
Long Range Financial Planning

JUNE 6, 2016

Toni Rezab – Interim Finance Director

Mark Risen – Fire Chief

Ron Kessack – Transportation Assistant Director

Tonight's agenda

- Continues Council discussions from May 16 and 23:
 - Update on a potential TIFIA loan; staff requests direction to return on 6/20 with budget amendment;
 - Further discussion on the Fire Long Range Facility Plan; and
- In packet, responses to Council Questions Regarding Property Tax – Information Only

Recap of May 16

- Available funding to address discrete projects continues to be substantially less than the list of potential projects
- Themes of citizen and business surveys include (not in any order): traffic congestion/growth, public transportation, public safety, open space/parks and affordable housing
- All have existing initiatives, but pace doesn't meet expectation

May 16 Continued

Three areas with clear funding gaps where additional investment could allow for project acceleration include:

- Mobility in BelRed (*through TIFIA Loan*)
- Fire Long Range Facilities
- Neighborhood Safety and Connectivity

Recap of May 23

- Direction to staff to pursue community outreach and engagement plan:
 - Neighborhood Safety and Connectivity (include Neighborhood Congestion)
 - Fire Facilities (Council requested prioritization and add'l information tonight)

Next Steps

Timeline:

June 9 - Transportation Commission (feedback and input)

Week of June 13 - Possible online survey

June 20 - Budget ordinance to fund TIFIA work

Week of June 27 – Open Houses

July 5 - Council Update – summary of input, projects, revenue options for direction

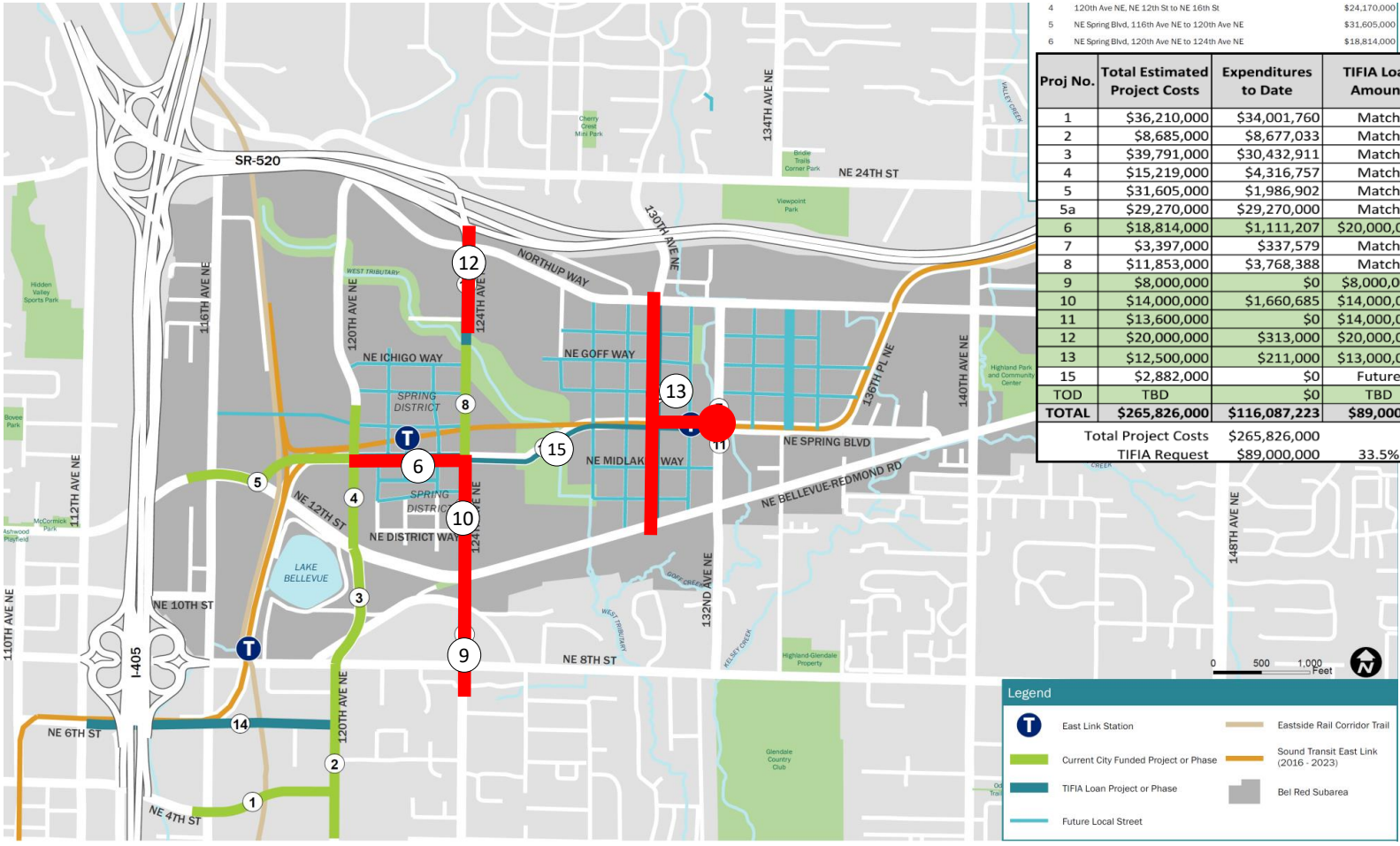
July 11, 18, 25 - Potential Council Study Sessions

