            | King County            | Kirkland            |
| Library                    | Library District       | Library District    |
| Parks and recreation       |                        |                     |
| a. Local                   | King County            | Kirkland            |
| b. Regional                | King County            | King County         |
| Roads                      |                        |                     |
| a. Local roads             | King County            | Kirkland            |
| b. Sidewalks               | King County            | Kirkland            |
| e. Bike/pedestrian trails  | King County            | Kirkland            |
| d. State                   | Washington State       | Washington State    |
| Transit                    | King County            | King County         |
| Sanitary sewer             | Districts              | Kirkland            |
| Potable water              | Districts              | Kirkland            |
| Surface water              | King County            | Kirkland            |
| Schools                    | Districts              | Districts           |
| Solid waste                |                        |                     |
| a. Disposal                | King County            | King County         |
| b. Collection              | King County (contract) | Kirkland (contract) |
| General government offices | King County            | Kirkland            |

---

## Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

## C. CAPITAL FACILITIES PLAN

### *Introduction*

---

The following Tables ~~CF-5~~CF-8 through ~~CF-10~~CF-12 list the capital improvement projects for the six-year planning period for transportation, utilities, parks, and ~~fire~~public safety and a six-year period for transportation projects beyond the six-year planning period. In each table, the projects are grouped into one or more of the three categories: funded projects, utility funded projects, and bond projects.

The cost of each capital improvement project is shown in ~~current~~ real dollars—~~no inflation factor has been applied with expected inflation according to project category allied in future years. Costs will be revised as part of the review and update of the Comprehensive Plan together with the Capital Improvement Program.~~

Most of the funded projects for transportation and utilities are needed to meet the adopted six-year LOS standards for concurrency. In addition, many of the capital improvement projects listed will meet the adopted LOS standards, eliminate existing deficiencies, make available adequate facilities for future growth, and repair or replace obsolete or worn out facilities.

---

### *Projects*

---

#### ***FUNDED PROJECTS – TRANSPORTATION, UTILITIES, STORMWATER, PARKS, AND FIRE AND EMERGENCY SERVICES***

Tables ~~CF-5~~CF-8 through ~~CF-10~~CF-12 contain a list of funded capital improvements along with a financing plan. Specific funding sources and amounts of revenue are shown which will be used to pay for the proposed funded capital projects. The funding sources for the funded projects are a reflection of the policy direction within the text of this Element.

The revenue forecasts and needed capital projects are based on the Capital Improvement Program. When the Capital Improvement Program (CIP) is updated, the projects within the Capital Facilities Plan should be changed to match the CIP document.

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

**Transportation projects** are found in Tables ~~CF-5~~CF-8, ~~CF-5A~~CF-8A, and ~~CF-6~~CF-9 and CF-7. They include pedestrian, bicycle, nonmotorized, street and traffic intersection improvements. Transportation grants require matching City funds so the City should provide the funds from the funding sources found in Policy ~~CF-5.36.3~~. Here is a description of the transportation tables:

- ◆ ~~Table CF-5~~ Table CF-8 contains the funded six-year project list ~~and~~
- ◆ ~~Table CF-5A~~ Table CF-8A is a ~~six-year~~ financing plan for transportation projects beyond the adopted six-year Capital Facilities Plan.
- ◆ ~~Table CF-6~~ Table CF-9 contains both the funded and unfunded multi-year project list ~~through 2022~~.
- ◆ Table CF-7 contains projects that are required to meet level of service standards for concurrency.

As priorities change and/or projects on Tables ~~CF-5~~CF-8 and ~~CF-5A~~CF-8A are completed, projects from the multi-2022-year list will be moved to these tables. Unfunded projects are included in the Capital Facilities Plan to be eligible for grants and to reflect future intent of projects to be added to the funded list. A descriptive list of multi-year transportation projects through 2022 is found in the Transportation Element’s Table T-5 (*note: table number to be updated to match number in Transportation Element*) and a map showing the location of the projects is found in Figure T-6 (*note: table number to be updated to match number in Transportation Element*) contained in the Transportation Element.

**Funded w**Water, sewer and surface water utility projects are found in Tables ~~CF-10A~~ CF-8A and ~~CF-8B~~CF-10B with all projects as funded.

**Funded p**Park projects are found in Table ~~CF-9~~CF-11 with all projects as fully funded, including ~~several of the park projects~~ are funded with voter-approved bonds.

**Funded f**Fire protection and emergency services projects are found in Table ~~CF-10~~CF-12 with all projects as funded.

**Tables below will be revised to match tables in Capital Improvement Program under review this summer-fall 2015 by City Council**

~~Table CF-5~~Table CF-8  
Capital Facilities Plan: Transportation Projects –2013-2018

**SOURCES OF FUNDS**

| <i>Revenue Type</i> | <i>Revenue Source</i> | <i>2013</i> | <i>2014</i> | <i>2015</i> | <i>2016</i> | <i>2017</i> | <i>2018</i> | <i>Six-Year Total</i> |
|---------------------|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-----------------------|
|---------------------|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-----------------------|

## Revised Capital Facilities Plan – strike outs and underlines

**XIII. CAPITAL FACILITIES**

|                      |  |            |            |            |           |           |            |            |
|----------------------|--|------------|------------|------------|-----------|-----------|------------|------------|
| Local                | Surface Water Fees   | 905,500    | 208,900    | 243,800    | 444,000   | 461,300   | 580,000    | 2,843,500  |
| Local                | Solid Waste  | 300,000    | 300,000    | 300,000    | 300,000   | 300,000   | 300,000    | 1,800,000  |
| Local                | Real Estate Excise Tax   | 1,424,000  | 1,467,000  | 1,511,000  | 1,556,000 | 1,602,000 | 1,651,000  | 9,211,000  |
| Local                | Sales Tax  | 270,000    | 270,000    | 270,000    | 270,000   | 270,000   | 270,000    | 1,620,000  |
| Local                | Gas Tax  | 558,000    | 575,000    | 592,000    | 610,000   | 628,000   | 647,000    | 3,610,000  |
| Local                | Impact Fees (excluding Park Place and Totem Lake Mall)                     | 350,000    | 350,000    | 350,000    | 350,000   | 350,000   | 350,000    | 2,100,000  |
| Local                | Reserves   | 557,500    | 480,000    | 480,000    | 480,000   | 480,000   | 480,000    | 2,957,500  |
| Local                | 2012 Road Levy   | 2,845,000  | 2,574,000  | 2,600,000  | 2,600,000 | 2,600,000 | 2,600,000  | 15,819,000 |
| External             | Grants   | 5,693,200  | 5,691,900  | 2,501,000  |           |           |            | 13,886,100 |
|                      | <i>Subtotal 2013-2018 Fund Sources excluding Park Place and Totem Lake</i> | 12,903,200 | 11,916,800 | 8,847,800  | 6,610,000 | 6,691,300 | 6,878,000  | 53,847,100 |
| External             | Developer Funded – Park Place (Including Impact Fees)                      |            | 200,000    | 1,331,000  | 1,297,000 | 789,400   | 7,218,000  | 10,835,400 |
| External             | Developer Funded – Totem Lake (Including Impact Fees)                      |            | 1,500,000  | 1,500,000  |           |           |            | 3,000,000  |
| <b>Total Sources</b> |  | 12,903,200 | 13,616,800 | 11,678,800 | 7,907,000 | 7,480,700 | 14,096,000 | 67,682,500 |

**USES OF FUNDS**

Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

**Funded Projects**

| <i>Project Number</i> | <i>Project Title</i>                                | <i>2013</i> | <i>2014</i> | <i>2015</i> | <i>2016</i> | <i>2017</i> | <i>2018</i> | <i>Six-Year Total</i> |
|-----------------------|---|-------------|-------------|-------------|-------------|-------------|-------------|-----------------------|
| ST-0006               | Annual Street Preservation Program                  | 1,750,000   | 1,750,000   | 1,750,000   | 1,750,000   | 1,750,000   | 1,750,000   | 10,500,000            |
| ST-0006-002           | Annual Street Preservation Program—One-Time Project |             | 1,122,000   |             |             |             |             | 1,122,000             |
| ST-0006-003           | Street Maintenance and Pedestrian Safety            | 2,345,000   | 2,574,000   | 2,600,000   | 2,600,000   | 2,600,000   | 2,600,000   | 15,319,000            |
| ST-0057-004           | NE 120th St Roadway Extension (East Section)        | 3,595,000   |             |             |             |             |             | 3,595,000             |
| ST-0080               | Annual Striping Program                             | 300,000     | 350,000     | 350,000     | 350,000     | 350,000     | 350,000     | 2,050,000             |
| ST-0082               | Juanita Drive Corridor Study                        | 200,000     | 80,000      |             |             |             |             | 280,000               |
| ST-0083               | 100th Ave-NE Corridor Study                         | 50,000      |             |             |             |             |             | 50,000                |
| ST-8888               | Annual Concurrence Street Improvements              |             |             | 482,400     | 480,000     | 215,000     | 852,500     | 2,029,900             |
| ST-9999               | Regional Inter-Agency Coordination                  | 82,000      | 82,000      | 82,000      | 82,000      | 82,000      | 82,000      | 492,000               |
| NM-0012               | Crosswalk Upgrade Program                           | 70,000      |             | 70,000      |             | 70,000      |             | 210,000               |
| NM-0024               | Cross Kirkland Corridor—Interim Trail               | 2,158,000   | 1,239,000   |             |             |             |             | 3,397,000             |
| NM-0024-101           | Cross Kirkland Corridor—Master Plan                 | 500,000     |             |             |             |             |             | 500,000               |
| NM-0057               | Annual Sidewalk Maintenance Program                 | 200,000     | 200,000     | 200,000     | 200,000     | 200,000     | 200,000     | 1,200,000             |
| NM-0064               | Park Lane Pedestrian Corridor Enhancements Phase II | 350,000     | 1,888,900   |             |             |             |             | 2,238,900             |

Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

|                |  |            |            |           |           |           |           |            |
|----------------|--|------------|------------|-----------|-----------|-----------|-----------|------------|
| 004            |  |            |            | 0         |           |           |           | 0          |
| NM-0073        | JFK Nonmotorized Program                               | 75,000     | 75,000     |           |           |           |           | 150,000    |
| NM-8888        | Annual Nonmotorized Program                            |            |            | 208,300   | 605,000   | 1,043,000 | 1,043,500 | 2,899,800  |
|                |  |            |            |           |           | 0         | 0         | 0          |
| TR-0083        | 100th Ave NE/NE 132nd Street Intersection Improvements | 350,000    | 350,000    | 2,501,000 |           |           |           | 3,201,000  |
|                |  |            |            | 0         |           |           |           | 0          |
| TR-0114<br>003 | Kirkland ITS Implementation Phase IIC                  | 576,000    | 2,205,900  | 129,100   |           |           |           | 2,911,000  |
|                |  |            | 0          |           |           |           |           | 0          |
| TR-0113        | Citywide Safety and Traffic Flow Improvements          | 302,200    |            |           |           |           |           | 302,200    |
| TR-8888        | Annual Concurrency Traffic Improvements                |            |            | 475,000   | 543,000   | 381,300   |           | 1,399,300  |
|                |  |            |            |           |           |           |           | 0          |
|                | <i>Subtotal 2013-2018 CIP Projects</i>                 | 12,903,200 | 11,916,800 | 8,847,800 | 6,610,000 | 6,691,300 | 6,878,000 | 53,847,100 |
|                |  | 00         | 00         | 0         | 0         | 0         | 0         | 00         |

| <b>Project Number</b>  | <b>Project Title</b>   | <b>2013</b> | <b>2014</b> | <b>2015</b> | <b>2016</b> | <b>2017</b> | <b>2018</b> | <b>Six-Year Total</b> |
|------------------------|--|-------------|-------------|-------------|-------------|-------------|-------------|-----------------------|
| TR-0056 <sup>(4)</sup> | NE 85th St HOV Queue Bypass  |             |             |             |             |             | 841,000     | 841,000               |
| TR-0065 <sup>(4)</sup> | 6th St/Kirkland Way Traffic Signal                                   |             |             | 200,000     | 364,000     |             |             | 564,000               |
| TR-0082 <sup>(4)</sup> | Central Way/Park Place Center Traffic Signal                         |             |             | 200,000     |             |             |             | 200,000               |
| TR-0090 <sup>(4)</sup> | Lake Washington Blvd/NE 38th Place Intersection Improvements         |             |             |             |             | 500,000     |             | 500,000               |
| TR-0096 <sup>(4)</sup> | NE 132nd St/124th Ave NE Intersection Improvements                   |             |             |             |             |             | 5,713,000   | 5,713,000             |
|                        |  |             |             |             |             |             | 0           | 0                     |
| TR-0098 <sup>(4)</sup> | NE 132nd St/116th Way NE - Totem Lake Blvd Intersection Improvements |             |             |             |             |             | 300,000     | 300,000               |
| TR-0103 <sup>(4)</sup> | Central Way/4th St Intersection Improvements                         |             |             | 31,000      |             |             |             | 31,000                |

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

|                        |  |            |            |            |           |           |            |
|------------------------|--|------------|------------|------------|-----------|-----------|------------|
| TR-0104 <sup>(4)</sup> | 6th St/4th Ave Intersection Improvements                               |            | 200,000    | 380,000    |           |           | 580,000    |
| TR-0105 <sup>(4)</sup> | Central Way/5th St Intersection Improvements                           |            | 200,000    | 364,000    |           |           | 564,000    |
| TR-0106 <sup>(4)</sup> | 6th St/7th Ave Intersection Improvements                               |            |            |            | 89,400    |           | 89,400     |
| TR-0107 <sup>(4)</sup> | Market St/15th Ave Intersection Improvements                           |            |            |            | 200,000   | 364,000   | 564,000    |
| TR-0108 <sup>(4)</sup> | NE 85th St/124th Ave NE Intersection Improvements                      |            | 200,000    | 500,000    | 189,000   |           | 889,000    |
|                        | <i>Subtotal Park Place Redevelopment Revenue-Related Projects</i>      | -          | 200,000    | 1,331,000  | 1,297,000 | 789,400   | 10,835,400 |
|                        |  |            |            | 0          | 0         | 0         | 0          |
| TR-0109 <sup>(2)</sup> | Totem Lake Plaza/Totem Lake Blvd Intersection Improvements             |            | 1,500,000  |            |           |           | 1,500,000  |
|                        |  |            |            | 0          |           |           | 0          |
| TR-0110 <sup>(2)</sup> | Totem Lake Plaza/120th Ave NE Intersection Improvements                |            | 1,500,000  |            |           |           | 1,500,000  |
|                        |  |            |            | 0          |           |           | 0          |
|                        | <i>Subtotal Totem Lake Mall Redevelopment Revenue-Related Projects</i> | -          | 1,500,000  | 1,500,000  | -         | -         | 3,000,000  |
|                        |  |            |            | 0          | 0         |           | 0          |
|                        | <i>Total Funded Transportation Projects</i>                            | 12,903,200 | 13,616,800 | 11,678,800 | 7,907,000 | 7,480,700 | 67,682,500 |
|                        |  |            |            |            |           |           |            |
|                        | <b>SURPLUS (DEFICIT) of Resources</b>                                  | -          | -          | -          | -         | -         | -          |

Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

△ The transportation capital projects totaling \$50,893,900 ~~new number?~~ for the six-year period 2013-18 ~~Date?~~ constitute the funded portion of the City's six-year transportation capital improvement plan (CIP). Other projects in this table include capital improvements that will be undertaken only if the proposed redevelopments (Park Place and/or Totem Lake) are completed. Project costs and associated funding beyond 2018 ~~Date?~~ are estimates and do not reflect the City's adopted CIP.

\*These projects provide new capacity towards concurrency.

<sup>(1)</sup> Projects associated with Park Place redevelopment.

<sup>(2)</sup> Projects associated with Totem Lake redevelopment.

**Table CF-5ACF-8A**  
**Capital Facilities Plan: Transportation Projects – 2019-2024 (Continued)**

**SOURCES OF FUNDS**

| <i>Revenue Type</i> | <i>Revenue Source</i>                                  | <i>2019</i> | <i>2020</i> | <i>2021</i> | <i>2022</i> | <i>2023</i> | <i>2024</i> | <i>Six-Year Total</i> | <i>Multi-Year Total</i> |
|---------------------|--|-------------|-------------|-------------|-------------|-------------|-------------|-----------------------|-------------------------|
| Local               | Surface Water Fees                                     | 1,048,700   | 1,048,700   | 1,048,700   | 1,048,700   | 1,048,700   | 1,048,700   | 6,292,200             | 9,135,700               |
| Local               | Solid Waste  | 300,000     | 300,000     | 300,000     | 300,000     | 300,000     | 300,000     | 1,800,000             | 3,600,000               |
| Local               | Real Estate Excise Tax                                 | 900,000     | 970,000     | 900,000     | 970,000     | 900,000     | 900,000     | 5,540,000             | 14,751,000              |
| Local               | Sales Tax  | 270,000     | 270,000     | 270,000     | 270,000     | 270,000     | 270,000     | 1,620,000             | 3,240,000               |
| Local               | Gas Tax  | 450,000     | 450,000     | 450,000     | 450,000     | 450,000     | 450,000     | 2,700,000             | 6,310,000               |
| Local               | Impact Fees (excluding Park Place and Totem Lake Mall) | 391,300     | 391,300     | 391,300     | 391,300     | 391,300     | 391,300     | 2,347,800             | 4,447,800               |
| Local               | Reserves   | 180,000     | 180,000     | 180,000     | 180,000     | 180,000     | 180,000     | 1,080,000             | 4,037,500               |
| Local               | 2012 Road Levy   | 3,000,000   | 3,000,000   | 3,000,000   | 3,000,000   | 3,000,000   | 3,000,000   | 18,000,000            | 33,819,000              |
| External            | Grants   | 500,000     | 500,000     | 500,000     | 500,000     | 500,000     | 500,000     | 3,000,000             | 16,886,100              |

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

|                      |   |           |           |            |           |           |           |            |             |
|----------------------|---|-----------|-----------|------------|-----------|-----------|-----------|------------|-------------|
| External             | Developer Funded – Park Place (Including Impact Fees) | 2,166,400 |           |            |           |           |           | 2,166,400  | 56,013,500  |
| External             | Developer Funded – Totem Lake (Including Impact Fees) |           |           | 4,000,000  |           |           |           | 4,000,000  | 14,835,400  |
| <b>Total Sources</b> |   | 9,206,400 | 7,110,000 | 11,040,000 | 7,110,000 | 7,040,000 | 7,040,000 | 48,546,400 | 167,076,000 |

