Introduction

This chapter on King County's Capital Improvement Program Plan (CIP) is provided here to give an overview of the program. The complete CIP is published as a separate document. Please see the 1999 Executive Proposed Capital Improvement Program Book for further details.

The 1999-2004 Capital Improvement Program (CIP) plans for capital outlay of approximately $2.5 billion over the next six years. A total of approximately $728.6 million is proposed for 1999, with approximately $325.6 million proposed from Transit revenues, $213.9 million from Wastewater Treatment revenues and $189.1 million from other County revenue sources. When completed, this capital program will provide the necessary infrastructure for the services that King County offers, including transit, roads, public safety, parks, wastewater treatment, surface water management, solid waste disposal, and public health.

The Capital Improvement Program Budget is divided into six program categories. The **Law, Safety, and Justice Program** includes capital improvements to facilities housing the operation of the King County Superior Court, King County District Courts, the King County Prosecuting Attorney, the Departments of Adult Detention, Public Safety, and Youth Services. The **Mental and Physical Health Program** includes capital improvements to Harborview Medical Center, health clinics, and alcoholism and drug treatment facilities. The **General Government Services Program** includes capital improvements for King County facilities, as well as technological improvements. The **Physical Environment and Resource Management Program** includes CIP projects for solid waste, surface water management and wastewater treatment facilities. The **Culture and Recreation Program** includes capital improvements, acquisition and new development efforts for the County Park System, the Kingdome and the County's 1% for Art Program. Finally, the **Transportation Program** includes CIP projects for the Transit System, County streets and roads, and the King County International Airport.

Artworks included in the 1999-2004 Capital Improvement Program are presented to the County Executive and County Council through the "1% Percent for Art Annual Plan" which is transmitted separately to both the County Executive and County Council.

Relationship to the Growth Management Act / King County Comprehensive Plan

The 1999-2004 King County Capital Improvement Program becomes the capital facilities component to the King County Comprehensive Plan and occurs as an amendment to the King County Comprehensive Plan. The 1999-2004 King County Capital Improvement Program, when adopted by the County Council, will satisfy the Growth Management Act requirement to provide a six-year plan that will finance capital facilities within projected funding capacities and clearly identify sources of public money for those capital facilities.

Statutory capital facilities planning requirements are codified in RCW 36.70A.070(3). This section of the Growth Management Act (GMA) calls for the following elements to be contained in a capital facilities plan: 1) an inventory of capital facilities; 2) a forecast of future needs for capital facilities; 3) the proposed locations and capacities of capital facilities; and 4) a six-year financing plan.

The 1994 King County Comprehensive Plan (KCCP), Technical Appendix I-A, contains a summary of the inventory, forecast, and proposed locations and capacities information on public capital facilities in King County. The information is provided for facilities and services provided by King County and those provided by other agencies and utilities, such as drinking water supply and natural gas. Technical Appendix I-A is adopted by reference as part of the capital facility plan element of the KCCP. The capital facility plan element also adopts the 1999 King County Capital Improvement Program (CIP) as the document satisfying the six-year financing plan required by the GMA.

It should be noted that the total inventory, forecast, and proposed locations and capacities of capital facilities are contained in documents referred to as "functional plans." Authorized by the King County Comprehensive Plan, functional plans are detailed plans for facilities and services and action plans and programs for governmental activities. Some functional plans are operational or programmatic and guide daily management decisions. Others include specific details of facility design and location; these plans must be consistent with the KCCP. A complete listing of functional plans is contained in Technical Appendix II-K of the KCCP.

King County Comprehensive Plan Year 2000 Update

King County is updating the King County Comprehensive Plan (KCCP) in compliance with the state Growth Management Act, RCW 36.70A.130. This update is the first significant revision to the KCCP since its adoption in 1994, in accordance with K.C.C. Title 20. Proposed revisions to the KCCP will be reviewed to ensure that they remove barriers to making growth management work in King County, improve usability of the plan, eliminate inconsistencies in the plan, and improve information flow to the public on growth management issues.

The King County Office of Regional Policy and Planning will begin work on the 2000 Update in early 1999. A Scope of Work Motion will be transmitted to the Council on March 1, 1999. Following an extensive public outreach program and publication of a Public Review Draft in the Fall of 1999, the Executive will transmit a Recommended 2000 Update of the King County Comprehensive Plan to the County Council on March 1, 2000.

The Executive Recommended 2000 Update to the King County Comprehensive Plan will be organized to correspond to the themes of the Smart Growth Initiative, Shaping Tomorrow: Livable Communities, Rural Legacy, Transportation, and the Environment.

The plan will address several critical issues, including King County's changing role as a regional government with significant responsibilities as a local service provider; the need to effectively integrate land use and transportation planning; and the protection of Chinook salmon in accordance with Endangered Species Act.

King County Comprehensive Plan Year 2000 Update - Environmental Review

Environmental review of substantive revisions to the KCCP is required by the State Environmental Policy Act (SEPA). This review will assess impacts to elements of the environment including but not limited to: air, water, plants/animals, noise, transportation, relationship to existing land use plans, environmental health, aesthetics, and recreation. The analysis will focus on environmental impacts resulting from changes to the transportation system, greater emphasis on protection of the rural and natural resource areas, and better direction of growth in the urban areas.

The State Growth Management Act requires that all proposed amendments to a comprehensive plan be assessed as one annual package, to ensure that the cumulative effects of all proposals are considered concurrently. There are three options for environmental review of the 2000 Update, the selection of which will be dependent on the extent of potential impacts of the proposed amendments: a full Environmental Impact Statement (EIS), a Supplemental EIS (SEIS), or addendum to the EIS of the previous plan.

