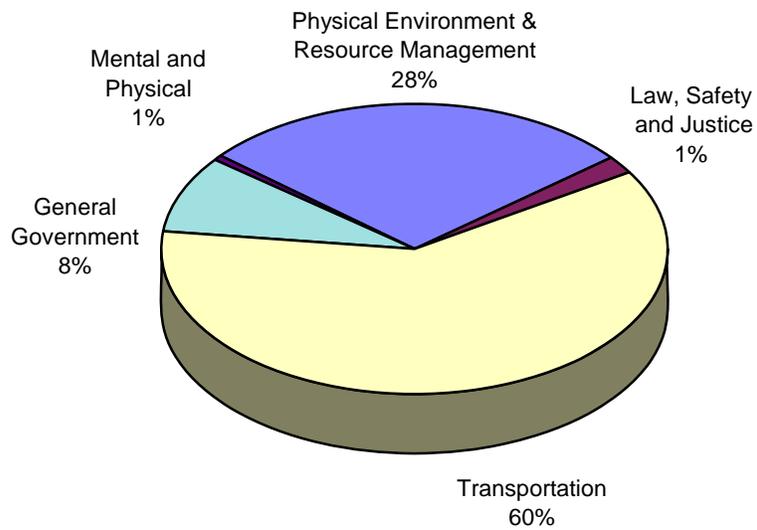
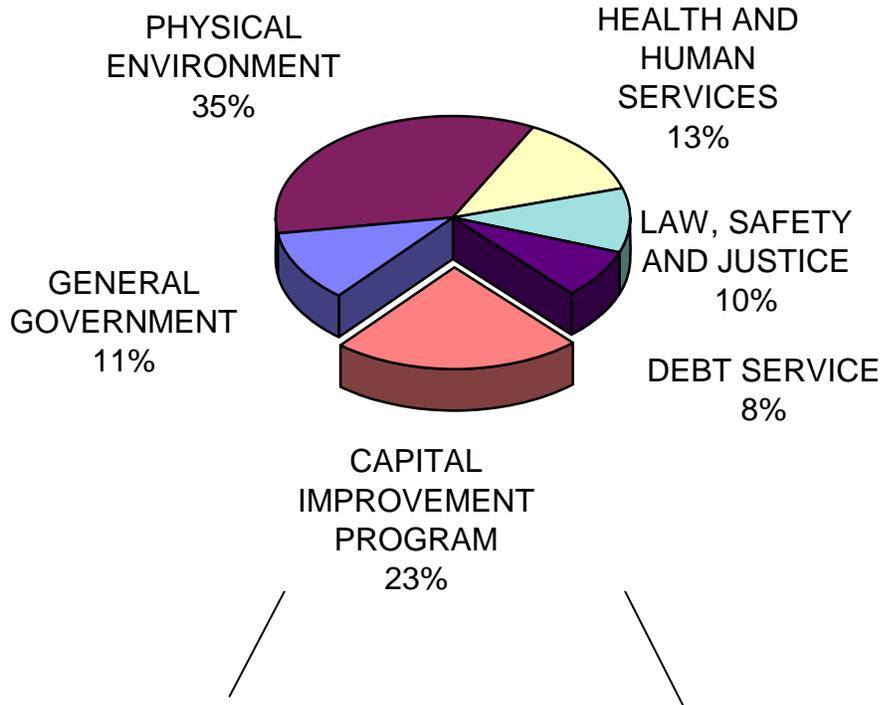


# Capital Budget

# Capital Improvement Program \$1.1 Billion



Due to rounding, figures in pie chart may not add to 100%

## INTRODUCTION

This chapter on King County's Capital Improvement Program Plan (CIP) provides an overview of the capital program. The complete CIP budget at the project level of detail is published as a separate document entitled *2009 Executive Proposed Capital Improvement Program*. The Transit budget amount is the 2008-09 biennial amount (adopted in November 2007) with reductions necessitated by increased fuel costs and sales tax revenue shortfalls.

The 2009 Executive Proposed CIP budget is approximately \$1.2 billion. Of the \$1.2 billion of budget authority, approximately \$542 million includes Transit expenditures for 2008-09, \$167 million for Wastewater Treatment, \$75 million for Solid Waste facilities, \$68 million for Road Services, a transfer from Transit's CIP to operating remains as adopted in 2008 for 2008-09 at \$61 million and \$262 million for other county projects. This capital program will improve the infrastructure for 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 operations of the King County Superior Court, King County District Courts, the King County Prosecuting Attorney's Office, the Department of Adult and Juvenile Detention, and the King County Sheriff Office. The *Mental and Physical Health Program* includes capital improvements to Harborview Medical Center, public health clinics, and alcoholism and drug treatment facilities. The *General Government Services Program* includes capital improvements for King County facilities, as well as technology improvements. The *Physical Environment and Resource Management Program* includes CIP projects for solid waste, flood hazard reduction and river maintenance, surface water management, agriculture and forest preservation, conservation futures acquisitions, open space acquisitions, parks and wastewater treatment facilities. Finally, the *Transportation Program* includes CIP projects for the transit system, county streets and roads, and the King County International Airport.

### **Relationship to the Growth Management Act / King County Comprehensive Plan**

The 2009-2014 King County Capital Improvement Program becomes the updated capital facilities component to the King County Comprehensive Plan and represents an amendment to the King County Comprehensive Plan. The 2009-2014 CIP, when adopted by the King County Council, will satisfy Growth Management Act requirements 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.

### **2009 Goals and Highlights**

The 2009 goals and objectives for the 2009-2014 CIP include:

- preserving and enhancing the many values of the county's natural drainage system including: water quality, fish and wildlife habitat, constructing drainage and erosion control facilities, levee and revetment repairs and rehabilitation, and flood protection facility and flood hazard assessments;
- ensuring continued operation and reliability of existing wastewater treatment assets, enhancing regional water quality, and ensuring sufficient capacity to meet wastewater treatment needs;
- addressing transportation networks and growth impact needs, and providing cities a means to accelerate the development of roads in areas which will ultimately be annexed by those cities;
- maintaining 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;

- providing county employees with appropriate tools through technology upgrades in order to manage functions efficiently and effectively;
- enhancing recreational opportunities and the county open space system, through acquisition of land and the development and rehabilitation of facilities; and
- maintaining the Solid Waste disposal system's ability to meet the volume demands on it, ensuring that Solid Waste facilities are operated in an environmentally responsible manner, and providing for the ongoing maintenance and monitoring of the various landfills including their eventual closure.

### **Green Building and Sustainable Development Ordinance**

King County has had a directive to use Leadership in Energy and Environmental Design (LEED®) criteria in County-owned capital improvement projects since 2001. In 2008, the Green Building and Sustainable Development Ordinance was passed, updating the existing ordinance and requiring all eligible buildings and renovations to target a LEED Gold rating. The ordinance specifies, however, that in achieving a gold rating there can be no cost impact to the General Fund, and a cost impact of no more than two percent to other funds, as compared to buildings not seeking a LEED rating. Project teams are required to complete an analysis at 30 percent of the design phase that identifies the up-front incremental construction costs, costs of LEED registration and certification, and the present value of operations and maintenance cost savings over the life of the asset. For the purposes of this analysis, operations and maintenance cost savings are based on projected costs the county would incur over the life of the asset. The costs included in this analysis shall be quantifiable, documented and verifiable by third-party review upon project completion and thereafter.

All other capital improvement projects that can not achieve a LEED rating because of the nature of the project (i.e. type of structure, size or scope of project) must incorporate cost-effective green building and sustainable development practices using a county-developed “scorecard” or checklist. The County-wide Green Building Team is developing the scorecard and will have it ready for use in early 2009. Other features of the ordinance include:

- Reporting requirements for divisions to report on green building progress in an annual report. Divisions managing capital projects must provide information on the incremental costs associated with LEED projects and information on operations and maintenance costs for completed projects.
- Requires that the County restore historic properties as part of its green building strategy, except in cases when the Landmarks Commission determines that historic preservation is not feasible.
- Defines the roles and responsibilities of the County-wide Green Building Team.
- Adds an expiration date of December 31, 2013, so that the policy can be reviewed and evaluated after five years of implementation.

CAPITAL IMPROVEMENT PROGRAM PLAN

Below is a table showing the existing buildings that have achieved LEED certification or that is currently registered and is targeting a LEED rating.