**USES OF FUNDS**

**Funded Projects**

| <i>Project Number</i> | <i>Project Title</i>                                | <i>2019</i> | <i>2020</i> | <i>2021</i> | <i>2022</i> | <i>2023</i> | <i>2024</i> | <i>Six-Year Total</i> | <i>Multi-Year Total</i> |
|-----------------------|---|-------------|-------------|-------------|-------------|-------------|-------------|-----------------------|-------------------------|
| ST-0006               | Annual Street Preservation Program                  | 1,750,000   | 1,750,000   | 1,750,000   | 1,750,000   | 1,750,000   | 1,750,000   | 10,500,000            | 21,000,000              |
| ST-0006-002           | Annual Street Preservation Program One-Time Project |             |             |             |             |             |             | -                     | 4,122,000               |
| ST-0006-003           | Street Maintenance and Pedestrian Safety            | 3,000,000   | 3,000,000   | 3,000,000   | 3,000,000   | 3,000,000   | 3,000,000   | 18,000,000            | 33,319,000              |
| ST-0057-001           | NE 120th St Roadway Extension (East Section)        |             |             |             |             |             |             | -                     | 3,595,000               |
| ST-0080               | Annual Striping Program                             | 350,000     | 350,000     | 350,000     | 350,000     | 350,000     | 350,000     | 2,100,000             | 4,150,000               |
| ST-0082               | Juanita Drive Master Plan                           |             |             |             |             |             |             | -                     | 280,000                 |
| ST-8888               | Annual Concurrency Street Improvements              | 394,000     | 414,000     | 394,000     | 414,000     | 394,000     | 379,000     | 2,389,000             | 4,418,900               |

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

|                                   |   |             |             |             |             |             |             |                       |                         |
|-----------------------------------|---|-------------|-------------|-------------|-------------|-------------|-------------|-----------------------|-------------------------|
| ST-9999                           | Regional Inter-Agency Coordination                        | 82,000      | 82,000      | 82,000      | 82,000      | 82,000      | 82,000      | 492,000               | 984,000                 |
| NM-0012                           | Crosswalk Upgrade Program                                 | 70,000      |             | 70,000      |             | 70,000      |             | 210,000               | 420,000                 |
| NM-0024                           | Cross Kirkland Corridor – Interim Trail                   |             |             |             |             |             |             | -                     | 3,397,000               |
| NM-0024<br>104                    | Cross Kirkland Corridor – Master Plan                     |             |             |             |             |             |             | -                     | 500,000                 |
| NM-0057                           | Annual Sidewalk Maintenance Program                       | 200,000     | 200,000     | 200,000     | 200,000     | 200,000     | 200,000     | 1,200,000             | 2,400,000               |
| NM-0073                           | JFK Nonmotorized Program                                  |             |             |             |             |             |             | -                     | 150,000                 |
| NM-8888                           | Annual Nonmotorized Program                               | 800,000     | 900,000     | 800,000     | 900,000     | 800,000     | 900,000     | 5,100,000             | 7,999,800               |
| TR-0083                           | 100th Avenue NE/NE 132nd Street Intersection Improvements |             |             |             |             |             |             | -                     | 3,201,000               |
| TR-0113                           | Citywide Safety and Traffic Flow Improvements             |             |             |             |             |             |             | -                     | 302,200                 |
| TR-8888                           | Annual Concurrency Traffic Improvements                   | 394,000     | 414,000     | 394,000     | 414,000     | 394,000     | 379,000     | 2,389,900             | 3,788,300               |
| <i>Subtotal Future Year Costs</i> |   | 7,040,000   | 7,110,000   | 7,040,000   | 7,110,000   | 7,040,000   | 7,040,000   | 42,380,000            | 91,027,200              |
| <b>Project Number</b>             | <b>Project Title</b>                                      | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Six-Year Total</b> | <b>Multi-Year Total</b> |
| TR-0056 <sup>(1)</sup>            | NE 85th St HOV Queue Bypass                               | 166,400     |             |             |             |             |             | 166,400               | 1,007,400               |
| TR-0065 <sup>(1)</sup>            | 6th St/Kirkland Way Traffic Signal                        |             |             |             |             |             |             | -                     | 564,000                 |
| TR-0082 <sup>(1)</sup>            | Central Way/Park Place Center Traffic Signal              |             |             |             |             |             |             | -                     | 200,000                 |

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

|   |  |           |   |           |   |   |   |           |            |
|---|--|-----------|---|-----------|---|---|---|-----------|------------|
| TR-0090 <sup>(1)</sup>  | Lake Washington Blvd/NE 38th Place-<br>Intersection Improvements         |           |   |           |   |   |   | -         | 500,000    |
| TR-0096 <sup>(1)</sup>  | NE 132nd St/124th Ave NE Intersection-<br>Improvements                   | 2,000,000 |   |           |   |   |   | 2,000,000 | 7,713,000  |
| TR-0098 <sup>(1)</sup>  | NE 132nd St/116th Way NE – Totem Lake-<br>Blvd Intersection Improvements |           |   |           |   |   |   | -         | 300,000    |
| TR-0103 <sup>(1)</sup>  | Central Way/4th St Intersection-<br>Improvements                         |           |   |           |   |   |   | -         | 31,000     |
| TR-0104 <sup>(1)</sup>  | 6th St/4th Ave Intersection Improvements                                 |           |   |           |   |   |   | -         | 580,000    |
| TR-0105 <sup>(1)</sup>  | Central Way/5th St Intersection-<br>Improvements                         |           |   |           |   |   |   | -         | 564,000    |
| TR-0106 <sup>(1)</sup>  | 6th St/7th Ave Intersection Improvements                                 |           |   |           |   |   |   | -         | 89,400     |
| TR-0107 <sup>(1)</sup>  | Market St/15th Ave Intersection-<br>Improvements                         |           |   |           |   |   |   | -         | 564,000    |
| TR-0108 <sup>(1)</sup>  | NE 85th St/124th Ave NE Intersection-<br>Improvements                    |           |   |           |   |   |   | -         | 889,000    |
| <i>Subtotal Park Place Redevelopment Revenue-Related<br/>Projects</i>       |  | 2,166,400 | - | -         | - | - | - | 2,166,400 | 13,001,800 |
| TR-0109 <sup>(2)</sup>  | Totem Lake Plaza/Totem Lake Blvd-<br>Intersection Improvements           |           |   | 2,000,000 |   |   |   | 2,000,000 | 3,500,000  |
| TR-0110 <sup>(2)</sup>  | Totem Lake Plaza/120th Ave NE-<br>Intersection Improvements              |           |   | 2,000,000 |   |   |   | 2,000,000 | 3,500,000  |
| <i>Subtotal Totem Lake Mall Redevelopment Revenue-<br/>Related Projects</i> |  | -         | - | 4,000,000 |   |   |   | 4,000,000 | 7,000,000  |

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

|                                      |           |           |                 |           |           |           |                 |             |
|--------------------------------------|-----------|-----------|-----------------|-----------|-----------|-----------|-----------------|-------------|
| Total Funded Transportation Projects | 9,206,400 | 7,110,000 | 11,040,000<br>0 | 7,110,000 | 7,040,000 | 7,040,000 | 48,546,400<br>0 | 116,228,900 |
|--------------------------------------|-----------|-----------|-----------------|-----------|-----------|-----------|-----------------|-------------|

|   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|
| <i>SURPLUS (DEFICIT) of Potential Development Revenue</i> | - | - | - | - | - | - | - | - |
|---|---|---|---|---|---|---|---|---|

Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

\*These projects provide new capacity towards concurrency.

<sup>(1)</sup> Projects associated with Park Place redevelopment.

<sup>(2)</sup> Projects associated with Totem Lake redevelopment.

**Table CF-6CF-9**  
**Multi-Year 2022 Transportation Projects List (Funded – Unfunded) (Continued)**

| <i>Comp-Plan-ID-Number</i> | <i>Project Description</i>                                | <i>Total Cost-<sup>(1)</sup></i> | <i>CIP Project Number</i> | <i>Funded-in-6-yr-CIP</i> | <i>Source-Dec.<sup>(2)</sup></i> | <i>Comp-Plan-Goal</i> | <i>2022-Concurrency Project</i> |
|----------------------------|---|----------------------------------|---------------------------|---------------------------|----------------------------------|-----------------------|---------------------------------|
| NM20-2                     | 116th Ave NE Nonmotorized Facilities                      | \$ 3.4                           | NM-0001                   |                           | C, NM                            | T-2                   |                                 |
| NM20-3                     | 13th Ave Sidewalk (Phase II)                              | \$ 0.4                           | NM-0054                   |                           | C, NM                            | T-2                   |                                 |
| NM20-4                     | Crestwoods Park/Cross Kirkland Corridor Ped/Bike Facility | \$ 2.5                           | NM-0031                   |                           | C, NM                            | T-2                   |                                 |
| NM20-5                     | 93rd Ave NE Sidewalk                                      | \$ 1.0                           | NM-0032                   |                           | C, NM                            | T-2                   |                                 |
| NM20-6                     | NE 52nd St Sidewalk                                       | \$ 1.1                           | NM-0007                   |                           | C, NM                            | T-2                   |                                 |
| NM20-7                     | Cross Kirkland Corridor Interim Trail                     | \$ 3.6                           | NM-0024                   | ✓                         | C, NM                            | T-2, T-8              |                                 |
| NM20-8                     | 122nd Avenue NE Sidewalk                                  | \$ 0.9                           | NM-0055                   |                           | C, NM                            | T-2                   |                                 |
| NM20-10                    | NE 100th St Bike Lane                                     | \$ 1.6                           | NM-0036                   |                           | C, NM                            | T-2                   |                                 |
| NM20-11                    | NE 95th St Sidewalk (Highlands)                           | \$ 0.6                           | NM-0045                   |                           | C, NM                            | T-2                   |                                 |
| NM20-12                    | 18th Ave West Sidewalk                                    | \$ 2.3                           | NM-0046                   |                           | C, NM                            | T-2                   |                                 |
| NM20-13                    | 116th Ave NE Sidewalk (South Rose Hill)                   | \$ 0.4                           | NM-0047                   |                           | C, NM                            | T-2                   |                                 |

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

|          |  |                   |         |   |       |     |  |
|----------|--|-------------------|---------|---|-------|-----|--|
| NM20-14  | 130th Ave NE Sidewalk                              | <del>\$ 0.8</del> | NM-0037 |   | C, NM | T-2 |  |
| NM20-15  | NE 90th St Bicycle/Ped Overpass Across I-405       | <del>\$ 3.7</del> | NM-0030 |   | C, NM | T-2 |  |
| NM20-16A | NE 90th St Sidewalk (Phase I)                      | <del>\$ 1.2</del> | NM-0056 |   | C, NM | T-2 |  |
| NM20-16B | NE 90th St Sidewalk (Phase II)                     | <del>\$ 2.6</del> | NM-0026 |   | C, NM | T-2 |  |
| NM20-17  | NE 60th St Sidewalk                                | <del>\$ 5.0</del> | NM-0048 |   | C, NM | T-2 |  |
| NM20-18  | Forbes Valley Pedestrian Facility                  | <del>\$ 2.0</del> | NM-0041 |   | C, NM | T-2 |  |
| NM20-19  | NE 126th St NM Facilities                          | <del>\$ 4.3</del> | NM-0043 |   | C, NM | T-2 |  |
| NM20-20  | Crosswalk Upgrades (various locations)             | <del>\$ 0.2</del> | NM-0012 | ✓ | C, NM | T-2 |  |
| NM20-21  | Annual Pedestrian Improvements (various locations) |                   | various |   | C, NM | T-2 |  |
| NM20-22  | Annual Bicycle Improvements (various locations)    |                   | various |   | C, NM | T-2 |  |
| NM20-23  | 112th Ave NE Sidewalk                              | <del>\$ 0.5</del> | NM-0049 |   | C, NM | T-2 |  |
| NM20-24  | NE 80th St Sidewalk                                | <del>\$ 0.9</del> | NM-0050 |   | C, NM | T-2 |  |
| NM20-26  | Kirkland Way Sidewalk                              | <del>\$ 0.4</del> | NM-0063 |   | C, NM | T-2 |  |
| NM20-27  | NE 112th St Sidewalk                               | <del>\$ 0.4</del> | NM-0053 |   | C, NM | T-2 |  |
| NM20-28  | Annual Sidewalk Maintenance Program                | <del>\$ 1.2</del> | NM-0057 | ✓ | C, NM | T-2 |  |
| NM20-29  | 111th Ave NM/Emergency Access Connection           | <del>\$ 2.0</del> | NM-0058 |   | C, NM | T-2 |  |

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

|         |   |                   |             |   |       |     |  |
|---------|---|-------------------|-------------|---|-------|-----|--|
| NM20-32 | Park Lane Pedestrian Corridor (Phase II)                | <del>\$ 2.4</del> | NM-0064-001 |   | C, NM | T-2 |  |
| NM20-35 | Annual Nonmotorized Program                             | <del>\$ 3.2</del> | NM-8888     | ✓ | C, NM | T-2 |  |
| NM20-36 | NE 104th St Sidewalk                                    | <del>\$ 1.1</del> | NM-0061     |   | C, NM | T-2 |  |
| NM20-37 | 19th Ave Sidewalk                                       | <del>\$ 0.8</del> | NM-0062     |   | C, NM | T-2 |  |
| NM20-38 | NE 132nd St Sidewalk                                    | <del>\$ 0.4</del> | NM-0071     |   | C, NM | T-2 |  |
| NM20-40 | Cross Kirkland Corridor Master Plan                     | <del>\$ 0.5</del> | NM-0024-001 | ✓ | C, NM | T-2 |  |
| NM20-41 | NE 132nd Street Sidewalk at Finn Hill Middle School     | <del>\$ 0.7</del> | NM-0072     |   | C, NM | T-2 |  |
| NM20-42 | JFK Nonmotorized Program                                | <del>\$ 0.2</del> | NM-0073     | ✓ | C, NM | T-2 |  |
| NM20-43 | 90th Avenue NE Sidewalk                                 | <del>\$ 0.4</del> | NM-0074     |   | C, NM | T-2 |  |
| NM20-44 | 84th Avenue NE Sidewalk                                 | <del>\$ 4.1</del> | NM-0075     |   | C, NM | T-2 |  |
| NM20-45 | NE 140th St Sidewalk – Muir Elem Walk Rt Enhan. Phase 1 | <del>\$ 1.1</del> | NM-0076     |   | C, NM | T-2 |  |
| NM20-46 | NE 140th St Sidewalk – Keller Elem Walk Rt Enhan. – N   | <del>\$ 1.2</del> | NM-0077     |   | C, NM | T-2 |  |
| NM20-47 | NE 140th St Sidewalk – Keller Elem Walk Rt Enhan. – S   | <del>\$ 0.7</del> | NM-0078     |   | C, NM | T-2 |  |
| NM20-48 | NE 140th St Sidewalk – Muir Elem Walk Rt Enhan. Phase 2 | <del>\$ 0.6</del> | NM-0079     |   | C, NM | T-2 |  |
| NM20-49 | Juanita – Kingsgate Pedestrian Bridge                   | <del>\$ 4.5</del> | NM-0080     |   | C, NM | T-2 |  |

Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

Subtotal Nonmotorized \$ ~~64.9~~

|         |  |                    |             |   |        |          |   |
|---------|--|--------------------|-------------|---|--------|----------|---|
| ST20-1  | 118th Ave NE Roadway Extension                     | <del>\$ 6.4</del>  | ST-0060     |   | C, TL  | T-4      |   |
| ST20-2  | 119th Ave NE Roadway Extension                     | <del>\$ 5.6</del>  | ST-0061     |   | C, TL  | T-4      |   |
| ST20-3  | 120th Ave NE Roadway Improvements                  | <del>\$ 9.0</del>  | ST-0063     |   | C      | T-1, T-4 | ✓ |
| ST20-4  | 124th Ave NE Roadway Improvements                  | <del>\$ 10.0</del> | ST-0059     |   | C      | T-1, T-4 | ✓ |
| ST20-5  | 124th Ave NE Roadway Widening Improvements         | <del>\$ 30.3</del> | ST-0064     |   | C      | T-4      |   |
| ST20-6  | 132nd Ave NE Roadway Improvements                  | <del>\$ 25.2</del> | ST-0056     |   | C      | T-4      |   |
| ST20-7  | 98th Ave NE Bridge Project                         | <del>\$ 1.4</del>  | ST-0055     |   | C      | T-4      |   |
| ST20-8  | 120th Ave NE Roadway Extension                     | <del>\$ 16.4</del> | ST-0073     |   | TL     | T-4      |   |
| ST20-9  | NE 120th St Roadway Extension (east section)       | <del>\$ 6.6</del>  | ST-0057-001 | ✓ | C      | T-1, T-4 | ✓ |
| ST20-10 | 120th Ave NE/Totem Lake Plaza Roadway Improvements | <del>\$ 3.0</del>  | ST-0070     |   | TL     | T-4      |   |
| ST20-11 | NE 130th Street Roadway Extension                  | <del>\$ 10.0</del> | ST-0062     |   | C      | T-4      |   |
| ST20-12 | NE 120th St Roadway Improvements (west section)    | <del>\$ 5.9</del>  | ST-0072     |   | TL     | T-4      |   |
| ST20-13 | Annual Street Preservation Program                 | <del>\$ 10.5</del> | ST-0006     | ✓ | C      | T-4      |   |
| ST20-14 | NE 132nd St Rdwy Imprv – Phase I (west section)    | <del>\$ 1.4</del>  | ST-0077     |   | C, 132 | T-4      |   |

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

|         |   |         |             |   |        |     |   |
|---------|---|---------|-------------|---|--------|-----|---|
| ST20-15 | NE 132nd St Rdwy Imprv – Phase II (mid-section)   | \$—0.3  | ST-0078     |   | C, 132 | T-4 |   |
| ST20-16 | NE 132nd St Rdwy Imprv – Phase III (east-section) | \$—1.1  | ST-0079     |   | C, 132 | T-4 |   |
| ST20-17 | Annual Striping Program                           | \$—2.1  | ST-0080     | ✓ | C      | T-4 |   |
| ST20-18 | Annual Concurrency Street Improvements            | \$—2.0  | ST-8888     | ✓ | C      | T-4 | ✓ |
| ST20-19 | Annual Street Pres Program – One-time Project     | \$—1.1  | ST-0006-002 | ✓ | C      | T-4 |   |
| ST20-20 | Street Maintenance and Pedestrian Safety          | \$—18.0 | ST-0006-003 | ✓ | C      | T-4 |   |
| ST20-21 | Totem Lake Area Development Opportunity Program   | \$—0.5  | ST-0081     |   | C      | T-4 |   |
| ST20-22 | Juanita Drive Corridor Study                      | \$—0.3  | ST-0082     | ✓ | C      | T-4 |   |
| ST20-23 | 100th Ave NE Roadway Improvements                 | \$—9.5  | ST-0083-004 |   | C      | T-4 |   |
| ST20-24 | 101st Ave NE Corridor Study                       | \$—0.5  | ST-0083     | ✓ | C      | T-4 |   |

**Subtotal Streets \$177.1**

|        |   |        |         |  |   |          |   |
|--------|---|--------|---------|--|---|----------|---|
| TR20-1 | 100th Ave NE/NE 124th St Intersection Improvements                      | \$—2.2 | TR-0084 |  | C | T-4      | ✓ |
| TR20-2 | Kirkland Way/Cross Kirkland Corridor Abutment/Intersection Improvements | \$—6.9 | TR-0067 |  | C | T-4, T-2 |   |