The EIS includes a public scoping process and analysis of alternatives to the preferred proposal. The SEIS is prepared in much the same way as an EIS with the exception that scoping is optional. Actions, alternatives, or impacts included within the original EIS, or subsequent addenda, are not required to be part of the SEIS, unless they constitute a substantive new action. An addendum

recognizes the environmental impacts of the proposal but analyzes the impacts based on information contained in previous environmental documents.

Under all options, environmental review will include analysis of how proposed revisions to the KCCP may effect Chinook and other salmon populations within unincorporated King County. The proposed listing of the Chinook Salmon as threatened will necessitate this level of assessment. The information will provide a framework for future potential ESA-driven analysis of King County land use policies.

Environmental review will also specifically provide analysis of proposed revisions to the KCCP that will be directly applicable to the subsequent environmental analysis of the Transportation Needs Report (TNR), the Six-Year Transit Development Plan and other proposed policy changes in the Transportation Chapter of the KCCP. The TNR will update and coordinate project-level transportation improvement recommendations for King County, all cities in King County and the Washington State Department of Transportation. The Six-Year Transit Development Plan will address the distribution of transit facilities and services and direct the development of the Transit Capital Improvement Program. The Transportation Chapter of the KCCP will address new freight mobility policies, the Regional Arterial Network and transportation funding issues.

Following approval of the Scope of Work Motion by the Council by April 30, 1999, as required by K.C.C. Title 20, the appropriate environmental review option will be determined. The SEPA environmental document will be issued with the Public Review Draft 2000 Update in the Fall, 1999.

Please see the budget pages for the Office of Regional Policy and Planning, the Departments of Natural Resources, Development and Environmental Services and Transportation for further details.

1999 Goals and Highlights

The 1999 goals and objectives for the 1999-2004 Proposed CIP Program Plan include the following:

- to preserve and enhance the many values of the County's natural drainage system including water quality, fish and wildlife habitat, and to construct drainage and erosion control facilities;
- to ensure continued operation and reliability of existing wastewater treatment assets, enhance regional water quality, and ensure sufficient capacity to meet wastewater treatment needs;
- to address transportation networks and growth impact needs, and provide cities a vehicle to accelerate roads development in areas which will ultimately be annexed by those cities;
- to maintain the structural integrity and efficiency of the general government and other special purpose buildings and facilities owned by King County by constructing, maintaining and equipping facilities appropriately, enhance handicapped access to buildings, and configure space for effective service delivery;
- to provide County employees the appropriate tools through technological upgrades to manage functions efficiently and effectively;
- to enhance recreational opportunities and the County open space system through acquisition of land and the development and rehabilitation of facilities; and
- to maintain the solid waste disposal system's ability to meet the volume demands on it, to ensure that these facilities are operated in an environmentally responsible manner, and to provide for the ongoing maintenance and monitoring of the various landfills and for their eventual closure.

Law, Safety, and Justice Program

Please see the 1999 Executive Proposed CIP Book for details.

Adult Detention Facilities: In response to anticipated growth in the inmate population at the RJC, a Double Bunking project for $348,870 is proposed in the 1999 Capital Budget. A Third Floor Reception Area Project at the King County Correctional Facility is proposed to remedy inadequate working conditions and to satisfy ADA requirements. The RJC Double Bunking Project will be funded out of RJC levy proceeds while the KCCF project will be funded with bond proceeds.

Judicial Administration, Department of Youth Services and District and Superior Court Facilities: The capital project for furniture and equipment at the new Issaquah District Court facility is proposed in the 1999 Capital Budget. An additional $250,000 is proposed to complete the remodel of the Judicial Administration Department, while $990,000 is proposed to complete the renovations at the Alder Campus facility.

Public Safety: Renovation of the Photo Mini Lab for $245,000, and completion of the Evidence Storage Parking Lot for $172,310, is proposed in the 1999 Capital Budget.

The following table displays major projects proposed in the 1999 Executive's Proposed Budget. Please see separate 1999 Executive Proposed Capital Improvement Program Budget Book for more information.

Significant Projects Law, Safety and Justice	1999 Proposed Budget	Continuation of Existing Project
Alder Campus Office/Court Renovation	$990,000	X
Issaquah District Court Furniture and Equipment	$583,369	X
RJC Double Bunking	$348,870	
Photo Mini Lab	$245,000	

Mental And Physical Health

Please see the 1999 Executive Proposed CIP Book for details.

This program includes necessary improvements at Harborview as well as improvements to the County's clinics and alcohol and drug treatment facilities.

The following table displays major projects proposed in the 1999 Executive's Proposed Budget. Please see separate 1999 Executive Proposed Capital Improvement Program Budget Book for more information.

Significant Projects Mental and Physical Health Capital Program	1999 Proposed Budget	Continuation of Existing Project
HMC: Intraoperative MRI (IMRI)	$1,950,000	
HMC: AIDS/STD Center	$950,000	X
HMC: Data Com Closet	$850,000	X
HMC: Gamma Knife	$850,000	
HMC: Surgery Support Services	$847,000	
HMC: LRCIP-Related Relocations	$815,000	
White Center Dental Clinic	$440,414	

General Government Services Program

Please see the 1999 Executive Proposed CIP Book for details.

The General Government Services Program includes capital improvements for King County facilities as well as technological improvements.

The 1999 Executive's Proposed Capital Improvement Program represents the first step toward implementing the Major Maintenance Infrastructure Model. To this end, capital requests were divided into two categories, programmatic and major maintenance. Projects categorized as major maintenance were incorporated into the Major Maintenance Infrastructure Model.