**Status of County Buildings in the LEED Certification Process**

<b>Project Name</b>	<b>Division</b>	<b>Building Type</b>	<b>Pending Rating</b>
<b>Projects in the Design Phase</b>			
1. Bow Lake Transfer Station	SWD	Industrial	Silver
2. Atlantic/ Central Base Operations Complex	Transit	Office	Gold
3. Ryerson Base Improvements	Transit	Office	Certified
4. Brightwater Environmental Education Center	WTD	Meeting facility/ community center	Gold
<b>Projects in the Construction Phase</b>			
5. South Plant New Administration Building	WTD	Office/ laboratory	Silver
6. 9 <sup>th</sup> and Jefferson Building	FMD	Office	Silver
<b>Projects Completed – Pending Certification</b>			
7. Carnation Treatment Plant	WTD	Industrial	Silver
8. Atlantic/Central Base Tire and Millwright Shop	Transit	Office, millwright machine shop	Silver
9. Atlantic/Central Base Communication and Control Center	Transit	Office	Silver
10. Chinook Building (formerly New County Office Building)	FMD	Office	LEED CS Gold and LEED CI Platinum
<b>Projects Completed and Certified</b>			
11. Kent Pullen Regional Communication & Emergency Coordination Center	FMD	Commercial	LEED NC- Certified
12. King Street Center	FMD	Office	LEED EB – Gold
13. Power Distribution Headquarters	Transit	Office and workshop	LEED NC – Certified
14. Marymoor Maintenance Facility	FMD/ Parks	Office and workshop	LEED NC – Certified
15. Shoreline Recycling and Transfer Station (formerly First NE TS)	SWD	Industrial	LEED NC - Platinum

KEY: LEED CI – Commercial Interiors

LEED CS – Core and Shell

LEED EB – Existing Buildings

LEED NC – New Construction

**CAPITAL PROGRAMS AND SIGNIFICANT PROJECTS**

**Law, Safety, and Justice (LS&J) Capital Program**

The 2009 Executive Proposed Capital Budget for Law, Safety, and Justice (LS&J) includes \$1,019,552 for four technology projects and \$7,782,426 for five facility projects. The proposed projects will address life safety concerns, improved service delivery and improved operational efficiency.

**Technology and Facility Projects Proposed for 2009 Budget**

Agency	Project Name	2009 Executive Proposed	Existing Project
<b>Facilities</b>			
FMD	Regional Jail Planning & Pre-Design	\$ 287,851	
FMD	Superior Court Alder Site Schematic Design	\$ 3,696,624	
FMD	Maleng (RJC) Schematic Design	\$ 2,974,514	
FMD	Non-Secure Jail Planning/Pre-Design	\$ 623,249	
FMD	Sheriff's Office Evidence Storage Predesign	\$ 200,188	
<b>Technology</b>			
DAJD	Five Year Strategic Plan	\$ 138,276	X
KCSC	Jury Management System Replacement	\$ 193,000	
KCSC	KCMS Replacement	\$ 550,000	
PAO	Prosecutor Case Management	\$ 138,276	
<b>Totals</b>			
Facilities		\$ 7,782,426	
Technology		\$ 1,019,552	
Total		\$ 8,801,978	

**LS&J Technology Projects**

**DAJD: Five-Year Strategic IT Plan (SIP & SeaKing Replacement Project): \$138,276**

This project will develop the business case and system requirements to replace the Department of Adult and Juvenile Detention's (DAJD) Subject-In-Process (SIP) and SeaKing Alert (SeaKing) systems. A 2007 consultant study identified the weaknesses and challenges of the current automated systems that support DAJD operations. Key areas of focus for this analysis effort were the DAJD SIP and SeaKing systems. Their findings and recommendations are clear that the department needs to move forward to replace their existing obsolete systems with a modern Jail Management System. Implementing compatible and up-to-date technology and information systems will be critical to the success of our regional jail system in the future. This project will define the subsequent implementation project that will enable jurisdictions in King County to track and manage their jail populations in a way that increases efficiency and public safety across the county.

**KCSC: Jury Management System: \$193,000**

This project implements the replacement of the King County Superior Court (KCSC) Jury Management System. KCSC's Jury Services summonses approximately 150,000 citizens each year and pays jurors that serve approximately \$1.5 million in jury fees and mileage. The current jury system used to manage the process from summons to serving on a jury and receiving payment is outdated, does not provide for sufficient online customer services or management reporting, and is inadequately supported. Superior Court is seeking an off-the-shelf replacement system that will provide web-based access to the public, management reports with dependable and comprehensive data, and improved support.

**KCSC: KCMS Replacement: \$550,000**

This project will implement a replacement to the King County Superior Court case management system (KCMS) which currently manages its civil and family law cases and programs, as well as its criminal case management system (CMIS). Each year approximately 30,000 civil and family law cases are monitored by the Court using KCMS. In addition, Family Court Operations relies on the system to manage its Family Court Services and Unified Family Court programs. These are critical court services and programs that must be supported by an automated system. KCMS uses a product called 'WebPutty' which is based on Microsoft .NET 1.0 Framework. By June 2009, .NET v1.0 will no longer be supported by Microsoft, requiring that KCMS either be migrated and upgraded or replaced. In addition to the issues with KCMS, CMIS is an outdated technology that is increasingly difficult and very expensive to maintain. This project will replace these two high-risk systems in a parallel implementation schedule.

**PAO: Prosecutor Case Management: \$138,276**

This project will conduct business planning to replace the Prosecuting Attorney's Office case management system (PROMIS). With the 2009 appropriation, this project will develop the business case and system requirements, coordinating with the Law Safety and Justice Integration (LSJ-I) program and DAJD efforts to replace the SIP and SeaKing systems. PROMIS is a quarter-century-old mainframe application provided by a defunct vendor. This planning begins with a review of off-the-shelf vendor programs followed by a rigorous alternatives analysis. A determining factor in the analysis will be the comparison of the benefits, as well as the costs, for each alternative considered. Interoperability is the theme unifying this request with two other closely related projects: The SIP/SeaKing system replacement component of the DAJD Five Year Strategic Plan and the LSJ-I Criminal Case Document Management (DocX) Program. The TLT Program Managers and Business Analysts for all three projects will work together in the OIRM Program office.

**LS&J Facility Projects**

**Maleng Regional Justice Center Jail Expansion Schematic Design: \$ 2,974,514**

This project will fund a pre-design report and schematic design for expanding the jail at the Maleng Regional Justice Center (MRJC). The scope of work will include the schematic design, an analysis of the programmatic needs, detailed reports for conditional use permit application, detailed cost and budget analysis, development of an overall project schedule, public outreach, geo-technical assessment, and operating cost analysis.

**Superior Court YSC Replacement Schematic Design: \$ 3,696,625**

This project will fund a pre-design report and schematic design for the replacement of the existing tower and wing at the current Youth Service Center site at 12th and Alder. The scope of work will include the schematic design, confirmation of the requirements detailed in the facilities master plan, detailed reports for conditional use permit application, detailed cost and budget analysis, development of an overall project schedule, public relations outreach, geo-technical assessment, and operating cost analysis.

**Non-Secure Jail Planning: \$623,249**

This project will fund the preliminary planning and pre-design report activities to analyze the projected facility needs of the Community Center for Alternative Programs (CCAP) and the Work Education Release (WER) program. Work will include a programmatic needs analysis based on forecasted inmate/participant growth, site selection criteria, preliminary site investigation, cost estimates, schedule development, and project delivery options.

**Regional Jail Planning: \$287,851**

This project will fund facility planning for regional jail expansion in conjunction with city planning efforts. The scope of work will include review of city and county programmatic jail bed needs,

CAPITAL IMPROVEMENT PROGRAM PLAN

analysis of city/county properties for development opportunities, detailed cost and budget analysis, operating cost analysis, project delivery options, and conceptual plans.

**Sheriff Evidence Storage Facility: \$200,188**

This project will fund a pre-design report for replacing the existing evidence storage and AFIS lab currently located in the Barclay Dean Building. The scope of work for the report will include an analysis of the programmatic needs, detailed analysis of the site and permit requirements, detailed cost and budget analysis, development of an overall project schedule, operating cost analysis, project delivery analysis, and conceptual plans. Facility options to meet storage requirements for county needs only and combined county and city needs will be explored as well.

**Health and Human Services Capital Program**

The 2009 Executive Proposed Capital Budget for Health and Human Services is divided into two programmatic areas: capital projects administered by the Harborview Medical Center and technology projects administered by county agencies. The Harborview capital program outlined at the close of this section amounts to \$5.75 million and does not include Harborview bond projects. The other county Health and Human Service capital project proposals include \$1,353,438 for technology projects and no funding for facility projects.