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

|           |   |        |         |  |     |               |   |
|-----------|---|--------|---------|--|-----|---------------|---|
| TR20-3    | 6th Street/Kirkland Way Traffic Signal                | \$ 0.6 | TR-0065 |  | C   | T-4           |   |
| TR20-4    | 120th Ave NE/Totem Lake Way Intersection Improvements | \$ 2.8 | TR-0099 |  | C   | T-4           | ✓ |
| TR20-5    | NE 124th St/405 Queue Bypass (EB to SB)               | \$ 1.7 | TR-0057 |  | C   | T-1, T-4, T-5 | ✓ |
| TR20-6    | NE 85th St/120th Ave NE Intersection Improvements     | \$ 5.3 | TR-0088 |  | C   | BKR, T-1, T-4 | ✓ |
| TR20-7    | NE 85th St/132nd Ave NE Intersection Improvements     | \$ 1.8 | TR-0089 |  | C   | BKR, T-1, T-4 |   |
| TR20-8    | NE 85th St HOV/405 Queue Bypass                       | \$ 0.8 | TR-0056 |  | C   | T-1, T-4, T-5 | ✓ |
| TR20-9    | Lake Wash Blvd/Northup Way Queue Bypass               | \$ 6.6 | TR-0068 |  | C   | T-4           |   |
| TR20-10.1 | NE 116th St/405 Queue Bypass                          | \$ 7.3 | TR-0072 |  | C   | T-1, T-4, T-5 |   |
| TR20-10.2 | NE 85th St/405 Queue Bypass                           | \$ 1.8 | TR-0074 |  | C   | T-1, T-4, T-5 |   |
| TR20-10.3 | NE 70th St/405 Queue Bypass                           | \$ 1.7 | TR-0073 |  | C   | T-1, T-4, T-5 |   |
| TR20-10.4 | NE 124th St/405 Queue Bypass (WB to NB)               | \$ 1.3 | TR-0075 |  | C   | T-1, T-4, T-5 | ✓ |
| TR20-11.1 | Kirkland Ave/Lake Street South                        |        |         |  | P20 | T-4           |   |
| TR20-11.2 | Lake Street South/2nd Ave South                       |        |         |  | P20 | T-4           |   |
| TR20-11.3 | Market Street/Central Way                             |        |         |  | P20 | T-4           |   |
| TR20-11.4 | Market Street/7th Avenue NE                           |        |         |  | P20 | T-4           |   |
| TR20-11.5 | NE 53rd Street/108th Ave NE                           |        |         |  | P20 | T-4           |   |

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

|            |                                     |        |         |  |     |     |  |
|------------|-------------------------------------|--------|---------|--|-----|-----|--|
| TR20-11.6  | NE 60th Street/116th Ave NE         |        |         |  | P20 | T-4 |  |
| TR20-11.7  | NE 60th Street/132nd Ave NE         |        |         |  | P20 | T-4 |  |
| TR20-11.8  | NE 64th Street/Lake Washington Blvd |        |         |  | P20 | T-4 |  |
| TR20-11.9  | NE 70th Street/120th Ave NE         |        |         |  | P20 | T-4 |  |
| TR20-11.10 | NE 80th Street/132nd Avenue NE      |        |         |  | P20 | T-4 |  |
| TR20-11.11 | NE 112th Street/124th Avenue NE     |        |         |  | P20 | T-4 |  |
| TR20-11.12 | NE 116th Street/118th Avenue NE     |        |         |  | P20 | T-4 |  |
| TR20-11.13 | NE 116th Street/124th Avenue NE     | \$ 1.7 | TR-0092 |  | C   | T-4 |  |
| TR20-11.14 | NE 126th Street/132nd Place NE      |        |         |  | P20 | T-4 |  |
| TR20-11.15 | NE 128th Street/Totem Lake Blvd     |        |         |  | P20 | T-4 |  |
| TR20-11.16 | NE 100th Street/132nd Avenue NE     |        |         |  | P20 | T-4 |  |
| TR20-11.17 | Market Street/Forbes Creek Drive    |        |         |  | P20 | T-4 |  |
| TR20-11.18 | NE 112th Street/120th Ave NE        |        |         |  | P20 | T-4 |  |
| TR20-11.19 | Totem Lake Blvd/120th Ave NE        |        |         |  | P20 | T-4 |  |

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

|         |   |                    |         |   |   |     |   |
|---------|---|--------------------|---------|---|---|-----|---|
| TR20-12 | NE 70th Street/132nd Ave NE Intersection Imp        | <del>\$ 4.6</del>  | TR-0086 |   | C | T-4 | ✓ |
| TR20-13 | Lake Wash Blvd/NE 38th Place Intersection Imp       | <del>\$ 0.5</del>  | TR-0090 |   | C | T-4 |   |
| TR20-14 | NE 124th St/124th Ave NE Intersection Imp           | <del>\$ 3.5</del>  | TR-0091 |   | C | T-4 |   |
| TR20-15 | NE 132nd Street/100th Ave NE Intersection Imp       | <del>\$ 3.2</del>  | TR-0083 | ✓ | C | T-4 | ✓ |
| TR20-16 | Central Way/Park Place Center Traffic Signal        | <del>\$ 0.2</del>  | TR-0082 |   | C | T-4 |   |
| TR20-17 | NE 132nd Street/124th Ave NE Intersection Imp       | <del>\$ 5.7</del>  | TR-0096 |   | C | T-4 | ✓ |
| TR20-18 | NE 132nd Street/116th Way NE Intersection Imp       | <del>\$ 0.3</del>  | TR-0098 |   | C | T-4 | ✓ |
| TR20-20 | Central Way/4th St Intersection Imp                 | <del>\$ 0.03</del> | TR-0103 |   | C | T-4 |   |
| TR20-21 | 6th Street/4th Ave Intersection Imp                 | <del>\$ 0.6</del>  | TR-0104 |   | C | T-4 |   |
| TR20-22 | Central Way/5th St Intersection Imp                 | <del>\$ 0.6</del>  | TR-0105 |   | C | T-4 |   |
| TR20-23 | 6th Street/7th Ave Intersection Improvements        | <del>\$ 0.1</del>  | TR-0106 |   | C | T-4 |   |
| TR20-24 | Market Street/15th Ave Intersection Imp             | <del>\$ 0.6</del>  | TR-0107 |   | C | T-4 |   |
| TR20-25 | NE 85th Street/124th NE Intersection Imp            | <del>\$ 0.9</del>  | TR-0108 |   | C | T-4 |   |
| TR20-26 | Totem Lake Plaza/Totem Lake Blvd Intersection Imp   | <del>\$ 1.5</del>  | TR-0109 |   | C | T-4 |   |
| TR20-27 | NE 132nd St/Juanita HS Access Road Intersection Imp | <del>\$ 0.9</del>  | TR-0093 |   | C | T-4 | ✓ |
| TR20-28 | Totem Lake Plaza/120th Ave NE Intersection Imp      | <del>\$ 1.5</del>  | TR-0110 |   | C | T-4 |   |

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

|         |  |        |             |   |   |     |   |
|---------|--|--------|-------------|---|---|-----|---|
| TR20-29 | NE 132nd St/108th Ave NE Intersection Imp                    | \$ 0.6 | TR-0094     |   | C | T-4 | ✓ |
| TR20-30 | NE 132nd St/Fire Station Access Dr Intersection Imp          | \$ 0.4 | TR-0095     |   | C | T-4 |   |
| TR20-31 | NE 132nd St/132nd Ave NE Intersection Imp                    | \$ 0.9 | TR-0097     |   | C | T-4 | ✓ |
| TR20-34 | Annual Concurrency Traffic Improvements                      | \$ 1.4 | TR-8888     | ✓ | C | T-4 | ✓ |
| TR20-36 | Kirkland ITS Improvements – Phase II                         | \$ 1.2 | TR-0111-001 |   | C | T-4 |   |
| TR20-38 | Citywide Street and Traffic Flow Improvements                | \$ 0.3 | TR-0113     | ✓ | C | T-4 |   |
| TR20-39 | 6th Street and Central Way Intersection Improvements Phase 2 | \$ 1.9 | TR-0100-100 |   | C | T-4 |   |
| TR20-40 | Kirkland ITS Improvements – Phase II B                       | \$ 2.6 | TR-0111-002 |   | C | T-4 |   |
| TR20-41 | Kirkland ITS Improvements – Phase II C                       | \$ 2.9 | TR-0111-003 | ✓ | C | T-4 |   |
| TR20-42 | Slater Ave NE Traffic Calming – Phase 1                      | \$ 0.3 | TR-0114     |   | C | T-4 |   |

Subtotal Traffic \$ 79.7

Notes:-

<sup>(1)</sup> '12 costs in thousands; funded projects indexed for inflation

<sup>(2)</sup> C = CIP, NM = Non-Cap list, P20 = 20-year list, 132 = 132nd Street Masterplan (2008), Highland = Highlands Neighborhood Plan

**Table CF-7CF-10**  
**MULTI-YEAR 2022 Concurrency Transportation Projects List**

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

| Comp-Plan-ID-Number | Project-Description  | Remaining Costs <sup>(4)</sup> | CIP-Project-Number | Funded in 6-yr-CIP | Source-Doc: <sup>(2)</sup> | Comp-Plan-Goal | 2022-Concurrency-Project |
|---------------------|--|--------------------------------|--------------------|--------------------|----------------------------|----------------|--------------------------|
| ST20-3              | 120th Avenue NE, NE 128th Street to NE 132nd Street                      | \$ 9.0                         | ST-0063            | No                 | C                          | T-1, T-4       | ✓                        |
| ST20-4              | 124th Avenue NE, NE 116th Street to NE 124th Street                      | \$ 10.0                        | ST-0059            | No                 | C                          | T-1, T-4       | ✓                        |
| ST20-9              | NE 120th Street (east section), from Slater Avenue NE to 124th Avenue NE | \$ 6.6                         | ST-0057-001        | Yes                | C                          | T-1, T-4       | ✓                        |
| ST20-18             | Annual Concurrency Street Improvements                                   | \$ 2.0                         | ST-8888            | Yes                | C                          | T-4            | ✓                        |
| TR20-1              | 100th Avenue NE/NE 124th Street  | \$ 2.2                         | TR-0084            | No                 | C                          | T-4            | ✓                        |
| TR20-4              | 120th Ave NE/Totem Lake Way Intersection Improvements                    | \$ 2.8                         | TR-0099            | No                 | C                          | T-1, T-4, T-5  | ✓                        |
| TR20-5              | NE 124th Street and I-405, HOV Queue Bypass east to southbound           | \$ 1.7                         | TR-0057            | No                 | C                          | T-1, T-4, T-5  | ✓                        |
| TR20-6              | NE 85th Street/120th Avenue NE   | \$ 5.3                         | TR-0088            | No                 | C                          | BKR, T-1, T-4  | ✓                        |
| TR20-8              | NE 85th Street and I-405, HOV Queue Bypass, east to southbound           | \$ 0.8                         | TR-0056            | No                 | C                          | T-1, T-4, T-5  | ✓                        |
| TR20-10.4           | NE 124th Street/I-405 HOV Queue Bypass, westbound to northbound          | \$ 1.3                         | TR-0075            | No                 | C                          | T-1, T-4, T-5  | ✓                        |
| TR20-11.13          | NE 116th Street/124th Avenue NE  | \$ 1.7                         | TR-0092            | No                 | C                          | T-1, T-4       | ✓                        |
| TR20-12             | NE 70th Street/132nd Avenue NE   | \$ 4.6                         | TR-0086            | No                 | C                          | BKR, T-1, T-4  | ✓                        |
| TR20-15             | NE 132nd Street/100th Avenue NE  | \$ 3.2                         | TR-0083            | No                 | C                          | BKR, T-1, T-4  | ✓                        |
| TR20-17             | NE 132nd Street/124th Avenue NE  | \$ 5.7                         | TR-0096            | No                 | C, 132                     | T-4            | ✓                        |

Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

|         |  |        |         |     |        |     |   |
|---------|--|--------|---------|-----|--------|-----|---|
| TR20-18 | NE 132nd Street at 116th Way NE to Totem Lake Blvd/I-405 | \$ 0.3 | TR-0098 | No  | C, 132 | T-4 | ✓ |
| TR20-27 | NE 132nd Street/Juanita High School Entry                | \$ 0.9 | TR-0093 | No  | C, 132 | T-4 | ✓ |
| TR20-29 | NE 132nd Street/108th Avenue NE                          | \$ 0.6 | TR-0094 | No  | C, 132 | T-4 | ✓ |
| TR20-34 | NE 132nd Street/132nd Avenue NE                          | \$ 0.9 | TR-0097 | No  | C, 132 | T-4 | ✓ |
| TR20-34 | Annual Concurrency Traffic Improvements                  | \$ 1.4 | TR-8888 | Yes | C      | T-4 | ✓ |

CONCURRENCY PROJECT LIST TOTAL ('10 COSTS w/o INFLATION) \$ 61.00

Years to attain 2022 network: 2012 → 2022 = 11 years

AVERAGE ANNUAL CONCURRENCY PROJECT EXPENDITURE \$ 5.55

Notes: Remaining costs with 2010 as “base year”

<sup>(1)</sup> '10 Costs in millions; Funded projects indexed for inflation

<sup>(2)</sup> C = CIP, P20 = 20-year list, 132 = 132nd St. Masterplan (2008)

**Table CF8ACF-10A**  
**Capital Facilities Plan: Utility Projects**

**SOURCES OF FUNDS**

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

| <i>Revenue Type</i>  | <i>Revenue Source</i>                  | <i>2013</i>      | <i>2014</i>      | <i>2015</i>      | <i>2016</i>      | <i>2017</i>      | <i>2018</i>      | <i>Six-Year Total</i> |
|----------------------|--|------------------|------------------|------------------|------------------|------------------|------------------|-----------------------|
| Local                | Water and Sanitary Sewer Utility Rates | 2,326,000        | 1,643,700        | 3,009,100        | 2,533,500        | 2,408,000        | 2,408,000        | 14,328,900            |
| Local                | Reserves                               | 922,000          | 478,000          | 969,000          | 431,000          | 950,000          | 450,000          | 4,200,000             |
| Local                | Debt                                   | 885,700          | 3,152,300        |                  |                  |                  |                  | 4,038,000             |
| Local                | Connection Fees                        | 865,000          | 802,700          | 649,900          | 308,500          | 865,000          | 865,000          | 4,401,100             |
| <b>Total Sources</b> |  | <b>4,999,300</b> | <b>6,076,700</b> | <b>4,673,000</b> | <b>3,273,000</b> | <b>4,223,000</b> | <b>3,723,000</b> | <b>26,968,000</b>     |

**USES OF FUNDS**

**Funded Projects**

| <i>Project Number</i> | <i>Project Title</i>                              | <i>2013</i> | <i>2014</i> | <i>2015</i> | <i>2016</i> | <i>2017</i> | <i>2018</i> | <i>Six-Year Total</i> |
|-----------------------|---|-------------|-------------|-------------|-------------|-------------|-------------|-----------------------|
| WA 0090               | Emergency Sewer Pgm Watermain Replacement Pgm     | 50,000      |             | 50,000      |             | 50,000      |             | 150,000               |
| WA 0102               | 104th Ave NE Watermain Replacement                |             |             |             |             | 974,500     |             | 974,500               |
| WA-0116*              | NE 80th Street Watermain Replacement (Phase II)   | 442,00      | 2,394,400   |             |             |             |             | 2,836,400             |
| WA 0121               | NE 109th Ave/106th Court NE Watermain Replacement | 156,300     |             |             |             |             |             | 156,300               |
| WA 0134               | 5th Ave S/8th St S Watermain Replacement          |             |             |             |             |             | 850,000     | 850,000               |
| WA 0139               | 6th Street S Watermain Replacement                |             |             | 671,000     |             |             |             | 671,000               |

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

|          |   |           |           |           |         |           |         |           |
|----------|---|-----------|-----------|-----------|---------|-----------|---------|-----------|
| WA 0140  | NE 85th Street Watermain Replacement                | 2,413,000 |           |           |         |           |         | 2,413,000 |
| WA 0145  | Kirkland Avenue/6th Street S Watermain Replacement  |           |           |           | 755,000 |           |         | 755,000   |
| WA 0148  | Park Lane Watermain Replacement                     | 62,000    | 235,000   |           |         |           |         | 297,000   |
| WA 8888  | Annual Watermain Replacement Program                |           |           |           |         | 385,000   | 385,000 | 770,000   |
| WA 9999  | Annual Water Pump Station/System Upgrade Pgm        |           |           | 222,000   |         | 385,000   | 385,000 | 992,000   |
| SS 0056* | Emergency Sewer Construction Program                | 922,000   | 478,000   | 969,000   | 431,000 | 950,000   | 450,000 | 4,200,000 |
| SS 0064  | 7th Avenue South Sewermain Replacement              |           |           |           | 593,000 | 1,053,000 |         | 1,646,000 |
| SS 0067  | NE 80th Street Sewermain Replacement (Phase II)     | 600,000   | 1,836,000 |           |         |           |         | 2,436,000 |
| SS 0073  | Rose Point Sewer Lift Station Replacement           |           | 944,400   | 1,343,000 |         |           |         | 2,287,400 |
| SS 0078  | 5th Avenue S Sewermain Replacement                  |           | 188,900   | 38,000    |         |           |         | 226,900   |
| SS 0079  | 3rd Avenue S and 2nd Street S Sewermain Replacement |           |           | 487,000   | 740,000 |           |         | 1,227,000 |
| SS 0080  | 20th Avenue Sewermain Replacement                   |           |           |           |         |           | 812,000 | 812,000   |
| SS 0081  | 7th/8th Ave West Alley Sewermain Replacement        | 354,000   |           |           |         |           |         | 354,000   |
| SS 8888  | Annual Sanitary Pipeline Replacement Program        |           |           | 446,500   | 377,000 | 213,000   | 441,000 | 1,477,500 |
| SS 9999* | Annual Sanitary Pump Station/System Upgrade Program |           |           | 446,500   | 377,000 | 212,500   | 400,000 | 1,436,000 |

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

|                                       |               |               |               |               |               |               |                |
|---------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| <i>Total Funded Utility Projects</i>  | 4,999,30<br>0 | 6,076,70<br>0 | 4,673,00<br>0 | 3,273,00<br>0 | 4,223,00<br>0 | 3,723,00<br>0 | 26,968,00<br>0 |
| <i>SURPLUS (DEFICIT) of Resources</i> | -             | -             | -             | -             | -             | -             | -              |

\*These projects provide new capacity towards levels of service.

Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

Table ~~CF-8BCF-10B~~  
Capital Facilities Plan: Surface Water Utility Projects

**SOURCES OF FUNDS**

| <i>Revenue Type</i>  | <i>Revenue Source</i>       | <i>2013</i> | <i>2014</i> | <i>2015</i> | <i>2016</i> | <i>2017</i> | <i>2018</i> | <i>Six-Year Total</i> |
|----------------------|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-----------------------|
| Local                | Surface Water Utility Rates | 1,588,000   | 1,588,000   | 1,588,000   | 1,588,000   | 1,588,000   | 1,588,000   | 9,528,000             |
| Local                | Reserves                    | 3,485,300   | 53,100      | 50,000      |             | 50,000      |             | 3,638,400             |
| External             | External Sources            | 168,000     | 168,000     |             |             |             |             | 336,000               |
| <b>Total Sources</b> |                             | 5,241,300   | 1,800,100   | 1,638,000   | 1,588,000   | 1,638,000   | 1,588,000   | 13,502,400            |

**USES OF FUNDS**

**Funded Projects**

| <i>Project Number</i> | <i>Project Title</i>                               | <i>2013</i> | <i>2014</i> | <i>2015</i> | <i>2016</i> | <i>2017</i> | <i>2018</i> | <i>Six-Year Total</i> |
|-----------------------|--|-------------|-------------|-------------|-------------|-------------|-------------|-----------------------|
| SD-0047               | Annual Replacement of Aging/Failing Infrastructure | -200,000    | -200,000    | -200,000    | -200,000    | -200,000    | -200,000    | -1,200,000            |
| SD-0048               | Cochran Springs/Lake Washington Blvd Crossing Enh. |             | 340,000     | 667,100     | 450,000     |             |             | 1,457,100             |
| SD-0051               | Forbes Creek/KC Metro Access Road Culvert Enh.     |             |             |             |             | 688,000     | 370,700     | 1,058,700             |
| SD-0053               | Forbes Creek/Coors Pond Channel Grade Controls     |             |             |             |             |             | 164,700     | 164,700               |

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

|  |   |           |           |           |           |           |           |            |
|--|---|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| SD-0058  | Surface Water Sediment Pond Reclamation Phase II        |           |           | 497,600   | 238,000   |           |           | 735,600    |
| SD-0059  | Totem Lake Boulevard Flood Control Measures             | 302,800   | 1,048,000 |           |           |           |           | 1,350,800  |
| SD-0067  | NE 129th Place/Juanita Creek Rockery Repair             |           |           | 223,300   |           |           |           | 223,300    |
| SD-0075  | Totem Lake Twin 42 Inch Culvert Replacement             | 4,347,000 |           |           |           |           |           | 4,347,000  |
| SD-0076  | NE 141st Street/111th Avenue NE Culvert Repair          | 181,500   |           |           |           |           |           | 181,500    |
| SD-0077  | Goat Hill Storm Drainage Repair                         |           | 153,700   |           |           |           |           | 153,700    |
| SD-0078  | Billy Creek Ravine Stabilization Phase II               |           | 67,400    |           |           |           |           | 67,400     |
| SD-0079  | Public Safety Building Stormwater Quality Demonstration | 160,000   |           |           |           |           |           | 160,000    |
| SD-0081  | Neighborhood Drainage Assistance Program (NDA)          | 50,000    |           | 50,000    |           | 50,000    |           | 150,000    |
| SD-8888  | Annual Streambank Stabilization Program                 |           |           |           | 350,000   | 350,000   | 425,000   | 1,125,000  |
| SD-9999*   | Annual Surface Water Infrastructure Replacement Program |           |           |           | 350,000   | 350,000   | 427,600   | 1,127,600  |
| <i>Total Funded Surface Water Utility Projects</i> |   | 5,241,300 | 1,809,100 | 1,638,000 | 1,588,000 | 1,638,000 | 1,588,000 | 13,502,400 |

|                                       |   |   |   |   |   |   |   |   |
|---------------------------------------|---|---|---|---|---|---|---|---|
| <b>SURPLUS (DEFICIT) of Resources</b> | - | - | - | - | - | - | - | - |
|---------------------------------------|---|---|---|---|---|---|---|---|

\*These projects provide new capacity towards levels of service.

Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

Table ~~CF-9~~CF-11  
Capital Facilities Plan: Parks Projects

**SOURCES OF FUNDS**

| <i>Revenue Type</i>  | <i>Revenue Source</i>       | <i>2013</i> | <i>2014</i> | <i>2015</i> | <i>2016</i> | <i>2017</i> | <i>2018</i> | <i>Six-Year Total</i> |
|----------------------|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-----------------------|
| Local                | Real Estate Excise Tax      | 718,000     | 740,000     | 762,000     | 785,000     | 808,000     | 832,000     | 4,645,000             |
| Local                | Reserves                    | 100,000     |             |             |             |             |             | 100,000               |
| Local                | 2012 Parks Levy             | 725,000     | 1,125,000   | 1,250,000   | 1,250,000   | 1,250,000   | 1,250,000   | 6,850,000             |
| External             | Grant (State of Washington) |             |             |             |             |             | 500,000     | 500,000               |
| <del>Local</del>     | <del>Impact Fees</del>      |             |             |             |             |             |             |                       |
| <b>Total Sources</b> |                             | 1,543,000   | 1,865,000   | 2,012,000   | 2,035,000   | 2,058,000   | 2,582,000   | 12,095,000            |

**USES OF FUNDS**

**Funded Projects**

| <i>Project Number</i> | <i>Project Title</i>                                  | <i>2013</i> | <i>2014</i> | <i>2015</i> | <i>2016</i> | <i>2017</i> | <i>2018</i> | <i>Six-Year Total</i> |
|-----------------------|---|-------------|-------------|-------------|-------------|-------------|-------------|-----------------------|
| PK-0049               | Open Space, Park Land & Trail Acq Grant Match Program | 100,000     |             |             |             |             |             | 100,000               |
| PK-0066               | Park Play Area Enhancements                           |             |             | 50,000      | 50,000      | 50,000      | 50,000      | 200,000               |

Revised Capital Facilities Plan – strike outs and underlines

**XIII. CAPITAL FACILITIES**

|                  |   |         |         |           |        |         |           |           |
|------------------|---|---------|---------|-----------|--------|---------|-----------|-----------|
| PK-0087-<br>100# | Waverly Beach Park Renovation             | 500,000 |         |           |        |         |           | 500,000   |
| PK-0095-<br>200  | Heritage Park—Heritage Hall Renovations   | 50,000  |         |           |        |         |           | 50,000    |
| PK—0113<br>100   | Spinney Homestead Park Renovation         | 443,000 |         |           |        |         |           | 443,000   |
| PK—0114<br>101   | Mark Twain Park Renovation (Design)       |         |         |           |        | 75,000  |           | 75,000    |
| PK-0115          | Terrace Park Renovation                   | 75,000  | 440,000 |           |        |         |           | 515,000   |
| PK—0116<br>100   | Lee Johnson Field Lighting Replacements   | 150,000 |         |           |        |         |           | 150,000   |
| PK-0119          | Juanita Beach Park Development Phase 2    |         |         |           |        | 100,000 | 1,207,000 | 1,307,000 |
| PK—0119<br>100#  | Juanita Beach Bathhouse Replacement       |         | 200,000 | 1,000,000 |        |         |           | 1,200,000 |
| PK-0121          | Green Kirkland Forest Restoration Program | 75,000  | 75,000  | 75,000    | 75,000 | 75,000  | 75,000    | 450,000   |
| PK-0131          | Park and Open Space Acquisition Program   |         |         |           |        | 508,000 |           | 508,000   |
| PK—0133<br>100#  | Dock and Shoreline Renovations            |         |         |           |        | 669,000 | 696,000   | 1,365,000 |
| PK—0133<br>200#  | City-School Playfield Partnership         |         |         |           |        | 500,000 | 500,000   | 1,000,000 |
| PK—0133<br>300#  | Neighborhood Park Land Acquisition        | 475,000 | 375,000 |           |        | 750,000 | 750,000   | 2,350,000 |
| PK—0133<br>400#  | Edith Mountain Park Renovation            | 100,000 | 100,000 | 800,000   |        |         |           | 1,000,000 |
| PK-0134          | 132nd Park Playfields Renovation          | 75,000  |         | 637,000   |        |         |           | 712,000   |

Revised Capital Facilities Plan – strike outs and underlines

# XIII. CAPITAL FACILITIES

PK-0138 Everest Park Restroom/Storage Building Replacement 75,000 660,000 735,000

Total Funded Parks Projects 1,543,000 1,865,000 2,042,000 2,035,000 2,058,000 2,582,000 12,095,000

|                                       |   |   |   |   |   |   |   |
|---------------------------------------|---|---|---|---|---|---|---|
| <b>SURPLUS (DEFICIT) of Resources</b> | - | - | - | - | - | - | - |
|---------------------------------------|---|---|---|---|---|---|---|

\*These projects provide new capacity towards levels of service.

**Table CF-10CF-12  
Capital Facilities Plan: Public Safety Projects**

**SOURCES OF FUNDS**

| Revenue Type         | Revenue Source | 2013    | 2014    | 2015   | 2016    | 2017    | 2018   | Six-Year Total |
|----------------------|----------------|---------|---------|--------|---------|---------|--------|----------------|
| Local                | General Fund   | 902,100 | 599,500 | 87,300 | 219,800 | 471,600 | 42,600 | 2,322,900      |
| <b>Total Sources</b> |                | 902,100 | 599,500 | 87,300 | 219,800 | 471,600 | 42,600 | 2,322,900      |

**USES OF FUNDS**

**Funded Projects**

| Project Number | Project Title                             | 2013    | 2014   | 2015 | 2016 | 2017 | 2018 | Six-Year Total |
|----------------|---|---------|--------|------|------|------|------|----------------|
| PS-0067*       | Dive Rescue Equipment Replacement         |         | 55,000 |      |      |      |      | 55,000         |
| PS-0071*       | Self-Contained Breathing Apparatus (SCBA) | 741,600 |        |      |      |      |      | 741,600        |

Revised Capital Facilities Plan – strike outs and underlines

### XIII. CAPITAL FACILITIES

|   |                               |         |         |        |         |         |        |           |
|---|-------------------------------|---------|---------|--------|---------|---------|--------|-----------|
| PS-0075   | Portable Radios               |         |         |        |         | 347,000 |        | 347,000   |
| PS-0076   | Personal Protective Equipment |         | 518,200 |        |         |         |        | 518,200   |
| <i>Subtotal Funded Fire and Building Projects</i> |                               | 741,600 | 573,200 | -      | -       | 347,000 | -      | 1,661,800 |
| PS-1000   | Police Equipment Replacement  | 160,500 | 26,300  | 87,300 | 219,800 | 124,600 | 42,600 | 661,100   |
| <i>Subtotal Funded Police Projects</i>            |                               | 160,500 | 26,300  | 87,300 | 219,800 | 124,600 | 42,600 | 661,100   |
| <b>Total Funded Public Safety Projects</b>        |                               | 902,100 | 599,500 | 87,300 | 219,800 | 471,600 | 42,600 | 2,322,900 |
| <b>SURPLUS (DEFICIT) of Resources</b>             |                               | -       | -       | -      | -       | -       | -      | -         |

To be renumbered as Table CF-5

Table CF - 8  
Capital Facilities Plan: Transportation Projects -- 2015-2020

SOURCES OF FUNDS

| Revenue Type   | Revenue Source   | 2015              | 2016              | 2017              | 2018              | 2019              | 2020             | Six-Year Total    |
|--|--|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|-------------------|
| Local  | Gas Tax  | 592,000           | 610,000           | 610,000           | 622,000           | 634,000           | 647,000          | 3,715,000         |
| Local  | Revenue Generating Regulatory License                  | 270,000           | 270,000           | 270,000           | 270,000           | 270,000           | 270,000          | 1,620,000         |
| Local  | Real Estate Excise Tax 1 (REET 1)                      | 375,000           | 624,000           | 398,000           | 410,000           | 184,000           | 435,000          | 2,426,000         |
| Local  | Real Estate Excise Tax 2 (REET 2)                      | 1,070,600         | 1,170,000         | 1,205,000         | 1,242,000         | 1,264,400         | 1,331,600        | 7,283,600         |
| Local  | Street Levy  | 2,600,000         | 2,600,000         | 2,626,000         | 2,652,000         | 2,679,000         | 2,706,000        | 15,863,000        |
| Local  | Solid Waste  | 300,000           | 300,000           | 300,000           | 300,000           | 300,000           | 300,000          | 1,800,000         |
| Local  | Surface Water  | 19,800            | 458,200           | 904,500           | 805,500           | 707,000           | 105,000          | 3,000,000         |
| Local  | Impact Fees  | 219,000           | 3,981,000         | 1,000,000         | 2,300,000         | 1,375,000         | 625,000          | 9,500,000         |
| Local  | Park Impact Fees                                       | -                 | -                 | -                 | 860,000           | -                 | -                | 860,000           |
| Local  | REET 2 Reserves  | 938,500           | 1,025,200         | 980,000           | 1,578,800         | 469,000           | 491,000          | 5,482,500         |
| Local  | REET 1 Reserves  | 175,000           | 600,000           | -                 | -                 | -                 | -                | 775,000           |
| Local  | General Fund Revenue                                   | 200,000           | 600,000           | 400,000           | 400,000           | 400,000           | 400,000          | 2,400,000         |
| Local  | Street Improvement Reserve                             | -                 | 900,000           | -                 | -                 | -                 | -                | 900,000           |
| Local  | General Fund Cash                                      | -                 | -                 | 900,000           | -                 | -                 | -                | 900,000           |
| External   | King Co. Park Levy                                     | -                 | -                 | -                 | 300,000           | 300,000           | -                | 600,000           |
| External   | Grants   | 3,479,400         | 6,079,600         | 3,852,100         | 5,912,700         | 4,278,600         | 977,400          | 24,579,800        |
| <b>Subtotal 2015-2020 Fund Sources excluding Park Place &amp; Totem Lake</b> |  | <b>10,239,300</b> | <b>19,218,000</b> | <b>13,445,600</b> | <b>17,653,000</b> | <b>12,861,000</b> | <b>8,288,000</b> | <b>81,704,900</b> |
| External   | Developer Funded -- Park Place (including Impact Fees) | -                 | -                 | 5,041,800         | -                 | -                 | -                | 5,041,800         |
| External   | Developer Funded -- Totem Lake (including Impact Fees) | -                 | 8,845,500         | -                 | -                 | -                 | -                | 8,845,500         |
| <b>Total Sources</b>   |  | <b>10,239,300</b> | <b>28,063,500</b> | <b>18,487,400</b> | <b>17,653,000</b> | <b>12,861,000</b> | <b>8,288,000</b> | <b>95,592,200</b> |