TIFIA Update

Transportation Infrastructure Finance and Innovation Act (TIFIA) created a loan program for transportation infrastructure projects –

- Low interest rate
- Payment period of up to 35 years beginning after project completion
- Can use previous/existing capital projects as our match
- Accelerate project delivery much more rapidly than with current CIP

TIFIA – Potential Projects



4	120th Ave NE, NE 12th St to NE 16th St	\$24,170,000
5	NE Spring Blvd, 116th Ave NE to 120th Ave NE	\$31,605,000
6	NE Spring Blvd, 120th Ave NE to 124th Ave NE	\$18,814,000

Proj No.	Total Estimated Project Costs	Expenditures to Date	TIFIA Loan Amount
1	\$36,210,000	\$34,001,760	Match
2	\$8,685,000	\$8,677,033	Match
3	\$39,791,000	\$30,432,911	Match
4	\$15,219,000	\$4,316,757	Match
5	\$31,605,000	\$1,986,902	Match
5a	\$29,270,000	\$29,270,000	Match
6	\$18,814,000	\$1,111,207	\$20,000,000
7	\$3,397,000	\$337,579	Match
8	\$11,853,000	\$3,768,388	Match
9	\$8,000,000	\$0	\$8,000,000
10	\$14,000,000	\$1,660,685	\$14,000,000
11	\$13,600,000	\$0	\$14,000,000
12	\$20,000,000	\$313,000	\$20,000,000
13	\$12,500,000	\$211,000	\$13,000,000
15	\$2,882,000	\$0	Future
TOD	TBD	\$0	TBD
TOTAL	\$265,826,000	\$116,087,223	\$89,000,000
Total Project Costs		\$265,826,000	
TIFIA Request		\$89,000,000	33.5%

Legend

- East Link Station
- Current City Funded Project or Phase
- TIFIA Loan Project or Phase
- Future Local Street
- Eastside Rail Corridor Trail
- Sound Transit East Link (2016 - 2023)
- Bel Red Subarea

TIFIA Contribution/Phase

TIFIA Eligibility Conditions

1. Individual projects must be included in the State Transportation Improvement Program:
 - USDOT/FHWA requires that a project (or phase) must be included within the *fiscally constrained* TIP of the local MPO (PSRC TIP)
 - Title 23 Code of Federal Regulations (CFR) Part 450
 - “Fiscally constrained” indicates that the project or phase must be fully funded – the phase can include only the design

TIFIA Eligibility Conditions

2. The project must be approved under the National Environmental Policy Act (NEPA)
 - To receive federal approval under NEPA, the project or at least one *subsequent phase* of the project must be fully funded
 - “Subsequent phase” can mean either the property acquisition phase or the construction phase.