The Major Maintenance Infrastructure Model includes a total of 33 County facilities. These facilities were assessed with the goal of discovering immediate major maintenance needs and life cycle needs. From this evaluation, a facility scheduling and financing plan was developed. The financing plan is based on a model incorporating a per square foot charge to tenants in County buildings. The financing plan builds up needed reserves over time in order to afford life cycle building projects, such as roof and HVAC replacement.

Highlights of the Major Maintenance Infrastructure Model

The central feature of the proposed maintenance plan is a categorization of facility maintenance projects according to their expected life. The list of 8 year, or short-cycle, refurbishments includes carpet, paint and communications equipment. The 15 year, or medium-cycle, infrastructure needs include lighting fixtures, parking lots and grounds structures. Heating, ventilation and air-condition (HVAC) systems, electrical systems, walls, doors and roofs are included in a 25 year, or long-term cycle, refurbishment category. Using this framework, current and prospective maintenance costs were estimated and costs per occupied space to finance these improvements were calculated.

In addition to the establishment of standard planned replacement cycles which provide a basis for projected repair and replacement priorities, existing deficiencies for each building have been assessed and are scheduled for repair or replacement over the 1999 to 2001 budget cycles. Each building will be assessed annually to update the building and project repair and replacement schedule and annual building charges will be modified as necessary to ensure a fully financed plan.

Financial Planning and Policy Overview

Using the major maintenance and repair model, existing deficiencies, prospective reserve requirements, and reserve deficiencies were calculated for each building. Prospective reserve requirements are reduced to annual charges that will increase only with inflation for the purpose of determining the revenue and expenditure stream for each building in the model. The actual mechanism of revenues for this model is a combination of building charges, Current Expense and the excess over the $15 million Sales Tax Reserve Contingency. The expenditure mechanism is via a Major Maintenance master project in each annual budget, which will be divided into sub-projects for each building by May 1 of each year.

Existing deficiencies and reserve shortfalls have been calculated to recover these deficiencies over a 10 year period. Thus, each year's contribution will be used not only for capital projects, but also for building reserves to finance future capital projects. The financing for each building is balanced over an extended period through reserves, however, cash flow management may require loans between these reserves from time to time. That is, payments made for one building would be used, if necessary, to finance improvements for another building. Future charges against the benefiting building will build sufficient reserves to repay these funds. These "reserve loans" are priced in the model at an annual rate of 6%, thereby ensuring that each building properly benefits from its individual payments.

The 1999 CIP budget, for general government facilities, constitutes the best compromise of project selections given the constraints on available funds, the number and cost of projects requested by County agencies and the following selection criteria:

- The project remedies deficient conditions adversely impacting health, safety, and/or security;
- The project is necessary to meet mandatory legal requirements, including code requirements and handicapped accessibility;
- The project is a phased element of an approved master plan;
- The project results in cost savings sufficient to return the original capital investment over a moderate period of time;
- The project upgrades and expands the County's capital stock by maintaining structural integrity, restoring architectural integrity, or improving building systems before failure of these facilities requires a more costly solution;
- The project expands the capacity of capital facilities through acquisition, new construction, or remodeling in response to increased operating and service requirements; and
- The project utilizes staff more effectively by enhancing the work environment, providing critical support services, or increasing efficiency in individual workload.

Technological improvements included in the proposed 1999 budget include a continuation of the Financial Systems Replacement project, for $10.8 million, and the King County Institutional Network project, or I-Net, for $6.8 million. The Financial Systems Replacement project is to replace the King County and former Metro finance systems with an integrated set of modern software packages. The I-Net project will expand fiber optic connectivity to public buildings, schools, libraries and other institutions.

The following table displays major projects proposed in the 1999 Executive's Proposed Budget. Please see separate 1999 Executive Proposed Capital Improvement Program Budget Book for more information.

Significant Projects General Government Services	1999 Proposed Budget	Continuation of Existing Project
Financial Systems Replacement	$10,807,000	X
King County Institutional Network	$6,828,997	X
Major Maintenance Reserve Program	$5,525,232	
Energy Performance Improvement Project	$907,045	X
Admin. Building/Yesler Tenant Improvement: Phase 1	$490,000	

Physical Environment and Resource Management Program

Please see the 1999 Executive Proposed CIP Book for details.

Solid Waste Ongoing Capital Improvements. Solid Waste projects are developed in order to comply with legal requirements such as the King County Board of Health Code (Title 10), Washington State Minimum Functional Standards for Solid Waste Handling (WAC 173-3-4), and Department of Labor and Industries mandates. The recommendations of planning documents such as the Comprehensive Solid Waste Management Plan and the Cedar Hills Site Development Plan are considered. The timing and implementation of these projects are dictated by regulatory mandates, the nature of the projects, and the planning documents. The timing of new area and transfer station development and construction are based on facility conditions, tonnage disposal, and waste capacity projections.

The following table displays major projects proposed in the 1999 Executive's Proposed Budget. Please see separate 1999 Executive Proposed Capital Improvement Program Budget Book for more information.