Use of Funds

Funded Projects

| Project Number   | Project Title  | 2015              | 2016              | 2017              | 2018              | 2019              | 2020             | Six-Year Total    |
|--|--|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|-------------------|
| ST 0006  | Annual Street Preservation Program                             | 1,750,000         | 1,750,000         | 1,750,000         | 1,750,000         | 1,750,000         | 1,750,000        | 10,500,000        |
| ST 0006 002  | Annual Street Preservation Program-One-time Project            | 1,268,500         | -                 | -                 | -                 | -                 | -                | 1,268,500         |
| ST 0006 003  | Street Levy Street Preservation                                | 2,300,000         | 2,300,000         | 2,326,000         | 2,352,000         | 2,379,000         | 2,406,000        | 14,063,000        |
| ST 0080  | Annual Striping Program  | 350,000           | 400,000           | 400,000           | 500,000           | 500,000           | 500,000          | 2,650,000         |
| ST 0083 101  | 100th Ave NE Roadway Design                                    | 1,065,200         | 2,144,000         | -                 | -                 | -                 | -                | 3,209,200         |
| ST 0083 102  | 100th Ave NE Roadway Improvements                              | -                 | -                 | -                 | -                 | 5,000,000         | -                | 5,000,000         |
| ST 0086  | Finn Hill Emergency Vehicle Access Connection                  | -                 | -                 | 900,000           | -                 | -                 | -                | 900,000           |
| ST 0087  | 6th Street South Corridor Study                                | 150,000           | -                 | -                 | -                 | -                 | -                | 150,000           |
| ST 0088  | Arterial Streetlight LED Conversion                            | -                 | 900,000           | -                 | -                 | -                 | -                | 900,000           |
| ST 9999  | Regional Inter-Agency Coordination                             | 82,000            | 82,000            | 82,000            | 82,000            | 82,000            | 82,000           | 492,000           |
| NM 0006 100  | Street Levy-Safe School Walk Routes                            | 150,000           | -                 | -                 | -                 | -                 | -                | 150,000           |
| NM 0006 200  | Street Levy-Pedestrian Safety                                  | 150,000           | 150,000           | 150,000           | 150,000           | 150,000           | 150,000          | 900,000           |
| NM 0006 201  | Neighborhood Safety Program Improvements                       | 200,000           | 200,000           | 200,000           | 200,000           | 200,000           | 200,000          | 1,200,000         |
| NM 0012  | Crosswalk Upgrade Program                                      | 70,000            | -                 | -                 | -                 | 50,000            | 50,000           | 170,000           |
| NM 0012 001  | NE 116th Street Crosswalk Upgrade                              | -                 | -                 | 200,000           | 230,000           | -                 | -                | 430,000           |
| NM 0012 002  | NE 124th Street Crosswalk Upgrade                              | -                 | 80,000            | -                 | -                 | -                 | -                | 80,000            |
| NM 0012 003  | 132nd Avenue NE Crosswalk Upgrade                              | -                 | -                 | -                 | 250,000           | -                 | -                | 250,000           |
| NM 0024 301  | King County Eastside Rail Acquisition in North Kirkland        | -                 | -                 | -                 | 300,000           | 300,000           | -                | 600,000           |
| NM 0057  | Annual Sidewalk Maintenance Program                            | 200,000           | 200,000           | -                 | -                 | 200,000           | 200,000          | 800,000           |
| NM 0084  | South Kirkland TOD/CKC Multi-Modal Connection                  | 2,021,400         | 132,600           | -                 | -                 | -                 | -                | 2,154,000         |
| NM 0086 001  | NE 124th St/124th Ave NE Pedestrian Bridge Design              | -                 | 750,000           | 750,000           | -                 | -                 | -                | 1,500,000         |
| NM 0086 002  | NE 124th St/124th Ave NE Pedestrian Bridge Construction        | -                 | -                 | 4,060,000         | 7,300,000         | -                 | -                | 11,360,000        |
| NM 0087  | Citywide School Walk Route Enhancements                        | -                 | 500,000           | 864,200           | 869,000           | 450,000           | 400,000          | 3,083,200         |
| NM 0087 001  | North Kirkland/JFK School Walk Route Enhancements              | -                 | -                 | -                 | -                 | 500,000           | 500,000          | 1,000,000         |
| NM 0089  | Lake Front Pedestrian and Bicycle Improvements                 | 106,400           | 893,600           | -                 | -                 | -                 | -                | 1,000,000         |
| NM 0090  | Juanita Drive 'Quick Wins'                                     | 200,800           | 485,800           | 663,400           | -                 | -                 | -                | 1,350,000         |
| NM 0092  | Active Transportation Plan Update                              | -                 | -                 | 75,000            | -                 | -                 | -                | 75,000            |
| NM 0095  | 124th Avenue NE Sidewalk Improvements                          | -                 | 1,050,000         | -                 | -                 | -                 | -                | 1,050,000         |
| NM 0098  | Kirkland Way Sidewalk Improvements                             | -                 | -                 | -                 | 2,120,000         | -                 | -                | 2,120,000         |
| NM 0109  | Citywide Trail Connections (Non-CKC)                           | -                 | -                 | -                 | -                 | -                 | 275,000          | 275,000           |
| NM 0109 001  | Finn Hill Connections  | -                 | -                 | -                 | 250,000           | -                 | -                | 250,000           |
| NM 0109 002  | Lake Front Promenade Design Study                              | -                 | -                 | -                 | -                 | -                 | 75,000           | 75,000            |
| NM 0110  | Citywide Accessibility Transition Plan                         | -                 | 50,000            | -                 | -                 | -                 | -                | 50,000            |
| NM 0110 001  | Citywide Accessibility Improvements                            | -                 | -                 | -                 | 100,000           | 100,000           | 100,000          | 300,000           |
| NM 0112 000  | Juanita Drive Multi-Modal (On-Street) Improvements             | -                 | -                 | -                 | -                 | -                 | 500,000          | 500,000           |
| NM 0113  | Citywide Greenways Networks                                    | -                 | -                 | -                 | -                 | -                 | 250,000          | 250,000           |
| NM 0113 001  | Citywide Greenways Network Project-NE 75th Street              | -                 | 250,000           | 250,000           | -                 | -                 | -                | 500,000           |
| NM 0113 002  | Citywide Greenways Network Project-128th Avenue NE             | -                 | -                 | -                 | 400,000           | 400,000           | -                | 800,000           |
| NM 0114  | CKC Bridge Connecting to Houghton Shopping Center              | 175,000           | -                 | -                 | -                 | -                 | -                | 175,000           |
| NM 0115  | CKC Emergent Projects Opportunity Fund                         | -                 | 100,000           | -                 | -                 | -                 | -                | 100,000           |
| PT 0001  | Citywide Transit Study   | -                 | -                 | 300,000           | -                 | -                 | -                | 300,000           |
| TR 0116  | Annual Signal Maintenance Program                              | -                 | 150,000           | 150,000           | 150,000           | 200,000           | 200,000          | 850,000           |
| TR 0117  | Citywide Traffic Management Safety Improvements                | -                 | -                 | 100,000           | 100,000           | 100,000           | 100,000          | 400,000           |
| TR 0117 001  | Flashing Yellow Signal Head Safety Improvements                | -                 | 50,000            | -                 | -                 | -                 | -                | 50,000            |
| TR 0117 002  | Vision Zero Safety Improvement                                 | -                 | 50,000            | 50,000            | 50,000            | 50,000            | 50,000           | 250,000           |
| TR 0117 003  | Neighborhood Traffic Control                                   | -                 | 50,000            | -                 | 50,000            | -                 | 50,000           | 150,000           |
| TR 0118  | General Parking Lot Improvements                               | -                 | 500,000           | 100,000           | -                 | -                 | -                | 600,000           |
| TR 0119  | Kirkland Citywide Intelligent Transportation System Study      | -                 | -                 | 75,000            | -                 | -                 | -                | 75,000            |
| TR 0120  | Kirkland Intelligent Transportation System Phase 3             | -                 | -                 | -                 | 450,000           | 450,000           | 450,000          | 1,350,000         |
| TR 0122  | Totem Lake Intersection Improvements                           | -                 | 6,000,000         | -                 | -                 | -                 | -                | 6,000,000         |
| <b>Subtotal 2013-2018 CIP Projects</b>                                   |  | <b>10,239,300</b> | <b>19,218,000</b> | <b>13,445,600</b> | <b>17,653,000</b> | <b>12,861,000</b> | <b>8,288,000</b> | <b>81,704,900</b> |
| TR 0079 001 (1)  | NE 85th Street/114th Avenue NE Intersection Improvements Ph II | -                 | -                 | 1,800,000         | -                 | -                 | -                | 1,800,000         |
| TR 0082 (1)  | Central Way/Park Place Center Traffic Signal                   | -                 | -                 | 200,000           | -                 | -                 | -                | 200,000           |
| TR 0100 100 (1)  | 6th Street & Central Way Intersection Improvements Phase 2     | -                 | -                 | 1,866,800         | -                 | -                 | -                | 1,866,800         |
| TR 0103 (1)  | Central Way/4th Street Intersection Improvements               | -                 | -                 | 31,000            | -                 | -                 | -                | 31,000            |
| TR 0104 (1)  | 6th Street/4th Ave Intersection Improvements                   | -                 | -                 | 580,000           | -                 | -                 | -                | 580,000           |
| TR 0105 (1)  | Central Way/5th Street Intersection Improvements               | -                 | -                 | 564,000           | -                 | -                 | -                | 564,000           |
| <b>Subtotal Park Place Redevelopment Revenue - Related Projects</b>      |  | <b>-</b>          | <b>-</b>          | <b>5,041,800</b>  | <b>-</b>          | <b>-</b>          | <b>-</b>         | <b>5,041,800</b>  |
| ST 0070 (2)  | 120th Ave NE/Totem Lake Plaza Roadway Improvements             | -                 | 3,000,000         | -                 | -                 | -                 | -                | 3,000,000         |
| TR 0099 (2)  | 120th Ave/Totem Lake Way Intersection Improvements             | -                 | 2,845,500         | -                 | -                 | -                 | -                | 2,845,500         |
| TR 0109 (2)  | Totem Lake Plaza/Totem Lake Blvd Intersection Improvements     | -                 | 1,500,000         | -                 | -                 | -                 | -                | 1,500,000         |
| TR 0110 (2)  | Totem Lake Plaza/120th Ave NE Intersection Improvements        | -                 | 1,500,000         | -                 | -                 | -                 | -                | 1,500,000         |
| <b>Subtotal Totem Lake Mall Redevelopment Revenue - Related Projects</b> |  | <b>-</b>          | <b>8,845,500</b>  | <b>-</b>          | <b>-</b>          | <b>-</b>          | <b>-</b>         | <b>8,845,500</b>  |

SURPLUS (DEFICIT) of Resources

|  |  |   |   |   |   |   |   |   |
|--|--|---|---|---|---|---|---|---|
|  |  | - | - | - | - | - | - | - |
|--|--|---|---|---|---|---|---|---|

^ The transportation capital projects totaling \$95,592,200 for the six-year period 2015-20 constitute the funded portion of the City's six-year transportation capital improvement plan (CIP). Project costs and associated funding beyond 2020 are estimates and do not reflect the City's adopted CIP.

(1) Projects associated with Park Place redevelopment

(2) Projects associated with Totem Lake redevelopment

To be renumbered as Table 5A

Table 5A Capital Facilities Plan: Transportation Projects -- 2021-2026

| SOURCES OF FUNDS |  |                  |                  |                  |                  |                  |                  |                   |                    |
|------------------|--|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|--------------------|
| Revenue Type     | Revenue Source   | 2021             | 2022             | 2023             | 2024             | 2025             | 2026             | Six-Year Total    | Multi-Year Total   |
| Local            | Gas Tax  | 660,000          | 673,000          | 686,000          | 700,000          | 714,000          | 728,000          | 4,161,000         | 7,876,000          |
| Local            | Revenue Generating Regulatory License  | 270,000          | 270,000          | 270,000          | 270,000          | 270,000          | 270,000          | 1,620,000         | 3,240,000          |
| Local            | Real Estate Excise Tax 1 (REET 1)  | 448,000          | 457,000          | 466,000          | 475,000          | 485,000          | 495,000          | 2,821,000         | 5,252,000          |
| Local            | Real Estate Excise Tax 2 (REET 2)  | 1,372,000        | 1,399,000        | 1,427,000        | 1,456,000        | 1,485,000        | 1,515,000        | 8,654,000         | 15,937,600         |
| Local            | Street Levy  | 2,733,000        | 2,788,000        | 2,844,000        | 2,901,000        | 2,959,000        | 3,018,000        | 17,243,000        | 33,196,000         |
| Local            | Solid Waste  | 300,000          | 300,000          | 300,000          | 300,000          | 300,000          | 300,000          | 1,800,000         | 3,600,000          |
| Local            | Surface Water  | 500,000          | 500,000          | 500,000          | 500,000          | 500,000          | 500,000          | 3,000,000         | 6,000,000          |
| Local            | Impact Fees  | 1,000,000        | 1,000,000        | 1,000,000        | 1,000,000        | 1,000,000        | 1,000,000        | 6,000,000         | 15,500,000         |
| External         | King Co. Park Levy   |                  |                  |                  |                  |                  |                  |                   | 860,000            |
| Local            | Park Impact Fees   |                  |                  |                  |                  |                  |                  |                   | 5,482,500          |
| Local            | REET 2 Reserves  | 480,000          | 480,000          | 480,000          | 480,000          | 480,000          | 480,000          | 2,880,000         | 3,655,000          |
| Local            | REET 1 Reserves  |                  |                  |                  |                  |                  |                  |                   | 2,400,000          |
| Local            | General Fund Reserve   |                  |                  |                  |                  |                  |                  |                   | 900,000            |
| Local            | Street Improvement Reserve   |                  |                  |                  |                  |                  |                  |                   | 900,000            |
| Local            | General Fund Cash  |                  |                  |                  |                  |                  |                  |                   | 600,000            |
| External         | Grants   | 500,000          | 500,000          | 500,000          | 500,000          | 500,000          | 500,000          | 3,000,000         | 27,579,800         |
|                  | <i>Subtotal 2015-2020 Fund Sources excluding Park Place &amp; Totem Lake</i> | <i>8,263,000</i> | <i>8,367,000</i> | <i>8,473,000</i> | <i>8,582,000</i> | <i>8,693,000</i> | <i>8,806,000</i> | <i>51,184,000</i> | <i>132,889,900</i> |
| External         | Developer Funded -- Park Place (including Impact Fees) - estimated           |                  |                  |                  |                  |                  |                  |                   | 5,047,800          |
| External         | Developer Funded -- Totem Lake (including Impact Fees) - estimated           |                  |                  |                  |                  |                  |                  |                   | 8,845,500          |
|                  | <b>Total Sources</b>   | <b>8,263,000</b> | <b>8,367,000</b> | <b>8,473,000</b> | <b>8,582,000</b> | <b>8,693,000</b> | <b>8,806,000</b> | <b>51,184,000</b> | <b>146,776,200</b> |

  

| Use of Funds Funded Projects |   |                  |                  |                  |                  |                  |                  |                   |                    |
|------------------------------|---|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|--------------------|
| Project Number               | Project Title   | 2021             | 2022             | 2023             | 2024             | 2025             | 2026             | Six-Year Total    | Multi-Year Total   |
| ST 0006                      | Annual Street Preservation Program  | 1,750,000        | 1,750,000        | 1,750,000        | 1,750,000        | 1,750,000        | 1,750,000        | 10,500,000        | 21,000,000         |
| ST 0006 002                  | Annual Street Preservation Program-One-time Project                       |                  |                  |                  |                  |                  |                  |                   | 1,248,500          |
| ST 0006 003                  | Street Levy Street Preservation   | 2,406,000        | 2,430,000        | 2,454,000        | 2,479,000        | 2,504,000        | 2,529,000        | 14,802,000        | 28,865,000         |
| ST 0080                      | Annual Striping Program   | 500,000          | 500,000          | 500,000          | 500,000          | 500,000          | 500,000          | 3,000,000         | 5,650,000          |
| ST 0083 101                  | 100th Ave NE Roadway Design   |                  |                  |                  |                  |                  |                  |                   | 3,209,200          |
| ST 0083 102                  | 100th Ave NE Roadway Improvements   |                  |                  |                  |                  |                  |                  |                   | 5,000,000          |
| ST 0086                      | Finn Hill Emergency Vehicle Access Connection                             |                  |                  |                  |                  |                  |                  |                   | 900,000            |
| ST 0087                      | 6th Street South Corridor Study   |                  |                  |                  |                  |                  |                  |                   | 150,000            |
| ST 0088                      | Arterial Streetlight LED Conversion                                       |                  |                  |                  |                  |                  |                  |                   | 900,000            |
| ST 9999                      | Regional Inter-Agency Coordination  | 82,000           | 82,000           | 82,000           | 82,000           | 82,000           | 82,000           | 492,000           | 984,000            |
| NM 0006 100                  | Street Levy Safe School Walk Routes                                       | 150,000          | 150,000          | 150,000          | 150,000          | 150,000          | 150,000          | 900,000           | 1,050,000          |
| NM 0006 200                  | Street Levy Pedestrian Safety   | 150,000          | 150,000          | 150,000          | 150,000          | 150,000          | 150,000          | 900,000           | 1,050,000          |
| NM 0006 201                  | Neighborhood Safety Program Improvements                                  |                  |                  |                  |                  |                  |                  |                   | 1,200,000          |
| NM 0012                      | Crosswalk Upgrade Program   | 70,000           |                  | 70,000           |                  | 70,000           |                  | 210,000           | 380,000            |
| NM 0012 001                  | NE 116th Street Crosswalk Upgrade   |                  |                  |                  |                  |                  |                  |                   | 430,000            |
| NM 0012 002                  | NE 124th Street Crosswalk Upgrade   |                  |                  |                  |                  |                  |                  |                   | 80,000             |
| NM 0012 003                  | 132nd Avenue NE Crosswalk Upgrade   |                  |                  |                  |                  |                  |                  |                   | 250,000            |
| NM 0024 001                  | King County Eastside Rail Acquisition in North Kirkland                   |                  |                  |                  |                  |                  |                  |                   | 600,000            |
| NM 0087                      | Annual Sidewalk Maintenance Program                                       | 200,000          | 200,000          | 200,000          | 200,000          | 200,000          | 200,000          | 1,200,000         | 2,000,000          |
| NM 0084                      | South Kirkland TOD/CKC Multi-Modal Connection                             |                  |                  |                  |                  |                  |                  |                   | 2,154,000          |
| NM 0086 001                  | NE 124th St/124th Ave NE Pedestrian Bridge Design                         |                  |                  |                  |                  |                  |                  |                   | 1,500,000          |
| NM 0086 002                  | NE 124th St/124th Ave NE Pedestrian Bridge Construction                   |                  |                  |                  |                  |                  |                  |                   | 11,360,000         |
| NM 0087                      | Citywide School Walk Route Enhancements                                   |                  |                  |                  |                  |                  |                  |                   | 3,083,200          |
| NM 0087 001                  | North Kirkland/JFK School Walk Route Enhancements                         |                  |                  |                  |                  |                  |                  |                   | 1,000,000          |
| NM 0089                      | Lake Front Pedestrian and Bicycle Improvements                            |                  |                  |                  |                  |                  |                  |                   | 1,000,000          |
| NM 0090                      | Juanita Drive Quick Way   |                  |                  |                  |                  |                  |                  |                   | 1,350,000          |
| NM 0092                      | Active Transportation Plan Update   |                  |                  |                  |                  |                  |                  |                   | 75,000             |
| NM 0095                      | 124th Avenue NE Sidewalk Improvements                                     |                  |                  |                  |                  |                  |                  |                   | 1,050,000          |
| NM 0096                      | Kirkland Way Sidewalk Improvements  |                  |                  |                  |                  |                  |                  |                   | 2,125,000          |
| NM 0109                      | Citywide Trail Connections (Non-CKC)                                      |                  |                  |                  |                  |                  |                  |                   | 275,000            |
| NM 0109 001                  | Finn Hill Connections   |                  |                  |                  |                  |                  |                  |                   | 250,000            |
| NM 0109 002                  | Lake Front Promenade Design Study   |                  |                  |                  |                  |                  |                  |                   | 75,000             |
| NM 0110                      | Citywide Accessibility Transition Plan                                    |                  |                  |                  |                  |                  |                  |                   | 50,000             |
| NM 0110 001                  | Citywide Accessibility Improvements                                       | 100,000          | 100,000          | 100,000          | 100,000          | 100,000          | 100,000          | 600,000           | 900,000            |
| NM 0112 000                  | Juanita Drive Multi-Modal (On-Street) Improvements                        |                  |                  |                  |                  |                  |                  |                   | 500,000            |
| NM 0113                      | Citywide Greenways Network  |                  |                  |                  |                  |                  |                  |                   | 250,000            |
| NM 0113 001                  | Citywide Greenways Network Project-NE 75th Street                         |                  |                  |                  |                  |                  |                  |                   | 500,000            |
| NM 0113 002                  | Citywide Greenways Network Project-128th Avenue NE                        |                  |                  |                  |                  |                  |                  |                   | 800,000            |
| NM 0114                      | CKC Bridge Connecting to Houghton Shopping Center                         |                  |                  |                  |                  |                  |                  |                   | 175,000            |
| NM 0115                      | CKC Emergent Projects Opportunity Fund                                    |                  |                  |                  |                  |                  |                  |                   | 100,000            |
| PT 0001                      | Citywide Transit Study  |                  |                  |                  |                  |                  |                  |                   | 300,000            |
| TR 0116                      | Annual Signal Maintenance Program   |                  |                  |                  |                  |                  |                  |                   | 850,000            |
| TR 0117                      | Citywide Traffic Management Safety Improvements                           |                  |                  |                  |                  |                  |                  |                   | 400,000            |
| TR 0117 001                  | Flashing Yellow Signal Head Safety Improvements                           |                  |                  |                  |                  |                  |                  |                   | 50,000             |
| TR 0117 002                  | Vision Zero Safety Improvement  |                  |                  |                  |                  |                  |                  |                   | 250,000            |
| TR 0117 003                  | Neighborhood Traffic Control  |                  |                  |                  |                  |                  |                  |                   | 150,000            |
| TR 0118                      | General Parking Lot Improvements  |                  |                  |                  |                  |                  |                  |                   | 600,000            |
| TR 0119                      | Kirkland Citywide Intelligent Transportation System Study                 |                  |                  |                  |                  |                  |                  |                   | 75,000             |
| TR 0120                      | Kirkland Intelligent Transportation System Phase 3                        |                  |                  |                  |                  |                  |                  |                   | 1,350,000          |
| TR 0122                      | Totem Lake Intersection Improvements                                      |                  |                  |                  |                  |                  |                  |                   | 6,000,000          |
| TR 8888                      | Annual Concurrence Traffic Improvements                                   | 2,855,000        | 3,005,000        | 3,017,000        | 3,171,000        | 3,187,000        | 3,345,000        | 18,580,000        | 18,580,000         |
|                              | <i>Subtotal Future Year Costs</i>   | <i>8,263,000</i> | <i>8,367,000</i> | <i>8,473,000</i> | <i>8,582,000</i> | <i>8,693,000</i> | <i>8,806,000</i> | <i>51,184,000</i> | <i>132,889,900</i> |
| TR 0079 001 <sup>(1)</sup>   | NE 85th Street/114th Avenue NE Intersection Improvements Ph II            |                  |                  |                  |                  |                  |                  |                   | 1,800,000          |
| TR 0082 <sup>(1)</sup>       | Central Way/Park Place Center Traffic Signal                              |                  |                  |                  |                  |                  |                  |                   | 200,000            |
| TR 0100 100 <sup>(1)</sup>   | 6th Street & Central Way Intersection Imprvrmts Phase 2                   |                  |                  |                  |                  |                  |                  |                   | 1,866,800          |
| TR 0103 <sup>(1)</sup>       | Central Way/4th Street Intersection Improvements                          |                  |                  |                  |                  |                  |                  |                   | 31,000             |
| TR 0104 <sup>(1)</sup>       | 6th Street/4th Ave Intersection Improvements                              |                  |                  |                  |                  |                  |                  |                   | 580,000            |
| TR 0105 <sup>(1)</sup>       | Central Way/5th Street Intersection Improvements                          |                  |                  |                  |                  |                  |                  |                   | 564,000            |
|                              | <i>Subtotal Park Place Redevelopment Revenue - Related Projects*</i>      |                  |                  |                  |                  |                  |                  |                   | 5,047,800          |
| ST 0070 <sup>(2)</sup>       | 120th Ave NE /Totem Lake Plaza Roadway Improvements                       |                  |                  |                  |                  |                  |                  |                   | 3,000,000          |
| TR 0099 <sup>(2)</sup>       | 120th Ave/Totem Lake Way Intersection Improvements                        |                  |                  |                  |                  |                  |                  |                   | 2,845,500          |
| TR 0109 <sup>(2)</sup>       | Totem Lake Plaza/Totem Lake Blvd Intersection Improvements                |                  |                  |                  |                  |                  |                  |                   | 1,500,000          |
| TR 0110 <sup>(2)</sup>       | Totem Lake Plaza/120th Ave NE Intersection Improvements                   |                  |                  |                  |                  |                  |                  |                   | 1,500,000          |
|                              | <i>Subtotal Totem Lake Mall Redevelopment Revenue - Related Projects*</i> |                  |                  |                  |                  |                  |                  |                   | 8,845,500          |