**Department of Public Health and  
Department of Community and Human Services Capital Programs**

Agency	Project Name	2009 Executive Proposed	Existing Project
<b>Facilities</b>			
FMD	None		
<b>Technology</b>			
PH	CBD/CAD Integration at Valley Communications	\$ 152,465	
PH	Communicable Disease Database Upgrade	\$ 320,383	
PH	Envision Public Portal	\$ 211,963	
PH	Jail Health Medication Packaging	\$ 668,627	
<b>Totals</b>			
Facilities		\$ -	
Technology		\$ 1,353,438	
Total		\$ 1,353,438	

**Health and Human Services Technology Projects**

**Public Health: CBD/CAD Integration at Valley Communications: \$152,465**

This project will integrate King County Emergency Medical Services (EMS) Division's Criteria Based Dispatch (CBD) system with a new Computer Aided Dispatch (CAD) system at Valley Communications Center. King County EMS is responsible for medical oversight for the CBD Guidelines, the triage (sorting) tool used by emergency 911 dispatchers when callers request emergency medical assistance. Approximately 104,000 calls are processed annually by four dispatch centers in King County outside the city of Seattle. CBD Phase 1 developed a CBD software application that provides the functionality of the previously paper-based CBD Guidelines. Phase 1 was completed in July, 2006, and implemented at two non- Computer Aided Dispatch (CAD) communication centers. CBD Phase 2 integrated the CBD Software with the CAD software at Eastside Communications Center. Phase 2 was implemented July 1, 2007. CBD Phase 3 will integrate the CBD software at Port of Seattle Airport Operations. Public Health now proposes CBD Phase 4 of this project which will integrate the CBD software with a new CAD system at Valley

Communications Center in Kent. This project will result in benefits to customers of the EMS Division, including dispatch centers who will experience improved operational practices and enhanced quality improvement activities, fire departments and ALS providers who will experience improved call handling for their EMS units, and benefits to agencies outside King County who utilize the CBD Guidelines.

**Public Health: Communicable Disease Database Upgrade: \$320,283**

This project will implement the upgrade of Public Health's Communicable Disease Epidemiology and Immunization Section (CD-Imms) Communicable Disease database (CD Database). The upgrade will improve the speed and accuracy of data collection and improve the outbreak management process, creating operational efficiencies and improving service to the public. In 2008, the section consulted an external informatics expert to assist in determining business needs. In 2009, the project will utilize the analysis of business needs to select and implement a solution.

**Public Health: Envision Public Portal: \$211,963**

This project will implement a public portal for Public Health's Environmental Health Services. Environmental Health works with nearly 18,000 businesses and individuals annually and interactions are currently limited to mail or in-person contact. This results in many unnecessary vehicle trips, wasting time and contributing to congestion and climate change. Members of the public and businesses have been requesting for years to have on-line access to Environmental Health services. Thirty-three thousand permits were issued in 2007 and each transaction was processed manually in a multi-step administrative process. This project will develop a public portal that would bring new functionality to the existing data management system to increase customer convenience, reduce unnecessary vehicle trips, provide more payment options, and further the county's transition to e-commerce. It will also reduce data entry and cash handling by staff and reduce errors and use of paper.

**Public Health: Jail Health – Medication Packaging: \$668,627**

This project will implement the installation of an automated medication packing system for King County's Jail Health Services (JHS). The process of filling and administering inmate prescriptions is complex, manual, error-prone, inefficient, and costly, yet it is critical to carry it out with complete accuracy, and in the most efficient way possible. There is a need and an opportunity to automate the process of packaging inmate medications which would eliminate many of the steps involved where errors can occur. When this problem is solved, JHS will see improvements in processing accuracy, consistency, efficiency, and will result in cost savings. This project will purchase and install medication packaging equipment at the King County Correctional Facility, and interface to the JHS Pharmacy system with transport of dispensed medications to the Maleng Regional Justice Center daily. Non-quantifiable benefits in the areas of risk mitigation and patient care are also anticipated to be substantial.

**2009 Harborview Medical Center Capital Program**

This program includes improvements at Harborview Medical Center (HMC). Harborview's \$4 million in projects implements the medical center's priorities to correct life/safety issues, address clinical and patient needs, and improve operational efficiency. Projects contained in the capital improvement program also address long term strategic needs, as well as near-term operational needs. The projects promote the quality of patient care at Harborview, enhance Harborview's ability to provide care to priority patients, increased the functionality of the facility and address the sustainable long term usefulness of Harborview's physical plant.

Several years ago a policy was established to assign Harborview Medical Center non-bond financed project management responsibility to the Facilities Management Division (FMD) if the project cost exceeded \$1,000,000. As per unit project costs have increased in the intervening years this project management assignment basis has become less useful as a project assignment criteria. For example,

**CAPITAL IMPROVEMENT PROGRAM PLAN**

---

the purchase and installation of equipment is often greater than \$1 million. The 2009 Executive Proposed Budget ordinance includes a proposal to increase the amount to \$5 million. This increase, agreed to by FMD management, will also allow improved HMC coordination and economies of scale as bids can be awarded to one contractor for multiple site projects such as elevator repair.

**1West Hall-319 Single Plane (Bi-Plane Replacement): \$700,000**

This project will provide funding for construction associated with the removal of existing radiological equipment on 1West Hall and replacement with new Single Planes.

**Ninth and Jefferson Building Relocation Costs: \$300,000**

This project covers costs associated with starting up the Ninth and Jefferson Building. Costs include planning and execution of the moves into the building, and other start up costs.

**Operating Room Locker/Break/Storage: \$750,000**

The Harborview Bond Project is adding 8 new operating rooms, which will increase current capacity by approximately 50%. This project addresses the support spaces for operating room personnel growth.

**CICU /ECHO Backfill 2East Hall: \$550,000**

This project provides critical growth of cardiology and medicine Intensive Care Unit (ICU) support spaces, including expanding ICU family waiting and staff support areas.

The following table displays the major Harborview Medical Center projects in the 2009 Executive Proposed Budget:

<b>Significant Projects Harborview Medical Center Capital Improvement Program</b>	<b>2009 Executive Proposal Budget</b>	<b>Continuation of Existing Project</b>
Operating Room Locker/Break/Storage	\$750,000	
1WH-319 Single Plane (Bi Plane Replacement)	\$700,000	
CICU /ECHO backfill 2EH	\$550,000	
Fixed Equipment Purchases/Infrastructure	\$400,400	X
Operating Room Upgrades	\$300,000	
NJB Relocation Costs	\$300,000	

**General Government Capital Improvement Program**

The General Government Capital Program proposed for 2009 includes the following five categories:

- Facilities including major maintenance and elections facility acquisition: \$37.5 million
- Technology projects: \$10.4 million
- Long term leases: \$28.4 million (lease space costs are budgeted in operating budgets and transferred to a capital budget for payment to lessors)
- Housing projects: \$40.1 million (see the Department of Community and Human Services section of the operating budget book for a discussion of housing project budgeting)

CAPITAL IMPROVEMENT PROGRAM PLAN

The budget project descriptions for technology projects and facility projects are provided below.

**General Government Capital Program**

Agency	Project Name	2009 Executive Proposed	Existing Project
<b>Facilities</b>			
FMD	KC Animal Shelters Interim Repairs	\$ 1,219,723	
FMD	Accessibility Project Allocation	\$ 200,000	X
<b>Technology</b>			
DES	REALS - Electronic Records Management System	\$ 1,236,495	X
OIRM	Emergency Radio System (ERS) Equipment Assessment & Proposal Planning	\$ 339,966	X
OIRM	Executive Branch IT Reorganization	\$ 2,998,586	X
OIRM	Novell to Windows	\$ 331,373	
OIRM	South Loop Microwave	\$ 2,959,269	
Various	General Fund IT Equipment Replacement	\$ 1,074,172	
DDES*	Permit Integration	\$ 1,417,295	X
<b>Totals</b>			
Facilities		\$ 1,419,723	
Technology		\$ 10,357,155	
Total		\$ 11,776,878	

\* This project is referenced in the Physical Environment section of the Executive Proposed Budget

**2009 General Government Technology Project Highlights**

**General Fund Projects:**

**OIRM: Novell to Windows: \$331,373**

This project will implement the migration of county divisions from the Novell Operating System to the Microsoft Windows Operating System. There are three departments (Department of Adult and Juvenile Detention, Department of Community and Human Services and Department of Public Health) in the county that still uses Novell as their operating system supporting daily operations. While the Novell technology has been in place for nearly two decades, these departments find themselves as the last Novell users in the county. All other county departments are currently using Microsoft Windows to support daily operations. These remaining departments find themselves at risk from several perspectives, including lack of Novell expertise, and the inability to integrate with some enterprise applications.

**Various Agencies: General Fund Agencies IT Equipment Replacement: \$1,074,172**

This project funds General Fund IT Equipment Replacement needs. This item centralizes all equipment replacement expenditures supported by the General Fund. Equipment replacement funds have been removed from all General Fund agencies' operating budgets. Funding decisions for Equipment Replacement were made based on agencies' need for IT equipment after a thorough review of all Equipment Replacement Plans submitted by General Fund agencies. These decisions, documented in the Technology Business Plan, show how much appropriation is available for General Fund agencies' IT equipment replacement out of the total amount budgeted in this project.