Significant Projects Solid Waste Capital Improvement Program	1999 Proposed Budget	Continuation of Existing Project
Cedar Hills Refuse Area 5	7,056,000	X
Cedar Hills Facility Improvements	6,782,000	X
Cedar Hills Area 4 Final Closure	5,462,000	X
Transfer to Fund 3902	4,173,532	X
Vashon Landfill Final Closure	3,741,000	X
CERP Equipment Purchase	2,200,000	X
South Park Investigation	1,360,000	
Bow Lake Transfer Station Safety Improvements	1,351,000	
Cedar Hills Settlement Repair	1,197,000	X

Surface Water Management (SWM). The Surface Water Management Capital Improvement Program is an integral part of the SWM Strategic Plan. The goals and objectives of the 1991 strategic plan (revised and updated in 1994-95) are to minimize uncontrolled stormwater runoff and sedimentation; to preserve and enhance the County's natural drainage system including water quality, open space, fish and wildlife habitat; and to construct drainage and erosion control facilities. These goals and objectives are being carried out through two programs: The River Management Program, focused on the County's major river systems and the SWM Program, focused primarily in urban areas.

The 1999-2004 Capital Budget of approximately $4.1 million, remains committed to the vision described in the Surface Water Management Program Status Report, Proposed by Council Motion 9420. Of the $4.1 million, $930K is funded by current SWM charge revenue. The remaining $3.1 million includes: 1) $ 1 million from the 1998 Bond Sale, which is the last bond sale scheduled to support the RNA project list; 2) $620K of 329 and 318 fund balance; 3) $1.1 million from the proposed addition of UAL funds; 4) $350K from a variety of federal, city and county sources.

The projects selected for funding reflect the highest priority needs across the service area and include both small and large-scale projects that provide benefits for flood control, habitat restoration, and water quality in the face of an urbanizing environment. Capital improvement projects within each basin are prioritized to ensure that projects designed to solve the most critical problems are funded. Projects which solve emergency health and safety problems are given the highest priority funding.

The SWM Division's overall goal for CIP financing is to balance program needs for expansion with attainable financing. This was especially critical given the outlook for future annexations and incorporations. Originally, the major concern was that the SWM service charge area would shrink due to annexations/incorporations and the corresponding loss in revenue would adversely affect SWM's ability to pay debt service on future bond issues. This condition was changed by the State Legislature and SWM can now assess service area charges based on past financing. This has helped SWM proceed with the expanded capital improvement program.

The following table displays major projects proposed in the 1999 Executive's Proposed Budget. Please see separate 1999 Executive Proposed Capital Improvement Program Budget Book for more information.

Significant Projects Surface Water Management Capital Improvement Program	1999 Proposed Budget	Continuation of Existing Project
Flood Prone Home Buyouts and Elevations (UAL funded)	$1,072,161	
Duwamish Creek/Hamm Creek Habitat Restoration	372,000	X
Off Road CIP/NDAP	350,000	X
SWM Small CIP/DHI	325,000	X
Sommerset Creek Drainage Imp.	300,000	
Transfer Fr Fund 3180 to Fund 3292	250,000	
Service-wide Small Habitat Restorations	220,000	X
Swamp Creek Drainage Imp.	206,000	X

Wastewater Treatment. The Wastewater Treatment Division's Capital Improvement Program for 1999-2004 is based on compliance with current regulatory standards for secondary treatment and combined sewer overflow (CSO) events. The objectives of the program are to:

- Ensure continued operation and reliability of existing wastewater treatment assets
- Enhance regional water quality in compliance with federal, state and local regulations
- Ensure sufficient capacity to meet the regional service area long-term needs.

The financial plan period 1999-2004 will be highlighted by the completion of the current projects that comprise the fourth stage of the Comprehensive Plan and the expected commencement of various new projects associated with the Regional Wastewater Services Plan (RWSP). The amounts included for planning purposes are based on current estimates for the Executive's Preferred Plan presented in April 1998.

The schedules for some of the major capital projects have changed from those shown in the 1998 CIP. Both the Alki and North Creek projects experienced lifetime cost decreases totaling $13.3 million. Offsetting these reductions were lifetime cost increases in the Denny Way, Henderson/MLK and Swamp Creek Interceptor projects of $60 million, resulting from design-level refinements. These projects as well as the Renton plant and South Interceptor projects are also forecast to move some costs from 1998-99 into 2000 and future years. The reforecasting of capital expenditures in this proposed CIP results in a reduction of $57.9 million from the 1998 appropriation for the period 1998-1999.

As part of the 1999-2004 WTD CIP, several projects have been added to develop a Habitat Conservation Plan (HCP) and prepare for the impact of the Endangered Species Act (ESA) on other major construction projects by analyzing salmon habitat and preparing mitigation to address issues arising from the studies. In calendar year 1999, capital expenditures for specific ESA and RWSP/HCP projects are forecasted to be $3.4 million.

The following table displays major projects proposed in the 1999 Executive's Proposed Budget. Please see separate 1999 Executive Proposed Capital Improvement Program Budget Book for more information.

Significant Projects/Programs Wastewater Treatment Capital Improvement Program	Calendar Year 1999 Proposed	Proposed Plan 1999-2004	Continuation of Existing Project/ Program
Facility Improvements	$18,127,000	$76,174,000	X
Renton Treatment Plant Expansion III	17,651,000	76,571,000	X
Capital Asset Management	11,190,000	67,314,000	X
Regional Wastewater Service Plan (RWSP)	9,456,000	332,534,000	X
Hydrogen Sulfide Control/Odor Control	8,500,000	36,359,000	X
Interceptor Extensions	7,919,000	51,245,000	X
Henderson/MLK CSO	7,885,000	52,817,000	X
Alki Transfer/CSO Control	6,883,000	23,410,000	X
North Creek Con. Des/Construction	4,790,000	23,693,000	X
NOAA	4,566,000	9,323,000	X
Other Transmission Facility Improvements	3,866,000	76,174,000	X
Power Reliability	3,523,000	9,142,000	X

Culture and Recreation Program

Please see the 1999 Executive Proposed CIP Book for details.