Assumption: 2020 base adjusted for assumed annual inflation per "Annual Funding" tab in CIP Summary Workbook

\*This table will be revised with the next update to the CIP and at such time when the City receives additional information about these evolving projects  
<sup>(1)</sup> Projects associated with Park Place redevelopment  
<sup>(2)</sup> Projects associated with Totem Lake redevelopment

|          |                   |
|----------|-------------------|
| No Color | Existing          |
| Red      | Completed/Deleted |
| Blue     | Name Change       |
| Yellow   | New               |
| Orange   | Reintroduced      |

| Comp Plan ID Number | Project Description                                     | Total Cost <sup>(1)</sup> | Clp Project Number | Funded in 6-yr CIP | Source Doc <sup>(2)</sup> | Comp Plan Goal | 2022 Concurrency Project |
|---------------------|---|---------------------------|--------------------|--------------------|---------------------------|----------------|--------------------------|
| NM20-2              | 116th Ave NE Nonmotorized Facilities                    | \$ 3.4                    | NM 0001            |                    | C, NM                     | T-2            |                          |
| NM20-3              | 13th Ave Sidewalk (Phase II)                            | \$ 0.4                    | NM 0054            |                    | C, NM                     | T-2            |                          |
| NM20-4              | Crestwoods Park/CKC Ped/Bike Facility                   | \$ 2.5                    | NM 0031            |                    | C, NM                     | T-2            |                          |
| NM20-5              | 93rd Ave NE Sidewalk                                    | \$ 1.0                    | NM 0032            |                    | C, NM                     | T-2            |                          |
| NM20-6              | NE 52nd Street Sidewalk                                 | \$ 1.1                    | NM 0007            |                    | C, NM                     | T-2            |                          |
| NM20-7              | Cross Kirkland Corridor Interim Trail                   | \$ 3.6                    | NM 0024            | ✓                  | C, NM                     | T-2, T-8       |                          |
| NM20-8              | 122nd Avenue NE Sidewalk                                | \$ 0.9                    | NM 0055            |                    | C, NM                     | T-2            |                          |
| NM20-10             | NE 100th Street Bike Lane                               | \$ 1.6                    | NM 0036            |                    | C, NM                     | T-2            |                          |
| NM20-11             | NE 95th St. Sidewalk (Highlands)                        | \$ 0.6                    | NM 0045            |                    | C, NM                     | T-2            |                          |
| NM20-12             | 18th Ave West Sidewalk                                  | \$ 2.3                    | NM 0046            |                    | C, NM                     | T-2            |                          |
| NM20-13             | 116th Ave NE Sidewalk (South Rose Hill)                 | \$ 0.8                    | NM 0047            |                    | C, NM                     | T-2            |                          |
| NM20-14             | 130th Ave NE Sidewalk                                   | \$ 0.8                    | NM 0037            |                    | C, NM                     | T-2            |                          |
| NM20-15             | NE 90th St. Bicycle/Ped Overpass Across I-405           | \$ 3.7                    | NM 0030            |                    | C, NM                     | T-2            |                          |
| NM20-16A            | NE 90th St Sidewalk (Phase I)                           | \$ 1.2                    | NM 0056            |                    | C, NM                     | T-2            |                          |
| NM20-16B            | NE 90th St Sidewalk (Phase II)                          | \$ 0.7                    | NM 0026            |                    | C, NM                     | T-2            |                          |
| NM20-17             | NE 60th St Sidewalk                                     | \$ 5.0                    | NM 0048            |                    | C, NM                     | T-2            |                          |
| NM20-18             | Forbes Valley Pedestrian Facility                       | \$ 2.0                    | NM 0041            |                    | C, NM                     | T-2            |                          |
| NM20-19             | NE 126th St NM Facilities                               | \$ 4.3                    | NM 0043            |                    | C, TL                     | T-2            |                          |
| NM20-20             | Crosswalk Upgrades (various locations)                  | \$ 0.2                    | NM 0012            | ✓                  | C, NM                     | T-2            |                          |
| NM20-21             | Annual Pedestrian Improvements (various locations)      |                           | various            |                    | NM                        | T-2            |                          |
| NM20-22             | Annual Bicycle Improvements (various locations)         |                           | various            |                    | NM                        | T-2            |                          |
| NM20-23             | 112th Ave NE Sidewalk                                   | \$ 0.5                    | NM 0049            |                    | C, NM                     | T-2            |                          |
| NM20-24             | NE 80th St Sidewalk                                     | \$ 0.9                    | NM 0050            |                    | C, NM                     | T-2            |                          |
| NM20-25             | Rose Hill Business District Sidewalks                   | \$ 7.9                    | NM 0051            | ✓                  | C, NM                     | T-2            |                          |
| NM20-26             | Kirkland Way Sidewalk                                   | \$ 0.4                    | NM 0063            |                    | C, NM                     | T-2            |                          |
| NM20-27             | NE 112th St Sidewalk                                    | \$ 0.4                    | NM 0053            | ✓                  | C, NM                     | T-2            |                          |
| NM20-28             | Annual Sidewalk Maintenance Program                     | \$ 0.8                    | NM 0057            | ✓                  | C, NM                     | T-2            |                          |
| NM20-29             | 111th Ave NM/Emergency Access Connection                | \$ 2.0                    | NM 0058            |                    | Highlands                 | T-2            |                          |
| NM20-30             | 6th Street S. Sidewalk                                  | \$ 0.3                    | NM 0059            | ✓                  | C, NM                     | T-2            |                          |
| NM20-32             | Park Lane Pedestrian Corridor (Phase II)                | \$ 1.3                    | NM 0064 001        | ✓                  | C                         | T-2            |                          |
| NM20-33             | 100th Avenue NE Bicycle Lanes                           | \$ 0.2                    | NM 0069            | ✓                  | C                         | T-2            |                          |
| NM20-35             | Annual Nonmotorized Program                             | \$ 3.2                    | NM 8888            | ✓                  | C                         | T-2            |                          |
| NM20-36             | NE 104th St Sidewalk                                    | \$ 1.1                    | NM 0061            |                    | C                         | T-2            |                          |
| NM20-37             | 19th Ave Sidewalk                                       | \$ 0.8                    | NM 0062            |                    | C                         | T-2            |                          |
| NM20-38             | NE 132nd Street Sidewalk                                | \$ 0.4                    | NM 0071            |                    | C                         | T-2            |                          |
| NM20-40             | Cross Kirkland Corridor Master Plan                     | \$ 0.5                    | NM 0024 101        | ✓                  | C, NM                     | T-2, T-8       |                          |
| NM20-41             | NE 132nd Street Sidewalk at Finn Hill Middle School     | \$ 0.8                    | NM 0072            |                    | C                         | T-2            |                          |
| NM20-42             | JEF Non-Motorized Program                               | \$ 0.2                    | NM 0073            | ✓                  | C                         | T-2            |                          |
| NM20-43             | 90th Ave NE Sidewalk                                    | \$ 0.4                    | NM 0074            |                    | C                         | T-2            |                          |
| NM20-44             | 84th Ave NE Sidewalk                                    | \$ 4.1                    | NM 0075            |                    | C                         | T-2            |                          |
| NM20-45             | NE 140th St Sidewalk - Muir Elem Walk Rt Enhan. Phase 1 | \$ 1.1                    | NM 0076            |                    | C                         | T-2            |                          |
| NM20-46             | NE 140th St Sidewalk - Keller Elem Walk Rt Enhan. - N   | \$ 1.2                    | NM 0077            |                    | C                         | T-2            |                          |
| NM20-47             | NE 140th St Sidewalk - Keller Elem Walk Rt Enhan. - S   | \$ 0.7                    | NM 0078            |                    | C                         | T-2            |                          |
| NM20-48             | NE 140th St Sidewalk - Muir Elem Walk Rt Enhan. Phase 2 | \$ 0.6                    | NM 0079            |                    | C                         | T-2            |                          |
| NM20-49             | Juanita Kingsgate Pedestrian Bridge                     | \$ 4.5                    | NM 0080            |                    | C, NM                     | T-2            |                          |
| NM20-50             | South Kirkland TOD/CKC Multi-Modal Connection Phase I   | \$ 2.4                    | NM 0084            | ✓                  | C, NM                     | T-2            |                          |
| NM20-51             | CKC to Redmond Central Corridor Regional Connector      | \$ 3.7                    | NM 0081            |                    | C, NM                     | T-2            |                          |
| NM20-52             | 6th Street S. Sidewalk                                  | \$ 0.4                    | NM 0082            | ✓                  | C, NM                     | T-2            |                          |
| NM20-53             | 7th Avenue S. Sidewalk                                  | \$ 0.3                    | NM 0083            |                    | C, NM                     | T-2            |                          |
| NM20-54             | South Kirkland TOD/CKC Multi-Modal Connection Phase II  | \$ 1.2                    | NM 0085            |                    | C, NM                     | T-2            |                          |
| NM20-55             | Street Levy - Safe Routes to Schools                    | \$ 0.2                    | NM 0006 100        | ✓                  | C, NM                     | T-2            |                          |
| NM20-56             | Streets Levy - Pedestrian Safety                        | \$ 0.9                    | NM 0006 200        | ✓                  | C, NM                     | T-2            |                          |
| NM20-57             | Cross Kirkland Corridor Non-motorized Improvements      | \$ 80.4                   | NM 0086            |                    | C, NM                     | T-2            |                          |
| NM20-58             | Citywide School Walkroute Enhancements                  | \$ 3.1                    | NM 0087            | ✓                  | C, NM                     | T-2            |                          |
| NM20-59             | NE 124th Street Sidewalk                                | \$ 0.4                    | NM 0088            |                    | C, NM                     | T-2            |                          |
| NM20-60             | Lakefront Pedestrian & Bicycle Improvements             | \$ 1.0                    | NM 0089            | ✓                  | C, NM                     | T-2            |                          |
| NM20-61             | Juanita Drive "Quick Wins"                              | \$ 1.4                    | NM 0090            | ✓                  | C, NM                     | T-2            |                          |
| NM20-62             | Totem Lake Non-motorized Bridge                         | \$ 1.7                    | NM 0091            |                    | C, NM                     | T-2            |                          |
| NM20-63             | Neighborhood Safety Program Improvements                | \$ 1.2                    | NM 0006 201        | ✓                  |                           |                |                          |
| NM20-64             | NE 116th Street Crosswalk Upgrade                       | \$ 0.4                    | NM 0012 001        | ✓                  |                           |                |                          |
| NM20-65             | NE 124th Street Crosswalk Upgrade                       | \$ 0.1                    | NM 0012 002        | ✓                  |                           |                |                          |
| NM20-66             | 132nd Avenue NE Crosswalk Upgrade                       | \$ 0.3                    | NM 0012 003        | ✓                  |                           |                |                          |
| NM20-67             | King County Eastside Rail Acquisition N Kirkland        | \$ 0.6                    | NM 0024 301        | ✓                  |                           |                |                          |
| NM20-68             | NE 124th St/124th Ave NE Pedestrian Bridge Design       | \$ 1.5                    | NM 0086 001        | ✓                  |                           |                |                          |
| NM20-69             | NE 124th St/124th Ave NE Ped Bridge Construction        | \$ 11.4                   | NM 0086 002        | ✓                  |                           |                |                          |
| NM20-70             | North Kirkland/JFK School Walk Route Enhancements       | \$ 1.0                    | NM 0087 001        | ✓                  |                           |                |                          |
| NM20-71             | Active Transportation Plan Update                       | \$ 0.8                    | NM 0092            | ✓                  |                           |                |                          |
| NM20-72             | 124th Avenue NE Sidewalk Improvements                   | \$ 1.1                    | NM 0095            | ✓                  |                           |                |                          |
| NM20-73             | Kirkland Way Sidewalk Improvements                      | \$ 2.1                    | NM 0098            | ✓                  |                           |                |                          |
| NM20-74             | Citywide Trail Connections (Non-CKC)                    | \$ 0.3                    | NM 0109            | ✓                  |                           |                |                          |
| NM20-75             | Finn Hill Connections                                   | \$ 0.3                    | NM 0109 001        | ✓                  |                           |                |                          |
| NM20-76             | Lake Front Promenade Design Study                       | \$ 0.1                    | NM 0109 002        | ✓                  |                           |                |                          |
| NM20-77             | Citywide Accessibility Transition Plan                  | \$ 0.1                    | NM 0110            | ✓                  |                           |                |                          |
| NM20-78             | Citywide Accessibility Improvements                     | \$ 0.3                    | NM 0110 001        | ✓                  |                           |                |                          |
| NM20-79             | Juanita Drive Multi-Modal (On-Street) Improvements      | \$ 0.5                    | NM 0112 000        | ✓                  |                           |                |                          |
| NM20-80             | Citywide Greenways Networks                             | \$ 0.3                    | NM 0113            | ✓                  |                           |                |                          |
| NM20-81             | Citywide Greenways Network Project-NE 75th Street       | \$ 0.5                    | NM 0113 001        | ✓                  |                           |                |                          |
| NM20-82             | Citywide Greenways Network -128th Avenue NE             | \$ 0.8                    | NM 0113 002        | ✓                  |                           |                |                          |
| NM20-83             | CKC Bridge Connecting to Houghton Shopping Center       | \$ 0.2                    | NM 0114            | ✓                  |                           |                |                          |
| NM20-84             | CKC Emergent Projects Opportunity Fund                  | \$ 0.1                    | NM 0115            | ✓                  |                           |                |                          |
| NM20-85             | Cross Kirkland Corridor Opportunity Fund                | \$ 0.5                    | NM 0024 201        |                    |                           |                |                          |
| NM20-86             | 132nd Avenue NE Sidewalk                                | \$ 0.7                    | NM 0097            |                    |                           |                |                          |
| NM20-87             | 7th Avenue Sidewalk                                     | \$ 0.2                    | NM 0101            |                    |                           |                |                          |
| NM20-88             | NE 120th Street Sidewalk                                | \$ 0.5                    | NM 0102            |                    |                           |                |                          |
| NM20-89             | 120th Avenue NE Sidewalk                                | \$ 0.6                    | NM 0103            |                    |                           |                |                          |
| NM20-90             | NE 122nd Place/NE 123rd Street Sidewalk                 | \$ 1.3                    | NM 0104            |                    |                           |                |                          |