**Non-General Fund Projects:**

**DES: Records and Licensing Services - Electronic Records Management System: \$1,236,495**

This project will implement a central repository for the management and retention of public records. With the implementation of the Electronic Records Management System (ERMS) in the Human

Resources Division in 2008, the ERMS Project will enter into a new phase in 2009 as the county-wide phase of deployment of the system gets underway. In addition to supporting the county-wide deployment, the Electronic Records Program will provide ongoing support for agencies as they are brought onto the system, introduce a physical records management component of the ERMS for the County Records Center, implement the ERMS for the management of the web records, continue the ongoing certification of the County's digital imaging systems storing public records (in accordance with WAC 434-663 and RCW 40.14), and provide ongoing education and guidance to county employees on the effective management of public records created, or migrated into electronic format. The 2009 budget request will cover the vendor costs associated with the 2009 deliverables.

**OIRM: Emergency Radio System (ERS) Equipment Replacement Assessment and Proposal Planning: \$339,966**

This project provides for an assessment and proposal for the replacement of the King County Emergency Radio System (ERS), its supporting infrastructure, and nearly all portable and mobile radios. The ERS is nearing the end of its useful life which is projected for 2011-2013. The primary purpose of the system is to provide emergency radio communications services for all the police, fire, emergency medical services, public school districts and public hospitals within King County. Since the ERS is a shared responsibility between the City of Seattle, King County, Valley Communications Center and the Eastside Public Safety Communications Agency, it will be important to start this assessment and develop a recommended proposal so that all four groups will be able to establish the necessary funds and resources needed to replace this system. This appropriation will fund a Government Relations TLT to coordinate these planning efforts.

**OIRM: Executive Branch IT Reorganization: \$2,998,586**

This project will implement a new organizational structure for King County information technology that will enable improved information technology (IT) services and more efficient IT operations. King County lacks coordinated organization structures to support countywide IT functions and technologies, suffers from a proliferation of servers, and has very little IT performance management information. The IT Reorganization program, started in 2007, was established to address these problems. In Phase 1, involving only the Executive branch, this program will implement the consolidated IT organization for Executive branch departments as described in the *Executive Recommendation on IT Reorganization* report, March 2006, *Business Case for IT Reorganization*, June 2006, and *IT Reorganization Transition Work Plan*, June 2006. There are five major initiatives within the program: organization transition; enterprise architecture (originally combined with organization transition); service desk (also called service center build out); server consolidation; and workstation standardization.

**OIRM: South Loop Microwave: \$2,959,269**

This project will replace half of the microwave equipment utilized in the Regional Emergency Radio System, known as the "South Loop." The South Loop consists of 19 sets of microwave transmission equipment that act as the signal transportation back bone for the 800 MHz Emergency Radio System. This equipment supports interoperable communications between local, state and federal jurisdictions and is a key component in the operation of the 800 MHz Emergency Radio System. The work is expected to be a combination of contracted installers (primarily for tower work) and qualified internal forces. Replacement of the microwave system should slightly decrease overall operations and maintenance costs by replacing the old and functionally obsolete system, which has reached its bandwidth capacity, with a new, robust system.

### **2009 General Government Facilities Project Highlights**

**Accessibility Project Allocation: \$200,000**

This is an on-going project that enables the county to improve buildings to conform to Title II of Americans with Disabilities Act (ADA). The project provides for surveys of the facilities as the

## CAPITAL IMPROVEMENT PROGRAM PLAN

---

---

Facility Management Division (FMD) identifies physical barriers for gaining access to the facilities and associated services, together with construction modifications to eliminate identified barriers. To date all facilities have been surveyed, and deficiencies have been prioritized. FMD has several buildings under construction to remediate the level 1 deficiency, and a number of other buildings in the construction document phase. To date, there are over 500 separate projects of various size and complexity that will be addressed.

### **Animal Control Facility: \$1,219,723**

This project will fund facility improvements at the Kent Animal shelter, including minor HVAC repairs/improvement needed at the cat isolation and adoption rooms; installation of overhead hose tracks at all the indoor dog runs to help prevent the spread of diseases; upgrade to building finishes to improve disease control; utility hook up for a new sanitary sewer, storm drain and water connection at the north east corner of the site (to serve a new paved outdoor dog run, evaluation area and future dog run expansion); construction of outdoor dog runs and evaluation area; remodel of the adoption/relinquish area to include an exam room and hand washing facilities and improvements to the laundry facility.

### **Major Maintenance Program: \$13,036,281**

The Major Maintenance Program managed by FMD provides funds for the periodic replacement and repair of county-owned building systems and components on the 34 buildings maintained by FMD. In 2009, the Major Maintenance Program continues the investment in these facilities by funding approximately \$13.03 million in projects in 15 buildings. The budget authority is allocated to the following categories: HVAC – 34%, plumbing-15%, exterior envelope-13%, electrical-12%, interior finishes-10%, site work-3%, fire protection-2%, equipment-2%, contingency-4%. In response to severe financial constraints in the General Fund, the 2009 contribution in support of facility major maintenance needs has been reduced by 14%. This departure from the standard 3% increase is a component of the 2009 deficit reduction package. The 2009 reliance on Major Maintenance Reserve fund balance postpones, by one year, a move away from full funding of the Major Maintenance financial model.

CAPITAL IMPROVEMENT PROGRAM PLAN

**Major Maintenance Reserve Fund Financial Plan**

**Major Maintenance Reserve Fund/3421**

DEPT 0337 Major Maintenance <sup>1</sup>	2007 Actuals <sup>3</sup>	2008 Adopted	2008 Estimated	2009 Proposed	2010 Projected	2011 Projected
Beginning Fund Balance	8,432,723	12,143,787	12,841,702	13,298,031	11,549,113	11,352,829
<b>Revenues:</b>						
Investment Interest	253,191	0	300,000	300,800	300,824	300,849
King Street Tenants	457,376	455,442	455,442	455,442	455,442	455,442
General Fund Contributions <sup>5</sup>	9,744,458	9,932,904	9,932,904	8,504,023	8,759,144	9,021,918
Public Health Pooling-Multiple Facilities	758,769	704,440	704,440	1,165,322	1,370,992	1,412,122
Black River - DDES	312,148	219,251	219,251	226,861	233,667	240,677
Chinook Tenants (less Public Health)				174,915	180,162	185,567
Goat Hill Parking Garage				104,868	108,014	111,254
Orcas Building				90,004	92,704	95,485
Elections				265,128	273,082	281,274
Other/Miscellaneous	158,952					
<b>Total Revenues</b>	<b>11,684,894</b>	<b>11,312,037</b>	<b>11,612,037</b>	<b>11,287,363</b>	<b>11,774,031</b>	<b>12,104,589</b>
<b>Expenditures:</b>						
Expenditures	(9,933,086)	(10,430,830)	(10,430,830)	(13,036,281)	(11,970,314)	(12,104,588)
Additional 2009 Programming						
Debt Service on 2001 Borrowing (7 years)	(695,788)	(691,600)	(691,600)			
<b>Total Expenditures</b>	<b>(10,628,874)</b>	<b>(11,122,430)</b>	<b>(11,122,430)</b>	<b>(13,036,281)</b>	<b>(11,970,314)</b>	<b>(12,104,588)</b>
<b>Other Fund Transactions</b>						
Reserve For Encumbrances	3,340,140					
Equity Adjustment	12,819					
Impaired Investment <sup>4</sup>			(33,278)			
<b>Total Other Fund Transactions</b>	<b>3,352,959</b>		<b>(33,278)</b>			
<b>Ending Fund Balance</b>	<b>12,841,702</b>	<b>12,333,394</b>	<b>13,298,031</b>	<b>11,549,113</b>	<b>11,352,829</b>	<b>11,352,830</b>
<b>Less Reserves &amp; Designations:</b>						
Reserve for Prior Year CIP	(11,194,145)	(11,379,124)	(11,194,143)	(11,194,143)	(11,194,143)	(11,194,143)
<b>Ending Undesignated Fund Balance</b>	<b>1,647,557</b>	<b>954,270</b>	<b>2,103,888</b>	<b>354,970</b>	<b>158,686</b>	<b>158,687</b>
<b>Target Fund Balance <sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Notes:

<sup>1</sup> Fund established in 1993 through Ordinance 10728

<sup>2</sup> There is no target fund balance requirement

<sup>3</sup> Figures from 14th month ARMS reports

<sup>4</sup> At year end 2007 the county investment pool held investmes that became impaired. This adjustment reflects asn unrealized loss for these impaired investments

<sup>5</sup> The 2009 General Fund Transfer was reduced by \$54,520 to recognize the Benson Hill annexation.

**Physical Environment Program**

**Natural Resources and Parks**

**Solid Waste Division Capital Improvement Program**

The purpose of the Solid Waste Division capital program is to maintain the transfer and disposal system’s ability to meet service demands. The program also ensures that these facilities are maintained and operated in accordance with applicable regulations and in a safe and environmentally responsible manner.