King County Parks: The County is faced with the challenges of maintaining its infrastructure, developing community parks in unincorporated areas, and developing parks and trails of regional significance during times when there are reduced resources available to undertake these activities. In 1996, the Council adopted the Parks, Recreational and Open Space Plan (Parks Plan). The Parks Plan provides a broad framework for making both operating and capital funding decisions.

The capital priorities, as outlined by the Parks Plan are:

- to protect the parks, pools and trail system infrastructure the County currently has;
- to protect health and safety for the public and employees;
- to move forward with acquisition and development at local urban unincorporated area parks and regional parks, trails and open spaces; and
- to move forward with jointly developed projects in partnership with school districts.

Ballfield Initiative

The 1999 Parks CIP continues the significant focus initiated in 1998 on increasing the athletic recreational opportunities available to King County residents. Within the 1999 CIP over $2.7 million is allocated to ballfield projects aimed at increasing the playing capacity within the County. This ballfield focus accelerates the schedule for ballfield development in the County by focusing on design and permitting for ballfield projects in 1998 and 1999. The table below details increases in ballfields and playing capacity as accomplished in 1998 and over the life of the six-year capital plan.

BALLFIELD INITIATIVE -- 1998-2004							
	1998	**1999**	**2000**	**2001**	**2002**	**2003**	**2004**
Acquisitions with Ballfield Potential (Total Acreage)		152.5		20			
Parks -- New Fields	**4**		11	10			
Parks -- Renovated Fields	**3**			9			
Dream of Fields	**6**	6	6	6	6	6	6
Youth Sports Facilities	**11**	5	5	5	5	5	5
Annual Total	**24**	**11**	**22**	**30**	**11**	**11**	**11**
Cumulative Total	**24**	**35**	**57**	**87**	**98**	**109**	**120**

Park Land Acquisition
The 1999 Parks CIP includes funding for several key acquisitions of park and open space lands. Funding is included for the purchase of property for a regional park at the south end of Lake Sawyer which was included in the Critical Open Space Linkage program adopted in 1997. Acquisition of the Cougar Mountain Claypit property is planned for 1999 as well and will provide county access to a central property of 120 acres at the heart of the Cougar Mountain Wildland Park. Funding is also included for acquisition of rural forestry land in northeast King County through the Ring Hill acquisition project.

Preston Vision
The 1999 Parks CIP also includes a funding commitment for preservation of park and open space lands in Preston. $500,000 is proposed to fund acquisition of the Preston Athletic Fields. This project is also a component of the Ballfield Initiative. $183,426 is proposed to fund master planning for the Preston Mill property, an important salmon spawning tributary of the Snoqualmie River which is located on the banks of the Raging River, is proposed for funding. In 1999 the first installment of $250,000 is proposed to assist in the fee acquisition of the Mitchell Hill Connector which includes an innovative Transfer of Development Rights strategy to reduce acquisition costs. This property will provide a permanent trail and wildlife habitat corridor, across public lands from the Grand Ridge to the Preston Mill on the Raging River. Additional funding is also proposed for the purchase of 20 acres of commercially zoned property in the Preston area for a native plant arboretum to be developed, operated and maintained by the Preston Arboretum and Botanical Garden, a local private non-profit.

The following table displays major projects proposed in the 1999 Executive's Proposed Budget. Please see separate 1999 Executive Proposed Capital Improvement Program Budget Book for more information.

Significant Projects Parks Capital Improvement Program	**1999 Proposed Budget**	**Continuation of Existing Project**
South County Ballfield Park Completion	$1,226,228	X
Lake Sawyer Acquisition Phase 1	$1,123,605	X
Ring Hill Acquisition	$950,000	X
Cougar Mountain Claypit	$800,000	
East Lake Sammamish Trail Master Plan	$649,814	X
Marymoor Parking	$602,283	
Preston Athletic Fields	$500,000	X
Sammamish River Trail Paving	$468,913	X
Cottage Lake Design	$460,090	X
East Auburn Athletic Fields	$405,000	X

The 1% for Art Program
Annual appropriation to the Public Art Fund is used to support the Public Art Program in order to ensure that the works and thinking of visual artists are included in the planning, design and construction of county facilities, buildings and public spaces. All Capital Improvement Projects that are visible, publicly accessible, or for which there is a need for mitigation, contribute to the fund. The appropriation for 1% for Art Fund is the result of calculating 1% of eligible capital costs.

The Public Art Program Plan, which reflects the 1999 Proposed Budget, describes the art projects to be initiated from the fund, recommends a budget for each art project, and identifies any special project categories to allow for program flexibility and responsiveness. This Plan will be transmitted shortly after the start of the new year.

Stadium Maintenance and Rehabilitation. The 1999 Proposed Stadium capital budget, utilizing 1998 Capital carryover expenditure authority, includes the completion of capital projects designed to:

- continue maintenance activities to protect the County's investment in the building;
- make essential/emergency equipment purchases;
- make any necessary high-priority health and safety improvements to the facility; and
- implement necessary aspects of the seismic safety capital project.

Given the relatively short remaining life of the Kingdome, capital expenditures are being pared to the minimum necessary to ensure:

- A safe and healthy entertainment facility
- A safe and healthy work environment
- The protection and maintenance of existing systems, equipment and facilities

Consequently, the majority of the 1999 capital request for the Stadium is a net disappropriation of existing CIP budget authority ($477,193). The intent of the Proposed Stadium CIP budget is to retain sufficient existing (carryover) CIP budget authority, in four master projects and one subproject, to maintain the Kingdome as a safe and healthy operating venue for the 1999 schedule of events. The final year of operation of the Kingdome is anticipated to conclude with the end of the 1999-2000 Seahawk's season, with the new Exhibition Center scheduled to commence operations in the fall of 1999.