|                         |  |    |       |             |   |        |           |   |
|-------------------------|--|----|-------|-------------|---|--------|-----------|---|
| NM20-91                 | 120th Avenue NE Sidewalk                               | \$ | 0.8   | NM 0105     |   |        |           |   |
| NM20-92                 | Citywide CKC Connection                                | \$ | 0.4   | NM 0106     |   |        |           |   |
| NM20-93                 | CKC to Downtown Surface Connection                     | \$ | 2.0   | NM 0107     |   |        |           |   |
| Subtotal Nonmotorized   |  | \$ | 198.4 |             |   |        |           |   |
| PT20-01                 | Citywide Transit Study                                 | \$ | 0.3   | PI 0001     | ✓ |        |           |   |
| PT20-02                 | Public Transit Speed and Reliability Improvements      | \$ | 0.5   | PT 0002     |   |        |           |   |
| PT20-03                 | Public Transit Passenger Environment Improvements      | \$ | 0.5   | PT 0003     |   |        |           |   |
| Subtotal Public Transit |  | \$ | 1.3   |             |   |        |           |   |
| ST20-1                  | 118th Ave NE Roadway Extension                         | \$ | 6.4   | ST 0060     |   | C, TL  | T-4       |   |
| ST20-2                  | 119th Ave NE Roadway Extension                         | \$ | 5.6   | ST 0061     |   | C, TL  | T-4       |   |
| ST20-3                  | 120th Ave NE Roadway Improvements                      | \$ | 9.0   | ST 0063     |   | C      | T-1, T-4  | ✓ |
| ST20-4                  | 124th Ave NE Roadway Improvements                      | \$ | 10.0  | ST 0059     |   | C      | T-1, T-4  | ✓ |
| ST20-5                  | 124th Ave NE Roadway Widening Improvements             | \$ | 30.3  | ST 0064     |   | C      | T-4       |   |
| ST20-6                  | 132nd Ave NE Roadway Improvements                      | \$ | 25.2  | ST 0056     |   | C      | T-4       |   |
| ST20-7                  | 98th Ave NE Bridge Replacement                         | \$ | 10.2  | ST 0055     | ✓ | C      | T-4       |   |
| ST20-8                  | 120th Ave NE Roadway Extension                         | \$ | 16.4  | ST 0073     |   | TL     | T-4       |   |
| ST20-9                  | NE 120th St Roadway Extension (east section)           | \$ | 6.6   | ST 0057 001 | ✓ | C      | T-1, T-4  | ✓ |
| ST20-10                 | 120th Ave NE/Totem Lake Plaza Roadway Improvements     | \$ | 3.0   | ST 0070     | ✓ | TL     | T-4       |   |
| ST20-11                 | NE 130th Street Roadway Extension                      | \$ | 10.0  | ST 0062     |   | C      | T-4       |   |
| ST20-12                 | NE 120th St Roadway Improvements (west section)        | \$ | 5.9   | ST 0072     |   | TL     | T-4       |   |
| ST20-13                 | Annual Street Preservation Program                     | \$ | 10.5  | ST 0006     | ✓ | C      | T-4       |   |
| ST20-14                 | NE 132nd St Rdwy Imprv - Phase I (west section)        | \$ | 1.4   | ST 0077     |   | C, 132 | T-4       |   |
| ST20-15                 | NE 132nd St Rdwy Imprv - Phase II (mid section)        | \$ | 0.3   | ST 0078     |   | C, 132 | T-4       |   |
| ST20-16                 | NE 132nd St Rdwy Imprv - Phase III (east section)      | \$ | 1.1   | ST 0079     |   | C, 132 | T-4       |   |
| ST20-17                 | Annual Striping Program                                | \$ | 2.7   | ST 0080     | ✓ | C      | T-4       |   |
| ST20-18                 | Annual Concurrency Street Improvements                 | \$ | 2.0   | ST 8888     | ✓ | C      | T-4       | ✓ |
| ST20-19                 | Annual Street Pres Program - One-time Project          | \$ | 1.3   | ST 0006 002 | ✓ | C      | T-4       |   |
| ST20-20                 | Street Maintenance & Pedestrian Safety                 | \$ | 14.1  | ST 0006 003 | ✓ | C      | T-4       |   |
| ST20-21                 | Totem Lake Area Development Opportunity Program        | \$ | 0.5   | ST 0081     |   | C      | T-4       |   |
| ST20-22                 | Juanita Drive Master Plan                              | \$ | 0.3   | ST 0082     | ✓ | C      | T-4       |   |
| ST20-23                 | 100th Ave NE Roadway Improvements -- Design            | \$ | 3.2   | ST 0083 101 |   | C      | T-4       |   |
| ST20-24                 | 100th Avenue NE Corridor Study                         | \$ | 0.5   | ST 0083 000 | ✓ | C      | T-4       |   |
| ST20-25                 | Finn Hill Roadway Emergency Vehicle Access Connections | \$ | 0.9   | ST 0086     | ✓ | C      | T-4       |   |
| ST20-26                 | NE 85th Street Utility Undergrounding Conversion       | \$ | 2.7   | ST 0075     | ✓ | C      | T-4       |   |
| ST20-27                 | 100th Ave NE Roadway Improvements - Construction       | \$ | 5.0   | ST 0083 102 | ✓ |        |           |   |
| ST20-28                 | 6th Street South Corridor Study                        | \$ | 0.2   | ST 0087     | ✓ |        |           |   |
| ST20-29                 | Arterial Streetlight LED Conversion                    | \$ | 0.9   | ST 0088     | ✓ |        |           |   |
| Subtotal Streets        |  | \$ | 186.2 |             |   |        |           |   |
| TR20-1                  | 100th Ave NE/NE 124th St Intersection Improvements     | \$ | 2.2   | TR 0084     |   | C      | T-4       | ✓ |
| TR20-2                  | Kirkland Way/CKC Abutment/Intersection Imps            | \$ | 6.9   | TR 0067     |   | C      | T-4, T-2  |   |
| TR20-3                  | 6th Street/Kirkland Way Traffic Signal                 | \$ | 0.6   | TR 0065     |   | C      | T-4       |   |
| TR20-4                  | Totem Lake Blvd/120th Ave NE                           | \$ | 2.8   | TR 0099     | ✓ | C      | T-4       |   |
| TR20-5                  | NE 124th St/I-405 Queue Bypass (EB to SB)              | \$ | 1.7   | TR 0057     |   | C      | T1 T4 T5  | ✓ |
| TR20-6                  | NE 85th St/120th Ave NE Intersection Improvements      | \$ | 5.3   | TR 0088     |   | C      | BKR T1 T4 | ✓ |
| TR20-7                  | NE 85th St/132nd Ave NE Intersection Improvements      | \$ | 1.8   | TR 0089     |   | C      | BKR T1 T4 |   |
| TR20-8                  | NE 85th St HOV/I-405 Queue Bypass                      | \$ | 0.8   | TR 0056     |   | C      | T1 T4 T5  | ✓ |
| TR20-9                  | Lake Wash Blvd/Northup Way Queue Bypass                | \$ | 6.6   | TR 0068     |   | C      | T-4       |   |
| TR20-10.1               | NE 116th St/I-405 Queue Bypass                         | \$ | 7.3   | TR 0072     |   | C      | T1 T4 T5  |   |
| TR20-10.2               | NE 85th St/I-405 Queue Bypass                          | \$ | 1.8   | TR 0074     |   | C      | T1 T4 T5  |   |
| TR20-10.3               | NE 70th St/I-405 Queue Bypass                          | \$ | 1.7   | TR 0073     |   | C      | T1 T4 T5  |   |
| TR20-10.4               | NE 124th St/I-405 Queue Bypass (WB to NB)              | \$ | 1.3   | TR 0075     |   | C      | T1 T4 T5  | ✓ |
| TR20-11.1               | Kirkland Ave/Lake Street South                         |    |       |             |   | P20    | T-4       |   |
| TR20-11.2               | Lake Street South/2nd Ave South                        |    |       |             |   | P20    | T-4       |   |
| TR20-11.3               | Market Street/Central Way                              |    |       |             |   | P20    | T-4       |   |
| TR20-11.4               | Market Street/7th Avenue NE                            |    |       |             |   | P20    | T-4       |   |
| TR20-11.5               | NE 53rd Street/108th Ave NE                            |    |       |             |   | P20    | T-4       |   |
| TR20-11.6               | NE 60th Street/116th Ave NE                            |    |       |             |   | P20    | T-4       |   |
| TR20-11.7               | NE 60th Street/132nd Avenue NE                         |    |       |             |   | P20    | T-4       |   |
| TR20-11.8               | NE 64th Street/Lake Washington Blvd                    |    |       |             |   | P20    | T-4       |   |
| TR20-11.9               | NE 70th Street/120th Avenue NE or 122nd Avenue NE      |    |       |             |   | P20    | T-4       |   |
| TR20-11.10              | NE 80th Street/132nd Avenue NE                         |    |       |             |   | P20    | T-4       |   |
| TR20-11.11              | NE 112th Street/124th Avenue NE                        |    |       |             |   | P20    | T-4       |   |
| TR20-11.13              | NE 116th Street/124th Avenue NE                        | \$ | 1.7   | TR 0092     |   | C      | T-4       |   |
| TR20-11.12              | NE 116th Street/118th Avenue NE                        |    |       |             |   | P20    | T-4       |   |
| TR20-11.14              | NE 126th Street/132nd Place NE                         |    |       |             |   | P20    | T-4       |   |
| TR20-11.15              | NE 128th Street/Totem Lake Blvd                        |    |       |             |   | P20    | T-4       |   |
| TR20-11.16              | NE 100th Street/132nd Avenue NE                        |    |       |             |   | P20    | T-4       |   |
| TR20-11.17              | Market Street/Forbes Creek Drive                       |    |       |             |   | P20    | T-4       |   |
| TR20-11.18              | NE 112th Street/120th Avenue NE                        |    |       |             |   | P20    | T-4       |   |
| TR20-11.19              | Totem Lake Blvd/120th Avenue NE                        |    |       |             |   | P20    | T-4       |   |
| TR20-12                 | NE 70th Street/132nd Ave NE Intersection Imp           | \$ | 4.6   | TR 0086     |   | C      | T-4       | ✓ |
| TR20-13                 | Lake Wash Blvd/NE 38th Place Intersection Imp          | \$ | 0.5   | TR 0090     |   | C      | T-4       |   |
| TR20-14                 | NE 124th St/124th Ave NE Intersection Imp              | \$ | 3.5   | TR 0091     |   | C      | T-4       |   |
| TR20-15                 | NE 132nd Street/100th Ave NE Intersection Imp          | \$ | 3.2   | TR 0083     |   | C      | T-4       | ✓ |
| TR20-16                 | Central Way/Park Place Center Traffic Signal           | \$ | 0.2   | TR 0082     | ✓ | C      | T-4       |   |
| TR20-17                 | NE 132nd Street/124th Ave NE Intersection Imp          | \$ | 5.7   | TR 0096     |   | C      | T-4       | ✓ |
| TR20-18                 | NE 132nd Street/116th Way NE Intersection Imp          | \$ | 0.3   | TR 0098     |   | C      | T-4       | ✓ |
| TR20-20                 | Central Way/4th Street Intersection Imp                | \$ | 0.03  | TR 0103     | ✓ | C      | T-4       |   |
| TR20-21                 | 6th Street/4th Ave Intersection Imp                    | \$ | 0.6   | TR 0104     | ✓ | C      | T-4       |   |
| TR20-22                 | Central Way/5th Street Intersection Imp                | \$ | 0.6   | TR 0105     | ✓ | C      | T-4       |   |
| TR20-23                 | 6th Street/7th Ave Intersection Improvements           | \$ | 0.1   | TR 0106     |   | C      | T-4       |   |
| TR20-24                 | Market Street/15th Ave Intersection Imp                | \$ | 0.6   | TR 0107     |   | C      | T-4       |   |
| TR20-25                 | NE 85th Street/124th Ave NE Intersection Imp           | \$ | 0.9   | TR 0108     |   | C      | T-4       |   |
| TR20-26                 | Totem Lake Plaza/Totem Lake Blvd Intersection Imp      | \$ | 1.5   | TR 0109     | ✓ | C      | T-4       |   |
| TR20-27                 | NE 132nd St/Juanita HS Access Road Intersection Imp    | \$ | 0.9   | TR 0093     |   | C      | T-4       | ✓ |
| TR20-28                 | Totem Lake Plaza/120th Ave NE Intersection Imp         | \$ | 1.5   | TR 0110     | ✓ | C      | T-4       |   |
| TR20-29                 | NE 132nd St/108th Ave NE Intersection Imp              | \$ | 0.6   | TR 0094     |   | C      | T-4       | ✓ |
| TR20-30                 | NE 132nd St/Fire Station Access Dr Intersection Imp    | \$ | 0.4   | TR 0095     |   | C      | T-4       |   |
| TR20-31                 | NE 132nd St/132nd Ave NE Intersection Imp              | \$ | 0.9   | TR 0097     |   | C      | T-4       | ✓ |
| TR20-32                 | NE 85th Street/132nd Ave NE Intersection Imp (Phase I) | \$ | 2.2   | TR 0078     | ✓ | C      | T-4       |   |
| TR20-33                 | NE 85th Street/124th Ave NE Intersection Imp           | \$ | 2.0   | TR 0080     | ✓ | C      | T-4       |   |
| TR20-34                 | Annual Concurrency Traffic Improvements                | \$ | 1.4   | TR 8888     | ✓ | C      | T-4       | ✓ |

|         |  |         |             |   |   |     |  |
|---------|--|---------|-------------|---|---|-----|--|
| TR20-35 | Kirkland ITS Improvements - Phase 1                        | \$ 2.0  | TR 0111 000 | ✓ | C | T-4 |  |
| TR20-36 | Kirkland ITS Improvements – Phase II                       | \$ 1.2  | TR 0111 001 |   | C | T-4 |  |
| TR20-38 | Citywide Safety & Traffic Flow Improvements                | \$ 0.3  | TR 0113     | ✓ | C | T-4 |  |
| TR20-39 | 6th Street & Central Way Intersection Improvements Phase 2 | \$ 1.9  | TR 0100 100 | ✓ | C | T-4 |  |
| TR20-40 | Kirkland ITS Improvements – Phase II B                     | \$ 2.6  | TR 0111 002 |   | C | T-4 |  |
| TR20-41 | Kirkland ITS Improvements – Phase II C                     | \$ 2.9  | TR 0111 003 | ✓ | C | T-4 |  |
| TR20-42 | Slater Ave NE Traffic Calming - Phase 1                    | \$ 0.3  | TR 0114     |   | C | T-4 |  |
| TR20-43 | 6th Street S & 9th Avenue S Intersection Imps              | \$ 1.0  | TR 0115     |   | C | T-4 |  |
| TR20-44 | NE 85th St/114th Ave Intersection Imps Phase II            | \$ 1.8  | TR 0079 001 | ✓ |   |     |  |
| TR20-45 | Annual Signal Maintenance Program                          | \$ 0.9  | TR 0116     | ✓ |   |     |  |
| TR20-46 | Citywide Traffic Management Safety Improvements            | \$ 0.4  | TR 0117     | ✓ |   |     |  |
| TR20-47 | Flashing Yellow Signal Head Safety Improvements            | \$ 0.1  | TR 0117 001 | ✓ |   |     |  |
| TR20-48 | Vision Zero Safety Improvement                             | \$ 0.3  | TR 0117 002 | ✓ |   |     |  |
| TR20-49 | Neighborhood Traffic Control                               | \$ 0.2  | TR 0117 003 | ✓ |   |     |  |
| TR20-50 | General Parking Lot Improvements                           | \$ 0.6  | TR 0118     | ✓ |   |     |  |
| TR20-51 | Kirkland Citywide Intelligent Trans System Study           | \$ 0.1  | TR 0119     | ✓ |   |     |  |
| TR20-52 | Kirkland Intelligent Transportation System Phase 3         | \$ 1.4  | TR 0120     | ✓ |   |     |  |
| TR20-53 | Totem Lake Intersection Improvements                       | \$ 6.0  | TR 0122     | ✓ |   |     |  |
|         | Subtotal Traffic   | \$ 98.7 |             |   |   |     |  |

Notes:

- (1) '12 Costs in millions; Funded projects indexed for inflation
- (2) C = CIP, NM = Non-Cap List, P20 - 20 year list, 132 = 132nd Street Masterplan (2008), Highland = Highlands Neighborhood Plan



|          |                   |
|----------|-------------------|
| No Color | Existing          |
| Red      | Completed/Deleted |
| Blue     | Name Change       |
| Yellow   | New               |
| Orange   | Reintroduced      |

**Table CF - 7**  
**2035 Concurrency Transportation Projects List**

| Comp Plan ID Number | Project Description  | Remaining Costs (1) | CIP Project Number | Funded in 6-yr CIP | Source Doc (2) | Comp Plan Goal | 2022 Concurrency Project |
|---------------------|--|---------------------|--------------------|--------------------|----------------|----------------|--------------------------|
| ST20-3              | 120th Avenue NE, NE 128th Street to NE 132nd Street                      | \$ 9.0              | ST 0063            | No                 | C              | T-1, T-4       | √                        |
| ST20-4              | 124th Avenue NE, NE 116th Street to NE 124th Street                      | \$ 10.0             | ST 0059            | No                 | C              | T-1, T-4       | √                        |
| ST20-9              | NE 120th Street (east section), from Slater Avenue NE to 124th Avenue NE | \$ 5.7              | ST 0057-001        | Yes                | C              | T-1, T-4       | √                        |
| ST20-14             | NE 132nd St Rdwy Imprv - Phase I (west section)                          | \$ 1.4              | ST 0077            | No                 | C, 132         | T-4            | √                        |
| ST20-15             | NE 132nd St Rdwy Imprv - Phase II (mid section)                          | \$ 0.3              | ST 0078            | No                 | C, 132         | T-4            | √                        |
| ST20-16             | NE 132nd St Rdwy Imprv - Phase III (east section)                        | \$ 1.1              | ST 0079            | No                 | C, 132         | T-4            | √                        |
| ST20-18             | Annual Concurrency Street Improvements                                   | \$ 4.0              | ST 8888            | Yes                | C              | T-4            | √                        |
| TR20-1              | 100th Avenue NE / NE 124th Street  | \$ 2.2              | TR 0084            | No                 | C              | T-4            | √                        |
| TR20-6              | NE 85th Street / 120th Avenue NE   | \$ 5.3              | TR 0088            | No                 | C              | BKR, T-1, T-4  | √                        |
| TR20-8              | NE 85th Street and I-405, HOV Queue By-pass east to southbound           | \$ 0.8              | TR 0056            | No                 | C              | T-1, T-4, T-5  | √                        |
| TR20-10.4           | NE 124th Street / I-405 HOV Queue By-pass, westbound to northbound       | \$ 1.3              | TR 0075            | No                 | C              | T-1, T-4, T-5  | √                        |
| TR20-11.19          | Totem Lake Boulevard / 120th Avenue NE.                                  | \$ 1.5              | TR 0110            | No                 | C              | T-1, T-4, T-5  | √                        |
| TR20-12             | NE 70th Street / 132nd Avenue NE   | \$ 4.6              | TR 0086            | No                 | C              | BKR, T-1, T-4  | √                        |
| TR20-15             | NE 132nd Street / 100th Avenue NE  | \$ 3.0              | TR 0083            | No                 | C              | BKR, T-1, T-4  | √                        |
| TR20-17             | NE 132nd Street / 124 <sup>th</sup> Avenue NE                            | \$ 5.7              | TR 0096            | No                 | C, 132         | T-4            | √                        |
| TR20-18             | NE 132nd Street at 116th Way NE to Totem Lake Blvd / I-405               | \$ 0.3              | TR 0098            | No                 | C, 132         | T-4            | √                        |
| TR20-34             | Annual Concurrency Traffic Improvements                                  | \$ 0.6              | TR 8888            | Yes                | C              | T-4            | √                        |

CONCURRENCY PROJECT LIST TOTAL ('10 Costs w/o INFLATION) \$ 56.80

Years to attain 2022 network: 2011 -- 2022 = 12 years

AVERAGE ANNUAL CONCURRENCY PROJECT EXPENDITURE \$ 4.73

Notes: Remaining costs with 2010 as "base year"  
 (1) '10 est.; PROJECTS ARE NOT INDEXED FOR INFLATION  
 (2) C = CIP, P20 - 20 year list, 132 = 132nd Street Masterplan (2008)

To be renumbered as CF-8A

**Table CF - 10A**  
**Capital Facilities Plan: Utility Projects**

**SOURCE OF FUNDS**

| Revenue Type         | Revenue Source  | 2015             | 2016             | 2017             | 2018             | 2019             | 2020             | Six-Year Total    |
|----------------------|-----------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Local                | Utility Rates   | 3,387,000        | 3,612,000        | 3,760,000        | 4,021,000        | 4,214,000        | 4,539,800        | 23,533,800        |
| Local                | Connection Fees | 865,000          | 865,000          | 865,000          | 865,000          | 865,000          | 865,000          | 5,190,000         |
| Local                | Reserves        | 1,400,000        | -                | 1,400,000        | -                | 1,400,800        | -                | 4,200,800         |
| Local                | Debt            | -                | -                | -                | -                | -                | -                | -                 |
| <b>Total Sources</b> |                 | <b>5,652,000</b> | <b>4,477,000</b> | <b>6,025,000</b> | <b>4,886,000</b> | <b>6,479,800</b> | <b>5,404,800</b> | <b>32,924,600</b> |