The 2009 capital program request includes the staged closure of Refuse Area 6 at the Cedar Hills Regional Landfill. Construction of Cedar Hills Refuse Area 7 is anticipated to start in 2008 and Area 7 will become operational by 2009. New waste handling facility projects recommended in the *Solid Waste Transfer and Waste Management Plan* are continuing for northeast Lake Washington and the south King County areas. Design for the Bow Lake Recycling and Transfer Station project is ongoing with site preparation planned for late 2008. Construction of this new facility is scheduled to begin in 2009. Design of the replacement Factoria Recycling and Transfer Station and upgrades to the Houghton Transfer Station are continuing. Roofs have been replaced at two sites to address safety and seismic concerns and funding is available for a similar upgrade at the Houghton Transfer Station. These projects represent important steps in the process of providing safe, efficient service, and maintaining a competitive waste disposal business environment.

The most significant CIP project requests for 2009 are highlighted below:

<b>Significant Projects Solid Waste Division Capital Improvement Program</b>	<b>2009 Executive Proposed Budget</b>	<b>Continuation of Existing Project</b>
Bow Lake Recycling and Transfer Station	\$52,523,000	X
CERP Equipment Purchase	\$3,710,000	X
Fund 3901 Contingency	\$3,428,000	X
Environmental Reserve Fund Transfer to Fund 3901	\$3,300,000	
Cedar Hills Area 7 Development	\$3,299,000	X
Factoria Recycling and Transfer Station	(\$4,177,000)	X

**Factoria Recycling and Transfer Station (TS): (\$4,177,000)**

The 2009 Executive Proposed Budget includes a net reduction for amounts authorized for property acquisition. Additional property acquisition anticipated for wetlands mitigation has been factored into the current request. Selection of a design consultant is planned for late 2008 or early 2009. The permitting, design and environmental review for a new transfer and waste processing facility to replace the existing Factoria Transfer Station will also begin. Based on current scope and cost estimates, the total projected cost of this project is \$78,628,000 in the six-year capital plan.

**Bow Lake Recycling and Transfer Station (TS): \$52,523,000**

The 2009 Executive Proposed Budget will allow the facility construction contract to be signed and construction to begin. An important requirement of the Bow Lake Recycling and Transfer Station is that it meets the building standard of immediate occupancy following a large seismic event and can continue to operate as a vital public facility. Construction will be in two contracts, one for site preparation and one for site facilities. Site preparation work is scheduled to begin in late 2008. The site facilities portion is currently in the design phase. Based on current scope and cost estimates, the total projected cost of this project is \$85,297,000 in the six-year capital plan.

**Harbor Island Safety Improvements: \$1,511,000**

This new project for 2009 is composed of numerous items which are necessary to operate the property in a safe manner, including meeting current City of Seattle fire codes, maintaining leased buildings safely by eliminating asbestos and lead based paint exposure risks related to unsafe building conditions, opening rentable space, and improving the structural integrity of the buildings. Based on current scope and cost estimates, the total projected cost of this project is \$1,511,000 in the six-year capital plan.

**Cedar Hills Area 7 Development: \$3,299,000**

This project consists of the development of a 4.0 million-ton capacity Cedar Hills Regional Landfill Refuse Area 7. The work includes preliminary and final design, hydrogeologic investigations, and preparation of contract and permit documents, construction of underliner and construction of landfill gas, leachate, contaminated surface water, erosion and surface water control facilities.

To maintain a smooth transition of landfill operations, Area 7 will be completed between 2008 and 2009 and begin accepting waste by 2009. The next two project milestones to be completed are: Phase 1 excavation construction (2008 - 2009) and Phase 2 final construction (2009). Closeout of contract services is scheduled for 2010. Based on current scope and cost estimates, the total projected cost of this project is \$14,794,000 in the six-year capital plan.

**NE Lake Washington Recycling and Transfer Station: \$133,000**

**S. King County Recycling and Transfer Station: \$747,000**

This initial budget amount will fund preliminary work for new transfer and waste processing facilities to replace the Houghton and Algona Transfer Stations. The NE Lake Washington project primarily serves the cities of Redmond, Kirkland, Woodinville, and Kenmore. The South King County project serves the cities of Federal Way, Kent, Auburn, and Algona. The milestones to be completed in the 2008 – 2009 timeframe are the advertisement and award of design contracts.

These replacement projects have been identified in the *Solid Waste Transfer and Waste Management Plan* (Plan) approved by the King County Council. The plan was developed jointly with the Metropolitan Solid Waste Management Advisory Committee and the Solid Waste Advisory Committee.

NE Lake Washington Recycling and Transfer Station status: This project is currently in the planning phase. The cost estimate of \$103,692,000 was developed by consultants, is conceptual in nature, and based on similar experiences the consulting firm has had with other transfer station projects in the region.

S. King County Recycling and Transfer Station status: This project is currently in the planning phase. The cost estimate of \$98,450,000 was developed by consultants, is conceptual in nature, and based on similar experiences the consulting firm has had with other transfer station projects in the region.

**Fund 3901 Contingency: \$3,428,000**

This project implements the flexible CIP contingency budget approved by the King County Council. This request is for 7.5% of estimated total appropriation at the start of the budget year. Because the contingency is calculated as a percent of the annual appropriation request, it has the potential to fluctuate up and down over time.

**Environmental Reserve Fund Transfer to Fund 3901: \$3,300,000**

This project proposes to transfer the majority of the remaining cash balance in the Environmental Reserve Fund 3831 to the Solid Waste Construction Fund 3901. There are no additional activities planned in this fund and the remaining cash is surplus to capital program needs. This funding transfer

will help to partially offset future bond sales needed to implement the *Solid Waste Transfer and Waste Management Plan*.

### **Capital Equipment Replacement Program Equipment Purchase: \$3,710,000**

The Solid Waste Division will delay the scheduled procurement of significant equipment replacement until 2010 due to the focus on constructing new, state-of-the-art recycling and transfer stations. The new facilities will, in some cases, require different equipment. The Solid Waste Division is minimizing new expenditures and maintaining existing equipment to be cost efficient when investing in equipment.

The division maintains an equipment replacement plan and provides long-term financing by making annual contributions to the Capital Equipment Replacement Fund which supports the 2009 proposed investment of \$3.7 million in equipment replacement purchases.

### **Water and Land Resources Division Capital Improvement Program**

The Water and Land Resources (WLR) Capital Program has two primary goals.

- To protect public safety and property from hazards posed by river flooding and excess storm water runoff, and
- To protect and restore aquatic ecosystems from damage due to storm and surface water runoff and past land development practices.

The 2009-2014 CIP supports these goals through numerous actions, including constructing regional stormwater flow control facilities, retrofitting flow control facilities, upgrading conveyance pipe, relieving drainage problems affecting residential areas and agricultural fields, and restoring salmon habitat in the major watersheds.

There are three key developments for the Surface Water Management (SWM) capital program in 2009:

The division has maintained a policy for the past several years of transferring 30% of budgeted SWM fee revenue annually to implement capital projects. In the 2008 budget the transfer was reduced from 30% to 25.5% to allow continued funding of critical operating programs in the rural area. Increased costs in the operating budget are driven by new State requirements under the agency's NPDES Storm Water permit, as well as covering inflation and Critical Areas Ordinance (CAO) implementation costs without a rate increase. While the SWM program is increasing its 2009 CIP transfer to about 27 percent of estimated SWM fees, the cost drivers affecting this continue to place a burden on how much revenue WLR able to transfer to their capital improvement program. This also has an adverse impact on WLR's ability to leverage grant funding.

In an effort to deliver a more cost-effective service model for cleaning agricultural drainage ways, WLR plans to focus in 2009 on modifying the program. The objectives are to solve regulatory and service delivery problems that have created barriers to providing technical and financial support to farmers maintaining agricultural waterways to prevent flooded fields. Work to achieve this will begin in 2008 starting with a revised approach to local, federal and state permitting processes. It is expected this will take some time but contribute significantly to permit cost reductions and staff efficiencies. This is expected to result in significant savings over the next five years.

The Flood Control Zone District Board of Supervisors recently adopted a resolution establishing an allocation process and eligibility criteria for the Subregional Opportunity Fund of the Flood Control Zone District annual levy. The resolution adopts the recommendations of the Flood Control Zone District Advisory Committee, with the condition that watershed management projects are linked to a stormwater or flood control project. Efforts are underway to have 2008 and 2009 funds available for

CAPITAL IMPROVEMENT PROGRAM PLAN

distribution in January 2009. The Water and Land Resources Division is proposing to program the unincorporated King County share in the public safety and property and neighborhood drainage and water quality eligible projects in the SWM CIP. This is an increase in funding of \$1 million in 2009 utilizing two years of opportunity funding.