The following table displays major projects proposed in the 1999 Executive's Proposed Budget. Please see separate 1999 Executive Proposed Capital Improvement Program Budget Book for more information.
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Significant Projects Stadium Capital Improvement Program	1999 Proposed Budget	Continuation of Existing Project
Facility/Maintenance Improvements	$35,413	X
Video Telescreen (Diamond Vision)	($1,261)	X
Exterior Restrooms	($3,000)	X
Equipment Purchases	($9,868)	X
Stadium Development	($246,120)	X
Seismic Safety	($252,357)	X

Transportation Program

Please see the 1999 Executive Proposed CIP Book for details.

Airport Capital Improvement Program

Prioritization for Airport construction projects is generally determined in accordance with the Airport Master Plan with priority given to projects necessary for the continued safe operation of the Airport. The projects selected this year are consistent with the preliminary version of the Master Plan which will be finalized in 1999.

The Airport CIP totals $8,639,784 for the 1999-2004 six-year period. The Proposed 1999 share of the six year total is $3,683,900. Included in the 1999 total are the following projects: Runway 13L-31R Overlay, $314,581; Terminal Building Remodel, $1,417,396; Contamination Investigation, $50,000; Control Tower Stairs, $171,538; Tower Seismic Upgrade, $289,062; Water System Upgrade, $800,472; WS Aero Building, $190,029; Sanitary System Rehabilitation, $399,102; and Aircraft Deicing Station, $51,720.

The following table displays major projects proposed in the 1999 Executive's Proposed Budget. Please see separate 1999 Executive Proposed Capital Improvement Program Budget Book for more information.

Significant Projects Airport Capital Improvement Program	1999 Proposed Budget	1999-2004 Proposed Program	Continuation of Existing Project
Terminal Building Remodel	$1,417,396	$1,417,396	X
WA State Aeronautics Building	$190,029	$1,950,397	
Aircraft Deicing Station	$51,720	$506,982	
Water System Upgrade	$800,472	$800,472	

Roads Capital Improvement Program

The continuing goal of the Road Services Division's Capital Improvement Program (CIP) is to provide timely and efficient transportation improvements to the public. Transportation improvement plans are designed to ensure road safety, correspond to land use plans, and meet identified transportation needs. The Road Services Division uses the most recent population and employment forecasts in the development of this six-year program. In some cases, project scope adjustments have been made to enhance design efficiency or phase capacity increases to correspond to employment or population shifts.

The Roads CIP totals $281 million for the 1999-2004 six-year period, including a 1999 new appropriation of $69.8 million. The road and bridge improvements reflected in this program are consistent with the principles and policies of the adopted King County Comprehensive Plan.

1999 Program Highlights

In 1999, the Roads CIP builds upon the flexible response budgeting policies adopted in 1998 by accelerating implementation of a broader range of projects within the first three years of the program, while remaining balanced over the six-year life of the program. Short-term borrowing may be necessary in order to accomplish this program acceleration. This proposal is a high priority of the Executive and responds to the Council Auditor's 1996 Roads CIP Management Audit recommendations to pursue changes in budgeting practice in order to increase the overall level of CIP productivity and expend cash more effectively.

In order to execute contracts for project design and construction, the full phase of a project is appropriated in the first year of anticipated expenditures. In past years, the amount of anticipated revenue on an annual basis was a key factor in establishing budget appropriation levels. Given recent product delivery increases, the budget authority levels established primarily by revenue availability no longer reflect the most aggressive programming capable by the Division. By establishing higher levels of budget authority in the early years of the six-year CIP, the Division will be in a position to implement projects that would normally have waited for funding in a subsequent year.

Effect on Cash Management
The aggressive program delivery reflected in flexible response budgeting will require greater diligence in cash management. The Division has implemented new procedures for tracking and reporting expenditure projections. Based on current projections, it is anticipated that the fund may require short term borrowing in 2001.

Roads CIP Grant Contingency Project
Included in the 1999 fund appropriation is $5 million to cover potential contingent grant sources that may be programmed if a grant eligible project is substituted into the program. Any unprogrammed grant supported appropriation will be disappropriated at year-end in order not to add to the budget carryover.

Criteria for Project Prioritization
There are two primary prioritization processes that provide input to the CIP: the Bridge Priority Process, and the Transportation Needs Report (TNR).

The Bridge Report is updated annually and submitted to the Council for review. This report includes the prioritized list of County bridges for replacement or rehabilitation. The criteria used to evaluate priority include sufficiency rating, seismic rating, geometrics, hydraulics, load limits, traffic safety, serviceability, importance, useful life, and structural concern.

The TNR is also updated and submitted to the Council for their review and adoption as the Transportation Element of the Comprehensive Plan annual update. The TNR Priority Process scores and ranks all King County road projects for consideration in the CIP. There are three major steps in the TNR Priority Process:

The first step is the identification and screening of potential needs. Proposed projects are compiled from various sources and then screened to eliminate proposals that are non-capital in nature, infeasible or inappropriate because they conflict with County policies.

The second step is a technical evaluation and ranking of all eligible projects. The projects are evaluated on the basis of twenty relevant criteria. A series of rankings and weights are used to develop individual project scores.