Needs for Potential TIFIA-funded Projects

Potential Budget Amendment 6/20

- 124th Avenue NE Corridor – NE 8th Street to Northup Way (\$4.491M)
 - Segment 1: *NE Spring Boulevard to NE Ichigo Way* – fully funded and included in Regional TIP and STIP
 - Segments 2 and 3: *NE 8th Street to NE Spring Boulevard –and- NE Ichigo Way to Northup Way* – design phase needs to be funded to be included in TIP and STIP
 - NEPA has been approved for the corridor
- 130th Avenue NE Corridor – BelRed Road to NE 20th Street (\$2.535M)
 - Design and ROW need to be funded to be included in STIP and be eligible for NEPA approval
- NE Spring Boulevard Zone 2 – 120th Avenue NE to 124th Avenue NE (\$0)
 - Included in STIP due to federal funding for design phase; NEPA approved due to Zone 1
- NE Spring Boulevard Zone 4 – 130th Avenue to 132nd Avenue NE (\$1.5M)
 - Design phase needs to be funded for EB lane for NEPA; WB lane funded (2020-21 CIP)

TIFIA Q & A

Development concept for TOD around ST maintenance facility



Vision for 130th Ave "Commercial Street"



Spring District looking west towards Downtown Bellevue



Vision for BelRed/130th Ave Station Area

BELLEVUE FIRE DEPARTMENT FACILITIES MASTER PLAN



MARK RISEN, FIRE CHIEF

Background

- Review updated recommendations for the Fire Facility Plan,
 - Updated recommendations will be part of the public outreach to determine if the City should address through new revenue
- Respond to questions from the May 23rd Study Session

Top 3 projects received funding in 2015-2021 CIP:

- Rebuilding Fire Station Five (\$12 M);
- Purchasing property for a new downtown fire station (\$7.5 M); and,
- Partial funding for the expansion of the Public Safety Training Center (\$5.0 M).

Revised Recommendations

Focused on:

- Maintaining service into the future
- Greatest benefit to the public
- Seismic/infrastructure upgrades to facilities

Facility/Location	2014 Plan Recommendation	Revised Recommendation
Station 10 - Downtown	Construction of a new station due to growth in Downtown. Review of siting options underway. Property acquisition was budgeted in the 2015-2021 CIP	Construct a new fire station due to growth in the downtown. Property acquisition is budgeted in the 2015-2021 CIP. Construction and operating costs have not been budgeted.
Station 4 – Factoria/Somerset	Replace as a Task Force Station to allow for redeployment of existing resources. New location required due to existing lot limitations.	Unchanged
Station 5 – NW Bellevue	Replace due to structural deficiencies. Full replacement budgeted in the 2015-2021 CIP.	Unchanged (Funded in 2015-2021 CIP)
Station 6 - Spring District/Bridle Trails	Facility plan recommended Station 6 become a Task Force Station. This would have required relocation of the station.	Remodel apparatus bay to allow for relocation of ladder company, seismic improvements and upgrade of facility infrastructure. North End Battalion Chief to be located at Fire Station 10.
Logistics Center Warehouse	Consolidation of reserve apparatus and specialized equipment repair.	Unchanged

Facility/Location	2014 Plan Recommendation	Revised Recommendation
Station 1 – Downtown/West Bellevue	Facility plan called for an extensive remodel of this facility ,	Meet current seismic standards and upgrade facility infrastructure
Station 2 – Eastgate/Lake Hills/West Lake Sammamish	Facility plan called for an extensive remodel of this facility	Meet current seismic standards and upgrade facility infrastructure
Station 3 – Crossroads/NE Bellevue	Facility plan called for an extensive remodel of this facility	Meet current seismic standards and upgrade facility infrastructure
Station 7 – Wilburton/Woodridge	Facility plan called for an extensive remodel of this facility,	Meet current seismic standards and upgrade facility infrastructure
Station 8 – Eastgate/Cougar Mountain	Facility plan called for an extensive remodel of this facility,	Meet current seismic standards and upgrade facility infrastructure
Station 9 – Newcastle/Newport Hills	Facility plan called for an extensive remodel of this facility,	Meet current seismic standards and upgrade facility infrastructure
Training Center	Facility plan called for an extensive remodel of this facility,	Deferred to allow for a regional/grant funded plan to be developed

Questions from May 23rd

What is the impact of not having Fire Station 10?

- With current annual CBD call volume growth (approximately 9%), neighboring fire stations from Clyde Hill, Wilburton and Bell-Red will be responding into downtown more often. This will result in overall less coverage available and longer response times to both the CBD and those neighborhoods that are losing resources to incidents in the CBD.

Can our regional partners assist in funding the Training Center?

- We have deferred any improvements to the Training Center to allow time for those regional conversations to occur. We will also investigate any potential grants or other funding sources to assist with these improvements.

Q & A: Fire Facilities Plan



Next Steps and Q&A

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