The most significant CIP project requests for 2009 are highlighted below:

<b>Significant Projects Surface Water Management Capital Improvement Program</b>	<b>2009 Executive Proposed Budget</b>	<b>Continuation of Existing Project</b>
WRIA 7 Ecosystem Protection	\$ 1,621,720	X
WRIA 9 Ecosystem Protection	\$ 2,776,750	X
Vashon Ecosystem Protection	\$ 1,735,550	X
Other WRIA Ecosystem Projects	\$ 181,300	X
Public Safety & Major Property	\$ 2,292,650	X
Neighborhood Drainage and Water Quality	\$ 1,040,000	X

The percentage split between public safety and ecosystem protection for SWM Pay As You Go in 2009 is 61 percent public safety to 39 percent ecosystem.

**WRIA 7, 8, 9, 10 and Vashon Ecosystem Protection Projects: \$6,315,320 (for all five projects)**

The Water Resource Inventory Area (WRIA) projects collectively protect or restore aquatic ecosystems in King County. Each WRIA project covers a distinct watershed within the waterway systems in Washington: WRIA 7 is the Snoqualmie River Watershed, WRIA 8 is located in the unincorporated portions of the Cedar/Lake Washington Watershed, and WRIA 9 is located in the Green River Watershed. WRIA 10 is the White River Watershed in South King County and the Vashon Ecosystem project is located on Vashon Island. Typical actions include reconnecting side-channel habitat to the mainstem river, removing levees and other forms of bank hardening, eliminating man-made barriers to fish migration such as blocked culverts, increasing riparian forest cover to improve water quality, and recreating log jams to increase dynamic complexity in river flows.

**Public Safety and Major Property Protection: \$2,292,650**

This project undertakes actions to preserve public safety and/or protect property from events such as flooding, erosion, adverse water quality, or the deterioration of stormwater facilities designed to prevent such events. The highest priority projects in this program are those which protect the health and safety of the public, with particular emphasis given to preventing flooding inside inhabited structures and allowing emergency vehicle access. Other important projects address water quality problems which adversely affect both public safety and the ecosystem. These projects are usually identified through citizen complaints, basin planning, facility inspections, monitoring data, or reconnaissance by County engineers.

**Neighborhood Drainage and Water Quality: \$1,040,000**

This project addresses smaller neighborhood problems of localized flooding, erosion, sedimentation and water quality. These problems are typically identified through citizen drainage complaints or inspections of residential stormwater facilities. Actions typically include installing pipes and catch basins, upsizing culverts, removing accumulated sediment, stabilizing drainage channels, or retrofitting stormwater flow control facilities such as retention/detention ponds. This project includes small-scale drainage improvements to reduce flooding on private property and retrofits of drainage facilities to comply with legally mandated requirements of King County’s NPDES Phase 1 Municipal Stormwater Permit.

CAPITAL IMPROVEMENT PROGRAM PLAN

**Conservation Futures and Open Space Capital Improvement Program**

Conservation Futures Tax (CFT) levy funds are collected from property taxes levied throughout King County and dedicated to the acquisition of open space in cities and rural areas. The Conservation Futures Citizens Committee (Committee) makes annual recommendations of project funding allocations to King County based on a review of project applications and site visits. This year’s citizen committee recommendations total \$10.7 million for projects throughout King County.

In August, 2007 the voters of King County approved a six-year Parks Expansion Levy, which was authorized by King County Ordinance 15760. The levy provides funding for acquisition of open space and trails in unincorporated King County and its cities, and capital improvements for the Woodland Park Zoo. Approximately \$20 million of the levy is anticipated to be dedicated to unincorporated King County open space acquisition over the six year life of the levy.

This was the first year the Committee reviewed applications and made recommendations for acquisition of open space projects using approximately \$3.4 million of the Parks Expansion Levy. For additional explanation, please refer to the Parks Division highlights within the Capital Improvement Program Plan section.

The most significant CIP project requests for 2009 are highlighted below:

<b>Significant Projects Conservation Futures and Open Space Capital Improvement Projects</b>	<b>2009 Executive Proposed Budget - CFT</b>	<b>2009 Parks Expansion Levy</b>	<b>Continuation of Existing Project</b>
Ballard Open Space	\$ 1,500,000	N/A	
Cougar-Squak Mountain Corridor Addition	\$ 900,000	\$150,000	X
Bellevue Greenways and Open Space	\$ 800,000	N/A	X
First Hill Urban Center Park	\$ 625,000	N/A	
Green River Natural Area	\$ 525,000	N/A	X
Beaconsfield on the Sound	\$ 517,000	N/A	
Open Space Grant Contingency	\$3,515,000	N/A	X
Transfer Development Rights (TDR) Bank	\$1,000,000	N/A	X
Point Heyer Drift Cell (Vashon)	\$ 425,000	\$347,269	
Grand Ridge Additions – PEL	N/A	\$865,735	X
Historic Lower Green APD – PEL	\$90,000	\$90,000	
Patterson Creek Natural Area Addition - PEL	N/A	\$250,000	
Paradise Valley – Judd Creek (VI) – PEL	\$300,000	\$325,000	
White River/Pinnacle Peak/Red Creek - PEL	\$300,000	\$285,000	
Bass/Beaver/Dandy Lake Complex – PEL	\$312,000	\$174,800	X
Lower Cedar River Conservation Area - PEL	\$300,000	\$150,000	X
Issaquah Creek Basin TDR Initiative – PEL	\$250,000	\$500,000	X
Green River Natural Area Additions – PEL	\$525,000	\$233,066	X

**Ballard Open Space: \$1,500,000**

Seattle is acquiring a .9 acre property in the central Ballard neighborhood, at 9<sup>th</sup> Avenue NW between NW 70<sup>th</sup> and NW 73<sup>rd</sup> streets. The community is deficient in local open space resources. Seattle has been interested in purchasing this property for many years and moved quickly to secure it when it recently became available.

**Cougar-Squak Corridor Addition: \$900,000**

King County will work to acquire a key 48-acre inholding in the trail and wildlife corridor between Cougar Mountain Regional Wildland Park and Squak Mountain State Park on State Route 900.

## CAPITAL IMPROVEMENT PROGRAM PLAN

---

---

Acquisition of the property has been an acquisition goal of King County since the 1990s due to its location within the corridor.

### **Bellevue Greenways and Open Space System: \$800,000**

Bellevue will make important additions to its greenway and open space system, with the first priorities being property in the Richards Valley area that will be added to Bellevue's Lake-to-Lake greenbelt. Bellevue has acquired several important properties in the greenbelt in the past two years with the help of a local park bond.

### **Beaconsfield on the Sound: \$517,000**

The new project will acquire fee simple and conservation easement rights along a quarter mile of Puget Sound shoreline north of Marine View Park in the City of Normandy Park. The project will help assist in the regional effort to protect and restore Puget Sound's natural shoreline. The project is a high priority of WRIA 9 and helps address an emerging priority of other state, regional and local Puget Sound planning groups.

### **Grand Ridge Additions – Parks Expansion Levy (PEL) - \$865,735**

This project consists of the acquisition of forest land on Grand Ridge and Mitchell Hill in the I-90 corridor east of Issaquah. The first priority parcels contain high quality mature second growth forest.

### **Historic Lower Green APD – PEL - \$90,000**

This project consists of the acquisition of development rights on a 20-acre farmland parcel at 78th Avenue South, between S 277th Street and the Green River. This property is still actively farmed, located within the 1,500 acre Lower Green River Agricultural Production District, an important regional open space separator between Kent and Auburn.

### **Patterson Creek Natural Area Addition – PEL - \$250,000**

This project will fund acquisition of approximately 120 acres (3 parcels) from Washington State Department of Natural Resources located east of Sammamish. This would be an addition to Patterson Creek Natural Area.

### **Paradise Valley - Judd Creek (Vashon Island) – PEL - \$325,000**

This project consists of the acquisition of riparian and meadow land on Judd Creek, located on 11th Avenue SE, on Vashon Island. This proposed acquisition is part of a larger multi-year, multi-parcel effort to preserve the Paradise Valley reach on Judd Creek.

### **Point Heyer Drift Cell (Vashon Island) – PEL - \$347,269**

This is a multi-parcel nearshore marine habitat acquisition project located on the eastern shore of Vashon Island between SW Soper Road and Ridge Road SW, near SW 184th Street. The goal of the project is to acquire conservation easement rights and fee title on approximately one mile of shoreline to preserve sand and gravel replenishment of the beach littoral zone for the benefit of salmonid and other marine aquatic species.

### **Cougar-Squak Corridor Addition – PEL - \$150,000**

This is an approximately 48.2 acre acquisition project located on the western slope of Squak Mountain on Renton-Issaquah Road SE. The property is a major inholding in the Cougar/Squak Mountain corridor and a portion of the property may eventually contain a parking area to serve both Squak and Cougar Mountains.

### **White River/Pinnacle Peak/Red Creek – PEL - \$285,000**

This is a multi-parcel habitat acquisition project located along the White River, south of SE Mud Mountain Road and lower Red Creek. The goal of the project is to protect the riparian habitat corridor

along the river and to preserve a wildlife habitat connection between the corridor and Pinnacle Peak for species that include wintering elk.