The third and final step is an evaluation of non-quantifiable factors to incorporate important considerations, which cannot be measured such as emergencies, project scheduling, categorical funding and commitments with other jurisdictions.

In the process of developing the six-year road construction program, the Transportation Needs Report and the Bridge Priority Process Report are duly considered.

Growth Management/ Comprehensive Plan Issues
The County is required by the Growth Management Act and by the Comprehensive Plan to specify

transportation levels of service and enforce them through a concurrency management system. This policy ensures that new growth is concurrent with appropriate transportation improvements.

The Comprehensive Plan has established five areas of the County with each having a unique service/financing and transportation service strategy. The areas range from the dense activity centers and mature residential communities to the rural areas. The Comprehensive Plan helps direct the use of County funds to areas where growth should occur based on the land use vision of the Plan.

The Transportation Concurrency Management program is a key tool used by the County to ensure that transportation improvements are consistent with the goals established in the Comprehensive Plan. Applications for development permits must obtain a certificate of transportation concurrency (or capacity availability) prior to applying for a building permit. The certificate confirms and establishes the availability of transportation facilities to serve the development and commits the capacity to the development. A transportation concurrency certificate is not issued if the development causes a violation of transportation level of service and there is no financial commitment in place to complete the improvements within six years.

The Comprehensive Plan also distinguishes between building new capacity projects for existing and pipeline development (vested in permitting), and those projects needed to serve only new growth. The Transportation Service strategy in the Plan prioritizes existing and pipeline needs before new growth needs.

The development of the 1999-2004 Capital Improvement Program has evaluated projects for consistency with the Comprehensive Plan and for meeting concurrency. Adjustments to project priorities, scopes, phasing, and costs, as well as new projects have been incorporated.

Financial Planning and Policy Overview
The six-year capital improvement program is primarily financed by the contribution from the County Road Fund (Fund 103), the $15 vehicle license fee, various State and Federal transportation grants, and developer mitigation payments. The contribution from the County Road Fund accounts for approximately 48% of the revenues supporting the six-year CIP. The Division has continued the efforts to examine potential savings as a result of efficiencies and increased productivity.

The following table displays major projects proposed in the 1999 Executive's Proposed Budget. Please see separate 1999 Executive Proposed Capital Improvement Program Budget Book for more information.

Significant Projects Roads Capital Improvement Program	1999 Proposed Budget	1999-2004 Proposed Budget	Continuation of Existing Project
228th Ave SE/NE Phase I	$17,990,000	$17,990,000	X
SAO Mitigation – CIP	$4,553,000	$17,191,000	
SPAR Road – North Link	$3,809,000	$18,979,000	X
Orillia Road South	$2,991,000	$2,991,000	X
Avondale Road Phase II	$2,607,000	$5,789,000	X
Countywide - Bridge Seismic Retrofit	$1,542,000	$8,796,000	X
Novelty Bridge #404B	$8.828,000	$8.828,000	X

Public Transportation Fund Capital Improvement Program
The 1999-2004 Public Transportation Fund Capital Improvement Program totals approximately $928 million dollars. The projected list of projects for 1999 approximates $326 million. The Proposed Public Transportation CIP is comprised of capital infrastructure needs identified in the Six Year

Transit Development Plan (6YTDP) and is primarily funded by grants, a dedicated percentage of sales tax receipts, short and long term borrowing, and an annual transfer from the operating program.

The following objectives are identified in determining the types of projects to receive funding:
- Maintaining infrastructure and replacing aging fleets;
- Supporting the implementation of the service delivery system currently adopted in the 6 Y TDP;
- Replacement of outdated and obsolete information systems; and
- Projects with regional partners.

1999 Program Highlights
Several projects are funded for the first time in the 1999 Proposed capital program. These include:

- **Smart Growth Amenities**. $500,000 is included in the Proposed 6 year CIP for Transit amenities to facilitate urban densities and the receiving of development credits in urban areas.

- **Wireless Infrastructure for Paratransit and Police Communications**. $1.5 million is included in the CIP for Transit's contribution to the Sheriff's Office for development of a county-owned wireless communications system.

Many previously established projects are adjusted, enhanced, and scheduled for continuation through the Proposed 1999-2004 capital program. Significant projects among these include:

- **Sound Transit.** Limited funding is included in the CIP for integrating service with Sound Transit. Expansion of Park & Rides and operating base capacity will benefit Sound Transit, and a portion of King County costs are anticipated to be covered by Sound Transit for these activities. The Department of Transportation expects that the capital program will be significantly impacted by activities related to the integration of regional services. Estimates of those impacts, however, will depend upon regional transportation decisions and negotiations of cost sharing with Sound Transit.
- **Park & Ride Expansion.** A program to construct up to 5,000 new parking stalls, costing a total of $83 million was initiated in 1998. Expansion at 8 to 9 lots is proposed. Assumed funding sources include Sound Transit, federal grants, and long term debt. This remains a significant portion of the Transit CIP. The program totals $70.6 million over the life of the 7-year CIP with 1998-1999 requested budget of $34.9 million.
- **Operating Base Capacity Expansion.** This program is expected to provide additional capacity to accommodate 220 coaches by 2006. Changes in fleet plans have reduced space requirements, resulting in a $13 million decrease in the requested 7-year CIP as compared to the 1998 adopted level.
- **Transit Systems.** The 1999-2004 CIP includes an increase of $13.6 million for integration of on Board Electronics on buses, an increase of $8.9 million for the Regional Fare Coordination system, and an increase of $6.5 million for radio system replacement and the regional AVL system.
- **Transit Six-Year Service Plan.** By 1999 all service hours identified in the Six-Year Plan will be in place. Both service implementation and facilities construction are on an accelerated schedule. More than 40 transit hubs are being constructed to support the new delivery system.
- **Paratransit and Special Transit Service.** Funding is requested to increase the paratransit fleet by 15 vehicles in 1999 to meet projected demand for service. Transit's proposed operating budget includes funding for a paratransit eligibility review which is anticipated to decrease demand for the service in future years. Paratransit fleet requirements could also be impacted by the Special Transportation recommendations currently under Executive review. No changes related to those recommendations have been assumed in the 1999 capital budget.