**USES OF FUNDS**

**Funded Projects**

| Project Number                       | Project Title                                     | 2015             | 2016             | 2017             | 2018             | 2019             | 2020             | Six-Year Total    |
|--------------------------------------|---|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| WA 0102                              | 104th Ave NE Watermain Replacement                |                  |                  |                  |                  | 525,000          | 161,000          | 686,000           |
| WA 0115 001                          | Water System Telemetry Upgrade                    | 200,000          |                  |                  |                  |                  |                  | 200,000           |
| WA 0134                              | 5th Ave S / 8th St S Watermain Replacement        |                  |                  |                  |                  |                  | 553,000          | 553,000           |
| WA 0150                              | 6th Street Watermain Replacement                  | 148,000          |                  |                  |                  |                  |                  | 148,000           |
| WA 0151                              | 7th Avenue S Watermain Replacement                | 53,000           |                  |                  |                  |                  |                  | 53,000            |
| WA 0152                              | 4th Street Watermain Replacement                  | 440,000          |                  |                  |                  |                  |                  | 440,000           |
| WA 0153                              | 3rd Street Watermain Improvement                  |                  | 440,000          | 317,000          |                  |                  |                  | 757,000           |
| WA 0154                              | 4th Street Watermain Replacement Phase 2          |                  | 290,000          | 174,000          |                  |                  |                  | 464,000           |
| WA 0155                              | 120th Avenue NE Watermain Improvement             |                  |                  | 437,000          | 273,000          |                  |                  | 710,000           |
| WA 0156                              | 122nd Avenue NE Watermain Improvement             |                  |                  | 505,600          | 190,400          |                  |                  | 696,000           |
| WA 0157                              | 8th Avenue W Watermain Improvement                |                  |                  |                  | 421,800          | 288,200          |                  | 710,000           |
| WA 0158                              | NE 112th Street Watermain Improvement             |                  |                  |                  |                  | 365,000          |                  | 365,000           |
| WA 0159                              | NE 113th Place Watermain Improvement              |                  |                  |                  | 373,000          |                  |                  | 373,000           |
| WA 0160                              | 126th Avenue NE Watermain Improvement             |                  |                  |                  |                  |                  | 990,000          | 990,000           |
| WA 0161                              | Kirkland Avenue Watermain Replacement             |                  | 310,000          |                  |                  |                  |                  | 310,000           |
| WA 0162                              | LWB Watermain Replacement at Cochran Springs      | 260,000          |                  |                  |                  |                  |                  | 260,000           |
| WA 8888                              | Annual Watermain Replacement Program              | 549,400          |                  |                  |                  |                  |                  | 549,400           |
| WA 9999                              | Annual Water Pump Station/System Upgrade Pgm      | 549,400          |                  |                  |                  |                  |                  | 549,400           |
| SS 0051                              | 6th Street S Sewermain Replacement                |                  |                  |                  |                  |                  | 884,000          | 884,000           |
| SS 0052                              | 108th Avenue NE Sewermain Replacement             |                  |                  | 865,800          | 2,861,800        | 1,624,400        |                  | 5,352,000         |
| SS 0062                              | NE 108th Street Sewermain Replacement             |                  |                  |                  | 766,000          | 3,677,200        | 1,966,800        | 6,410,000         |
| SS 0069                              | 1st Street Sewermain Replacement                  |                  | 958,900          | 2,861,100        |                  |                  |                  | 3,820,000         |
| SS 0070                              | 5th Street Sewermain Replacement                  |                  | 419,500          | 864,500          |                  |                  |                  | 1,284,000         |
| SS 0071                              | 6th Street Sewermain Replacement                  |                  | 287,000          |                  |                  |                  |                  | 287,000           |
| SS 0072                              | Kirkland Avenue Sewermain Replacement             |                  |                  |                  |                  |                  | 850,000          | 850,000           |
| SS 0073                              | Rose Point Sewer Lift Station Replacement         | 1,450,000        | 1,110,000        |                  |                  |                  |                  | 2,560,000         |
| SS 0078                              | 5th Avenue S Sewermain Replacement                | 38,000           |                  |                  |                  |                  |                  | 38,000            |
| SS 0079                              | 3rd Avenue S & 2nd Street S Sewermain Replacement | 865,400          | 361,600          |                  |                  |                  |                  | 1,227,000         |
| SS 0082                              | 3rd & Central Way Sanitary Sewer Crossing         |                  | 300,000          |                  |                  |                  |                  | 300,000           |
| SS 8888                              | Annual Sanitary Pipeline Replacement Program      | 549,400          |                  |                  |                  |                  |                  | 549,400           |
| SS 9999                              | Annual Sanitary Pump Station/System Upgrade Pgm   | 549,400          |                  |                  |                  |                  |                  | 549,400           |
| <b>Total Funded Utility Projects</b> |   | <b>5,652,000</b> | <b>4,477,000</b> | <b>6,025,000</b> | <b>4,886,000</b> | <b>6,479,800</b> | <b>5,404,800</b> | <b>32,924,600</b> |

|                                       |   |   |   |   |   |   |   |   |
|---------------------------------------|---|---|---|---|---|---|---|---|
| <b>SURPLUS (DEFICIT) of Resources</b> | - | - | - | - | - | - | - | - |
|---------------------------------------|---|---|---|---|---|---|---|---|

To be renumbered as CF-8B

**Table CF - 10B**  
**Capital Facilities Plan: Surface Water Utility Projects**

**SOURCES OF FUNDS**

| Revenue Type         | Revenue Source | 2015             | 2016             | 2017             | 2018             | 2019             | 2020             | Six-Year Total    |
|----------------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Local                | Utility Rates  | 1,685,000        | 1,744,000        | 1,801,000        | 1,872,000        | 1,916,000        | 2,120,000        | 11,138,000        |
| Local                | Reserves       | 438,000          | 300,000          | 450,000          | 50,000           | 100,000          | 50,000           | 1,388,000         |
| External             | Grants         | 237,900          | 487,000          | 350,000          |                  |                  |                  | 1,074,900         |
| <b>Total Sources</b> |                | <b>2,360,900</b> | <b>2,531,000</b> | <b>2,601,000</b> | <b>1,922,000</b> | <b>2,016,000</b> | <b>2,170,000</b> | <b>13,600,900</b> |

**USES OF FUNDS**

**Funded Projects**

| Project Number                                     | Project Title   | 2015             | 2016             | 2017             | 2018             | 2019             | 2020             | Six-Year Total    |
|--|---|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| SD 0047  | Annual Replacement of Aging/Failing Infrastructure                | 200,000          |                  | 200,000          | 200,000          | 200,000          | 200,000          | 1,000,000         |
| SD 0048  | Cochran Springs / Lake Washington Blvd Crossing Enh.              | 971,500          | 478,500          |                  |                  |                  |                  | 1,450,000         |
| SD 0049+   | Forbes Creek/108th Ave NE Fish Passage Imp                        |                  |                  |                  |                  | 230,400          | 179,600          | 410,000           |
| SD 0063+   | Everest Creek - Slater Ave at Alexander St                        |                  |                  |                  |                  |                  | 360,000          | 360,000           |
| SD 0067  | NE 129th Place/Juanita Creek Rockery Repair                       | 370,000          |                  |                  |                  |                  |                  | 370,000           |
| SD 0076  | NE 141st Street/111th Avenue NE Culvert Repair                    |                  | 76,100           | 683,900          |                  |                  |                  | 760,000           |
| SD 0077  | Goat Hill Storm Drainage Repair                                   | 168,000          | 672,000          |                  |                  |                  |                  | 840,000           |
| SD 0078  | Billy Creek Ravine Stabilization Phase II                         | 43,000           | 187,000          |                  |                  |                  |                  | 230,000           |
| SD 0081  | Neighborhood Drainage Assistance Program (NDA)                    | 50,000           |                  | 50,000           |                  | 50,000           |                  | 150,000           |
| SD 0084+   | Market St, Central to 12th Ave                                    |                  |                  |                  |                  | 224,000          | 696,000          | 920,000           |
| SD 0086  | 99th Place NE Stormwater Pipe Replacement                         | 390,000          |                  |                  |                  |                  |                  | 390,000           |
| SD 0087  | Silver Spurs Flood Reduction                                      |                  |                  | 70,000           |                  |                  |                  | 70,000            |
| SD 0088  | Comfort Inn Pond Modifications                                    |                  | 407,000          | 240,000          |                  |                  |                  | 647,000           |
| SD 0089  | NE 142nd Street Surface Water Drainage Improvements               |                  |                  | 160,000          |                  |                  |                  | 160,000           |
| SD 0090  | Goat Hill Drainage Ditch and Channel Stabilization                |                  |                  |                  | 320,000          |                  |                  | 320,000           |
| SD 0091  | Holmes Point Drive Pipe Replacement                               | 40,000           | 260,400          | 199,600          |                  |                  |                  | 500,000           |
| SD 0092  | Juanita Creek Culvert   |                  |                  | 140,600          | 519,400          |                  |                  | 660,000           |
| SD 0093  | Pleasant Bay Apartments Line Replacement                          |                  |                  | 106,900          | 203,100          |                  |                  | 310,000           |
| SD 0094  | NE 114th Place Stormline Replacement                              |                  |                  |                  |                  | 260,000          |                  | 260,000           |
| SD 0095  | NE 141st Street Stormwater Pipe Installation                      |                  |                  |                  | 170,000          |                  |                  | 170,000           |
| SD 0096  | CKC Emergent Projects Surface Water Opportunity Fund              |                  | 100,000          |                  |                  |                  |                  | 100,000           |
| SD 0097  | Champagne Creek Stabilization                                     |                  |                  |                  | 339,500          | 440,500          |                  | 780,000           |
| SD 0098  | Champagne Creek Stormwater Retrofit                               |                  |                  |                  | 120,000          |                  |                  | 120,000           |
| SD 0099  | Goat Hill Drainage Conveyance Capacity                            |                  |                  |                  |                  | 259,200          | 370,800          | 630,000           |
| SD 0100  | Brookhaven Pond Modifications                                     |                  |                  |                  |                  | 301,900          | 313,600          | 615,500           |
| SD 0105  | Property Acquisition Opportunity Fund                             |                  | 50,000           | 50,000           | 50,000           | 50,000           | 50,000           | 250,000           |
| SD 0106  | CKC Surface Water Drainage at Crestwoods Park                     | 40,000           |                  |                  |                  |                  |                  | 40,000            |
| SD 0106.001  | CKC Surface Water Drainage at Crestwoods Park Design/Construction |                  | 300,000          | 700,000          |                  |                  |                  | 1,000,000         |
| SD 8888  | Annual Streambank Stabilization Program                           | 44,200           |                  |                  |                  |                  |                  | 44,200            |
| SD 9999  | Annual Surface Water Infrastructure Replacement Program           | 44,200           |                  |                  |                  |                  |                  | 44,200            |
| <b>Total Funded Surface Water Utility Projects</b> |   | <b>2,360,900</b> | <b>2,531,000</b> | <b>2,601,000</b> | <b>1,922,000</b> | <b>2,016,000</b> | <b>2,170,000</b> | <b>13,600,900</b> |

|                                       |   |   |   |   |   |   |   |   |
|---------------------------------------|---|---|---|---|---|---|---|---|
| <b>SURPLUS (DEFICIT) of Resources</b> | - | - | - | - | - | - | - | - |
|---------------------------------------|---|---|---|---|---|---|---|---|

To be renumbered as CF - 9

**Table CF - 11**  
**Capital Facilities Plan: Parks Projects**

**SOURCES OF FUNDS**

| Revenue Type         | Revenue Source         | 2015             | 2016             | 2017             | 2018             | 2019             | 2020             | Six-Year Total    |
|----------------------|------------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Local                | Real Estate Excise Tax | 759,600          | 787,400          | 215,000          | 868,000          | 1,343,000        | 885,000          | 4,858,000         |
| Local                | Reserves               | 529,500          | 7,600            |                  |                  |                  |                  | 537,100           |
| Local                | Kirkland Park Levy     | 1,050,000        | 1,450,000        | 1,250,000        | 1,250,000        | 1,150,000        | 973,000          | 7,123,000         |
| Local                | Impact Fees            |                  | 1,107,400        | 594,000          | 1,265,000        | 1,865,000        | 2,026,000        | 6,857,400         |
| Local                | Carryover PY Savings   | 75,000           |                  |                  |                  |                  |                  | 75,000            |
| External             | Grants                 | 991,000          |                  | 500,000          | 500,000          |                  |                  | 1,991,000         |
| <b>Total Sources</b> |                        | <b>3,405,100</b> | <b>3,352,400</b> | <b>2,559,000</b> | <b>3,883,000</b> | <b>4,358,000</b> | <b>3,884,000</b> | <b>21,441,500</b> |

**USES OF FUNDS**

**Funded Projects**

| Project Number                     | Project Title                                       | 2015             | 2016             | 2017             | 2018             | 2019             | 2020             | Six-Year Total    |
|------------------------------------|---|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| PK 0049                            | Open Space, Pk Land & Trail Acq Grant Match Program | 100,000          |                  |                  |                  |                  |                  | 100,000           |
| PK 0066                            | Park Play Area Enhancements                         | 50,000           | 50,000           | 50,000           | 50,000           | 75,000           | 75,000           | 350,000           |
| PK 0087 100                        | Waverly Beach Park Renovation                       | 595,500          |                  |                  |                  |                  |                  | 595,500           |
| PK 0087 101                        | Waverly Beach Park Renovation Phase 2               |                  |                  |                  |                  | 250,000          | 1,000,000        | 1,250,000         |
| PK 0119 002                        | Juanita Beach Park Development Phase 2              |                  |                  | 100,000          | 1,208,000        |                  |                  | 1,308,000         |
| PK 0119 100                        | Juanita Beach Bathhouse Replacement & Shelter       | 200,000          | 1,000,000        |                  |                  |                  |                  | 1,200,000         |
| PK 0121                            | Green Kirkland Forest Restoration Program           | 125,000          | 75,000           | 75,000           | 75,000           | 75,000           | 75,000           | 500,000           |
| PK 0133 100                        | Dock & Shoreline Renovations                        | 250,000          | 250,000          |                  |                  | 250,000          | 250,000          | 1,000,000         |
| PK 0133 200                        | City-School Playfield Partnership                   | 850,000          |                  | 500,000          | 500,000          |                  |                  | 1,850,000         |
| PK 0133 300                        | Neighborhood Park Land Acquisition                  |                  |                  | 750,000          | 750,000          | 750,000          | 734,000          | 2,984,000         |
| PK 0133 400                        | Edith Moulton Park Renovation                       | 600,000          | 200,000          |                  |                  |                  |                  | 800,000           |
| PK 0133 401                        | Edith Moulton Park Renovation Phase 2               |                  | 1,115,000        |                  |                  |                  |                  | 1,115,000         |
| PK 0134                            | 132nd Park Playfields Renovation                    | 509,600          | 127,400          |                  |                  |                  |                  | 637,000           |
| PK 0138                            | Everest Park Restroom/Storage Building Replacement  |                  |                  |                  |                  | 708,000          |                  | 708,000           |
| PK 0139 200                        | Totem Lake Park Master Plan & Development (Phase I) | 125,000          | 535,000          | 1,084,000        |                  |                  |                  | 1,744,000         |
| PK 0139 300                        | Totem Lake Park Development Phase 2                 |                  |                  |                  | 800,000          | 1,000,000        | 1,000,000        | 2,800,000         |
| PK 0146                            | CKC North Extension Trail Development               |                  |                  |                  | 250,000          | 750,000          |                  | 1,000,000         |
| PK 0147                            | Parks Maintenance Center                            |                  |                  |                  | 250,000          | 500,000          | 750,000          | 1,500,000         |
| <b>Total Funded Parks Projects</b> |   | <b>3,405,100</b> | <b>3,352,400</b> | <b>2,559,000</b> | <b>3,883,000</b> | <b>4,358,000</b> | <b>3,884,000</b> | <b>21,441,500</b> |

|                                       |   |   |   |   |   |   |   |   |
|---------------------------------------|---|---|---|---|---|---|---|---|
| <b>SURPLUS (DEFICIT) of Resources</b> | - | - | - | - | - | - | - | - |
|---------------------------------------|---|---|---|---|---|---|---|---|

To be renumbered as CF-10

**Table CF-12**  
**Capital Facilities Plan: Public Safety Projects**

**SOURCES OF FUNDS**

| Revenue Type         | Revenue Source             | 2015           | 2016             | 2017             | 2018           | 2019           | 2020           | Six-Year Total   |
|----------------------|----------------------------|----------------|------------------|------------------|----------------|----------------|----------------|------------------|
| Local                | General Fund               | 241,500        | 164,900          | 111,700          | 133,200        | 742,000        | 379,400        | 1,772,700        |
| Local                | General Fund Cash          |                | 1,087,000        | 1,013,000        |                |                |                | 2,100,000        |
| Local                | Fire District 41 Bond/Cash |                | 1,413,000        | 3,787,000        |                |                |                | 5,200,000        |
| <b>Total Sources</b> |                            | <b>241,500</b> | <b>2,664,900</b> | <b>4,911,700</b> | <b>133,200</b> | <b>742,000</b> | <b>379,400</b> | <b>9,072,700</b> |

**USES OF FUNDS****Funded Projects**

| Project Number                         | Project Title                        | 2015           | 2016             | 2017             | 2018          | 2019           | 2020           | Six-Year Total   |
|--|--------------------------------------|----------------|------------------|------------------|---------------|----------------|----------------|------------------|
| PS 0062                                | Defibrillator Unit Replacement       |                |                  |                  |               |                | 176,900        | 176,900          |
| PS 0066                                | Thermal Imaging Cameras              |                |                  |                  |               | 76,500         |                | 76,500           |
| PS 0076                                | Personal Protective Equipment        |                |                  |                  |               | 573,100        |                | 573,100          |
| PS 0078                                | Power Cots                           | 71,400         |                  |                  |               |                |                | 71,400           |
| PS 2000                                | Fire Equipment Replacement           | 26,100         | 46,700           | 19,500           | 55,700        | 20,900         | 25,000         | 193,900          |
| <b>Subtotal Funded Fire Projects</b>   |                                      | <b>97,500</b>  | <b>46,700</b>    | <b>19,500</b>    | <b>55,700</b> | <b>670,500</b> | <b>201,900</b> | <b>1,091,800</b> |
| PS 1000                                | Police Equipment Replacement         | 144,000        | 118,200          | 92,200           | 77,500        | 71,500         | 177,500        | 680,900          |
| <b>Subtotal Funded Police Projects</b> |                                      | <b>144,000</b> | <b>118,200</b>   | <b>92,200</b>    | <b>77,500</b> | <b>71,500</b>  | <b>177,500</b> | <b>680,900</b>   |
| PS 3001                                | Fire Station 25 Renovation           |                |                  | 3,787,000        |               |                |                | 3,787,000        |
| PS 3002                                | Fire Station 24 Property Acquisition |                | 2,500,000        |                  |               |                |                | 2,500,000        |
| PS 3003                                | Fire Strategic Plan Implementation   |                |                  | 1,013,000        |               |                |                | 1,013,000        |
| <b>Subtotal Funded Facilities</b>      |                                      | <b>-</b>       | <b>2,500,000</b> | <b>4,800,000</b> | <b>-</b>      | <b>-</b>       | <b>-</b>       | <b>7,300,000</b> |

|  |  |                |                  |                  |                |                |                |                  |
|--|--|----------------|------------------|------------------|----------------|----------------|----------------|------------------|
| <b>Total Funded Public Safety Projects</b> |  | <b>241,500</b> | <b>2,664,900</b> | <b>4,911,700</b> | <b>133,200</b> | <b>742,000</b> | <b>379,400</b> | <b>9,072,700</b> |
|--|--|----------------|------------------|------------------|----------------|----------------|----------------|------------------|

|                                       |  |          |          |          |          |          |          |          |
|---------------------------------------|--|----------|----------|----------|----------|----------|----------|----------|
| <b>SURPLUS (DEFICIT) of Resources</b> |  | <b>-</b> |
|---------------------------------------|--|----------|----------|----------|----------|----------|----------|----------|