**Bass/Beaver/Dandy Lake Complex – PEL - \$174,800**

This is a 120-acre, multi-parcel acquisition project located east of State Route 169 along Southeast 383rd Way, north of Enumclaw. The goal of the project is to acquire habitat lands to buffer and preserve portions of the riparian system that includes Bass, Beaver and Dandy Lakes and the stream system that connects them.

**Lower Cedar River Conservation Area-PEL - \$150,000**

This project consists of the acquisition of multiple parcels along an approximately six-mile-long segment of the lower Cedar River between Maple Valley and the Cedar Grove Natural area east of Renton. The first priority acquisition area for this project is the Lower Lions Reach Natural Area along SE 184th Street, which contains Lions Club Creek.

**Issaquah Creek Basin TDR Initiative – PEL - \$500,000**

This project will provide funding for the acquisition of open space in unincorporated King County within the Issaquah Creek Basin, with a goal of acquiring Transferable Development Rights (TDR). There are multiple eligible parcels, with a highest priority being the area near the confluence of Issaquah and Holder Creeks, located west of the Issaquah-Hobart Road near SE 172nd Street.

**Green River Natural Area Additions – PEL - \$233,066**

This is a multiple parcel project consisting of the acquisition of up to 4 parcels of hillside land adjacent to the Green River Natural Area (GRNA). The properties identified in this year's funding request will protect several small creeks that seep down through the natural area to the Green River and will help retain the outstanding views within the GRNA by preventing houses from encroaching on the upper edges of the valley walls.

**Open Space Grant Contingency: \$3,515,000**

The grant contingency project will be used for grants and accompanying match monies awarded during the course of the year for open space and habitat acquisition projects. Applications have been submitted for a number of projects to acquire lands in the Water Resource Inventory Areas (WRIA) from various state grantors. This will provide spending authority once the grants have been awarded.

**Transfer Development Right (TDR) Bank: \$1,000,000**

The King County Transfer of Development Right Bank acts as a revolving fund to accomplish land preservation through the buying, holding, and selling of Development Rights authorized by the TDR Program in King County Code 21A.37. Revenues are received from the sale of TDRs. The TDR Bank will purchase development rights from private rural land owners already qualified to sell their development rights.

**King County Flood Control Capital Contract Program**

The capital work program of the King County Flood Control Zone District is contracted with the River and Floodplain Management Unit (RFMU) within the Water and Land Resources Division of King County. This body of work is guided by the following goals:

- To reduce the risks to public safety and financial losses from flood and channel migration hazards.
- To avoid or minimize the environmental impacts of flood hazard management.
- To reduce the long-term costs of flood hazard management.

CAPITAL IMPROVEMENT PROGRAM PLAN

The program is based primarily on the *2006 King County Flood Hazard Management Plan* which recommends regional policies, programs, and projects to reduce the risk to people and property from river flooding and channel migration in King County. The purpose of this plan is to create a long-term vision for flood hazard management for King County’s floodplains, with an emphasis on major river systems, and recommends specific near-term actions consistent with that vision to reduce flood and channel migration risks and to protect, restore or enhance riparian and aquatic ecosystems.

There are four significant changes between the 2008 and 2009 proposed six-year plans. The first two are the result of decisions made by the King County Council when adopting the 2008 capital budget. One is the elimination of the River Improvement Fund levy as a revenue source for the flood district work program. This removes approximately \$30 million from the ten-year capital program, requiring that it be extended by an additional year in order to achieve the same result.

The second is the establishment of the “subregional” flood project allocation, which designates 10 percent of the flood district levy proceeds towards projects that alleviate flooding in areas other than along mainstem rivers. This also would require extending the program by an additional year to achieve the same result as the initial ten year proposal developed for the 2008 budget.

The third change involves a re-phasing of costs within individual projects. The 2008 plan was developed with an inexact cost model that placed acquisition costs towards the end of each project. This has since been corrected and acquisition costs now appear in the initial years of each project, increasing the requested budget authority in the near term.

The final change concerns the federal assistance with the flood damage repair projects King County is receiving from the US Army Corps of Engineers. As negotiated during the spring of 2008, the Corps will assume lead on several of the individual subprojects, requiring only a small cost-share from King County. This translates into a \$20 million savings for the county, allowing additional flood projects to be scheduled for 2009.

The most significant CIP project requests for 2009 are highlighted below:

Significant Projects Flood Control Contract Capital Program	2009 Executive Proposed Budget	Continuation of Existing Project
Upper Snoqualmie River Flood Protection	\$3,375,489	X
Lower Snoqualmie River Flood Protection	\$2,324,955	X
Tolt River Flood Protection	\$3,344,211	X
Cedar River Flood Protection	\$5,927,446	X
Green River Flood Protection	\$11,956,179	X
White River Flood Protection	\$4,363,755	X

**Upper Snoqualmie River Flood Protection: \$3,375,489**

Projects approved for 2009 will make significant improvements to the South Fork levee system as well as acquisition and elevations of flood-prone homes in the North Bend Area.

**Lower Snoqualmie River Flood Protection: \$2,324,955**

The requested appropriation will primarily be used to purchase and remove flood-prone homes from the low-lying area immediately behind the Aldair Levee.

**Tolt River Flood Protection: \$3,344,211**

The requested appropriation is primarily intended for purchasing numerous flood-prone properties,

## CAPITAL IMPROVEMENT PROGRAM PLAN

---

most importantly the San Souci neighborhood. In addition, numerous smaller repairs will be made to various flood protection facilities.

### **Cedar River Flood Protection: \$5,927,446**

The primary actions will be to relocate the residents from the Cedar Grove mobile home park purchased in 2008 and demolish the remaining structures in order to restore the floodplain and increase flood storage capacity. Actions will also target the Elliott Bridge Levee in order to purchase flood prone homes and reconstruct the levee farther back from the river.

### **Green River Flood Protection: \$11,956,179**

The requested appropriation will launch a major reconstruction of the Green River levee system, beginning with the Desimone and Briscoe levee segments near the Kent-Tukwila border. Additional funding will target backwater flooding from the Duwamish in the South Park neighborhood as well as a feasibility and design analysis for replacing the deteriorating Alaskan Way seawall in Seattle.

### **White River Flood Protection: \$4,363,755**

The projects in this river basin will primarily reduce flood-related risk to a residential area near the border with Pierce County by purchasing flood-prone property and providing conveyance through an existing levee into adjacent floodplain and wetlands. Additional acquisitions will acquire flood-prone properties near the confluence with the Greenwater River.

### **Wastewater Treatment Division Capital Improvement Program**

The Wastewater Treatment Division's (WTD) Capital Improvement Program (CIP) budget request for 2009 is \$167 million. The total 2009-2014 proposed budget plan is approximately \$685 million.

The mission of the WTD is to protect public health and enhance the environment and create resources from wastewater. This includes treating and reclaiming the region's wastewater, recycling solids and generating energy. Since 1958, when King County citizens voted to build a regional wastewater system to clean the polluted waters of Lake Washington and Puget Sound, WTD has helped to dramatically improve water quality while recycling and reusing natural resources.

The objectives of the capital program are to:

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

The most significant CIP project requests for 2009 are highlighted below:

<b>Significant Projects Wastewater Treatment Capital Improvement Plan</b>	<b>2009 Executive Proposed Budget</b>	<b>Continuation of Existing Project</b>
Brightwater Treatment Plant	\$44,205,598	X
Brightwater Conveyance	\$26,464,127	X
Ballard Siphon Repair	\$16,825,515	X
North Creek Pipeline	\$7,649,725	X
Ravenna Creek Separation	\$5,000,000	X
West Point Treatment Plant Disinfection	\$4,847,439	X

**Brightwater Treatment Plant: \$44,205,598**

The Brightwater Wastewater Treatment Plant will serve south Snohomish County and north King County. Brightwater will provide treatment capacity for average wet weather flows of 36 million gallons per day (mgd) of wastewater in 2010 with the capacity to increase to 54-mgd in 2040.

**Brightwater Conveyance: \$26,464,127**

The 12.6 mile-long system of large diameter tunnels will carry wastewater to and from the Brightwater treatment plant located at the Route 9 site. These facilities will serve south Snohomish County and north King County. Separate pipes within the tunnels will convey untreated wastewater to the treatment plant, treated wastewater to the outfall in Puget Sound and reclaimed water to end users through the reclaimed water “back bone” system.

**Ballard Siphon Repair: \$16,825,515**

The Ballard Siphon project is designed to meet capacity requirements through 2106. Ninety percent of this tunnel is beneath the Lake Washington Ship Canal. The project cost has increased due to a modified tunneling construction technique, increases to labor and materials costs, and corrections to earlier estimates.

**North Creek Pipeline: \$7,649,725**

The North Creek pipeline in Snohomish County is under capacity and requires upgrading. King County has an agreement with Alderwood Water and Wastewater District to upgrade the gravity pipeline facility. The gravity line will vary in diameter from 21-inches to 48-inches.