During 1999, the Public Transportation Fund Capital Program will provide funding to continue and complete the following major activities:

- Delivery of 100 New Flyer articulated coaches and the prototype 30-foot Gillig coach.
- Project planning for pedestrian and transit improvements for the football stadium.
- Purchase replacements for 36 paratransit vehicles and 15 additional vehicles to support increased demand.
- Support Smart Growth and Transit First through work on speed, safety, and reliability, Transit Oriented Development at Park & Rides, incorporating housing requirements into Request for Proposals to purchase surplused properties, and design and construction of Park & Ride facilities at Federal Way.
- Complete design and begin construction of structured Park & Ride at Eastgate. Complete design on up to three other locations and begin predesign on remaining locations.
- Complete construction of 1999 transit hubs as well as alternatives analysis, site selection, design and construction of the remaining transfer hubs supporting 6YP service.
- Begin design and construction of Ryerson Base expanded parking capacity. Complete predesign on Phase I of Operating Base Capacity Expansion efforts at Central Base. Purchase land necessary for expansion at Central Base.
- Complete bus hoist replacements at Central, Ryerson, and North Bases.
- Purchase first installment of new automated passenger counters.
- Complete consultant proposal for Regional Fare Coordination System.
- Relocate to King Street Center.
- Complete, by the end of 1999, more than half of the transfer points and bus zones identified in the adopted Six Year Plan.
- Provide 1% for Art funding of $324,000 to the King County Arts Commission.
- Substantially complete Park & Ride expansion at existing Issaquah lot.
- Complete work with Pierce and Community Transit to implement regional trip planning system.
- Implement new automated customer assistance tracking system.
- Complete implementation of Vehicle Maintenance Work Order System.
- Continue planning for replacement of radio system and automated vehicle locator system.
- Complete Route 36 Extension and Henderson Street Turnback. Plan for relocation of central substation and work with Seattle to relocate trolley wiring.

The following table displays major projects proposed in the 1999 Executive's Proposed Budget. Please see separate 1999 Executive Proposed Capital Improvement Program Budget Book for more information.

Significant Projects/Programs Transit Capital Improvement Program	Calendar Year 1999 Proposed	Proposed Budget 1999-2004	Continuation of Existing Project/ Program
Articulated Diesel Buses	74,212,435	223,664,991	X
Expanded Park & Ride Capacity	29,607,205	65,318,304	X
Transit Asset Maintenance	14,785,801	45,254,023	X
Transit Hubs 6-Year Plan	7,082,650	19,109,791	X
Operating Facility Capacity Expansion	6,011,426	60,829,715	X
SR 519 Intermodal Access	4,251,400	7,113,960	X
Vanpool Fleet 2003	3,867,387	38,762,647	X
Transit Oriented Development	1,000,000	6,000,000	X

Several additional issues affect the 1999-2004 Public Transportation Fund Capital Improvement Program. These include:

- **Fleet and Infrastructure.** Replacing outdated fleets while finding the right mix of fleet type remains a challenge for the transit operations. Fleet procurement decisions are generally made in advance of a determination of what types of service should be provided. Maintaining flexibility will be important in the next few years as service will continue to adapt to changes in the regional mix of transportation services. Replacement scheduled for the dual powered buses which operate in the downtown Seattle bus tunnel is complicated by uncertainty over the procurement and fleet utilization decisions that will be made as Sound Transit begins to implement rail and bus service.
- **Transit Six-Year Service Plan (Service Plan).** The Service Plan resulted in fundamental changes to the service delivery system, replacing park & ride expansion with new hubs and transfer points. By 1999, service hours identified in the Six Year Plan will be in place. While service implementation has been accelerated, facilities are proceeding on a slower, albeit accelerated, schedule. More than 40 transit hubs are being constructed to support the new delivery system
- **Program Funding**. The Public Transportation Capital Program's six year financial plan assumes the issuance of both short and long term debt due largely to the timing of expenditures. Substantial program expansion originally slated to occur over the life of the Service Plan was accelerated in the 1997 Adopted budget, with new service additions occurring at the same time as major fleet replacement. Short term debt is proposed as a cash flow mechanism to allow future revenues to cover this temporary shortfall. Short term borrowing of $24 million in 1999 is proposed. The financial plan assumes that the debt is repaid within six years. Based on current financial policies, long term debt can only be issued for projects which have a life of 25 years or more. Long term debt is proposed at $42.5 million in 1999 with a thirty-year payback period. These projects include land purchases and base construction costs.

Revenue Fleet Replacement Capital Sub-Fund

The Revenue Fleet Replacement Sub-Fund (RFRF) was created in 1997 to accumulate a fund balance sufficient to fund replacement of the Revenue Vehicle Fleet. The RFRF is proposed to act as a cash reserve for the replacement of coaches and Paratransit vans. The RFRF collects revenue from various sources, predominantly sales tax, and disburses these funds to the Capital Program at the time of fleet replacement. The expenditures for fleet occur as part of the Capital Program.