**Ravenna Creek Separation: \$5,000,000**

This new project will design and implement the necessary improvements at the Ravenna Creek drop structure and associated conveyance system to prevent overflow discharge events from occurring.

**West Point Treatment Plant Disinfection: \$4,847,439**

This new project designs and constructs a disinfection system that will replace the existing chlorine system at the West Point Treatment Plant. An alternate disinfection system such as one that uses liquid sodium hypochlorite is preferable, since it is a more stable and a safer product than chlorine.

**Parks Division Capital Improvement Program**

The Parks Division Capital Improvement Program (CIP) budget supports the acquisition, construction and rehabilitation of regional and rural parks, trails and recreational facilities. Since 2002, the CIP has emphasized projects that are consistent with the *Parks Business Transition Plan*, specifically, projects that preserve the county’s role as steward of regional parks and trails, reduce operations and maintenance costs, generate new revenues to support the division’s operating budget or create new recreation opportunities through partnerships with community sports organizations.

The Division’s capital budget is primarily supported by Real Estate Excise Tax (REET) revenues and a capital expansion levy, approved by voters in August 2007, which provides funding for regional trail acquisition and development and open space acquisition. Three-cents of this five cent levy, a total of approximately \$11.1 million in 2009, will be applied to acquire new county open space, acquire and develop regional trail corridors, and program Community Partnership Grants; one cent, approximately \$3.6 million, will be made available to cities for open space and trail acquisitions; and one-cent, approximately \$3.6 million, will be made available to the Woodland Park Zoo for environmental education and conservation programming and capital purposes.

As stated above, and consistent with Ordinance 15760, allocation of the county portion of levy funds are proposed for acquisition of property that will result in protection of open space lands, expansion of the county’s regional trail system in accordance with the King County Regional Trails Plan, as well as

## CAPITAL IMPROVEMENT PROGRAM PLAN

allocating up to \$500,000 annually to the Community Partnership Grant Program which leverages levy dollars against donations by groups in an effort to develop needed recreational facilities. Over the next 6 years, the expansion levy will provide King County with over \$70 million in funding to support these programs.

The key issue facing the Division's capital budget in the near term is the continued forecast decline of REET revenues as the housing market slows in the Puget Sound region, as it has nationwide.

The most significant CIP project requests for 2009 are highlighted below:

<b>Significant Projects/Programs Parks and Parks Expansion Levy (PEL) Capital Improvement Plan</b>	<b>2009 Executive Proposed Budget - PEL</b>	<b>2009 Conservation Futures Levy</b>	<b>Continuation of Existing Project</b>
East Lake Sammamish Trail	\$6,528,161		X
South County Regional Trail Linkages	\$705,754		X
Green River Trail	\$456,000		X
King County Aquatic Center Improvements	\$1,008,168		X
Regional Open Space Initiative: \$3,370,870	See below:		X
Grand Ridge Additions – PEL	\$865,735	N/A	X
Historic Lower Green APD – PEL	\$90,000	\$90,000	
Patterson Creek Natural Area Addition – PEL	\$250,000	N/A	
Paradise Valley – Judd Creek (VI) – PEL	\$325,000	\$300,000	
Point Heyer Drift Cell (Vashon) – PEL	\$347,269	\$425,000	
Cougar-Squak Corridor Addition – PEL	\$150,000	\$900,000	X
White River/Pinnacle Peak/Red Creek – PEL	\$285,000	\$300,000	
Bass/Beaver/Dandy Lake Complex – PEL	\$174,800	\$312,000	X
Lower Cedar River Conservation Area – PEL	\$150,000	\$300,000	X
Issaquah Creek Basin TDR Initiative – PEL	\$500,000	\$250,000	X
Green River Natural Area Additions – PEL	\$233,066	\$525,000	X

### **East Lake Sammamish Trail: \$6,528,161**

The master planning process initially started in 2000 and was put on hold due to implementation and development of the Interim Use Trail. The Interim Use Trail opened in March 2006 and throughout 2007 the Division continued to move forward with the master planning process, including extensive public outreach, survey work along the corridor, initial design work and preparing the Final Environmental Impact Statement (FEIS). The 2008 Parks CIP budget included funding to proceed to the next project phase -- design of the 11-mile corridor, as well as the preparation of construction documents for the Redmond segment of the trail. Construction is planned to be done in phases beginning with the Redmond segment in 2009.

### **South County Regional Trail Linkages: \$705,754**

This project will dedicate funding for improvements to regional trails in south King County to include connections to trails such as the Green River and Cedar River trails. These linkages are consistent with and important to the voter approved mandate to use parks expansion levy funds to assist in addressing health disparities and social inequities.

### **Green River Trail: \$456,000**

This project will complete a one-half mile section of the Green River Trail from its junction near the Interurban Trail to connect with an existing section of paved trail within the city of Kent. Funding for the project is supported by a federal grant. Construction is scheduled for spring 2009.

**King County Aquatic Center: \$1,008,168**

This project would fund multiple major maintenance and energy-saving projects, including the installation of energy efficient lighting and controls; the replacement of the facility's aging dehumidification system and exterior restoration of the roof and building façade.

**Regional Open Space Initiative: \$3,370,870**

The open space acquisition projects proposed for 2009 include opportunities to preserve lands of high ecological value and for passive recreation in unincorporated King County. Eleven acquisition proposals were developed in coordination with the Conservation Futures (CFT) program. Due to the need to have matching funds for Conservation Futures, King County is able to leverage the conservation levy funds by utilizing the expansion levy funds as match. Detailed descriptions are provided in the Conservation Futures and Open Space section for the most significant CIP project requests for 2009.

## **Transportation**

### **Public Transportation Fund Capital Improvement Program**

Transit is in the second year of the biennial budget pilot. A mid-biennial review that focuses on changes to the key assumptions that guided the adopted 2008/2009 budget has been completed. A mid-biennial supplemental budget is being submitted reflecting the requested changes to the adopted biennial budget.

During the mid-biennial review, significant changes were identified in several of the key assumptions supporting the public transportation fund budget and financial plan. Details of the mid-biennial review are included in a supplemental request and submitted concurrent with the 2009 Executive Proposed Budget. Highlights of the review include:

- **Reduced sales tax:** Regional economic conditions are resulting in a reduction in the amount of sales tax expected to be received by Metro Transit in the 2008/2009 biennium as well as future years. Sales tax is the largest single revenue source for the public transportation program accounting for more than 60 percent of annual revenue. During the biennium, sales tax receipts are expected to be \$67 million lower than previously projected. This reduction impacts both the operating and capital programs.
- **Fuel prices:** Transit uses more than 10 million gallons of diesel fuel annually. Fuel prices have been very volatile over the past several months, hitting a high of \$4.27 per gallon in mid-July, 2008. The 2008/2009 adopted budget assumed fuel rates of \$2.60 and \$2.70 per gallon for 2008 and 2009, respectively. In the mid-biennial review, per gallon fuel prices have been increased resulting in \$27.6 million in additional costs for the period.
- **Inflation/Cost of Living:** Compared to the adopted 2008/2009 budget, the cost of living salary expense has increased significantly. This has resulted in approximately an additional \$15 million of expenditure for the biennium. In addition, costs for items such as bus parts are increasing as prices increase faster than the 2.8 percent included in the adopted budget.
- **Ridership:** Bus ridership is currently at all-time highs resulting in increased fare revenue as well as pressure to meet anticipated service expansion as outlined in the Transit Now proposal.

As the mid-biennial review is completed, Transit is faced with a problem of responding to increased customer demands for service as revenues are declining and costs are increasing. The Executive is submitting a short-term proposal based on the following goals:

- Preserve existing service levels through 2010;
- Maintain the Transit Now implementation schedule through 2010;

## CAPITAL IMPROVEMENT PROGRAM PLAN

---

- Balance the needs of business and retail customers against the revenue generated by the proposed fare increases; and
- Position the program to explore new revenue sources to address the ongoing financial situation.

To meet these goals the following actions are being proposed in the 2008/2009 mid-biennial supplemental budget:

- Increase fares by 50 cents in 2009;
- Continue to implement planned service improvements;
- Reduce the Transit operating budget by \$2 million with no impact to services provided;
- Increase advertising revenue by \$1 million;
- Cancel or reduce planned capital projects for total savings of at least \$65 million;
- Review options for the sale of property not needed for Transit Operations;
- Use current reserves to cover the shortfall through 2010; and
- By 2011, identify new revenue sources to sustain operating levels or reduce service levels totaling at least \$60 million per year.

### Roads Services Capital Program

The primary goal of the Road Services Division (RSD) Capital Improvement Program continues to be the construction of improvements to existing roadways to provide safe, efficient and environmentally sound transportation facilities for the movement of goods, services and the general public. The CIP is developed to provide safe roads and bridges, to be consistent with federal, state and county land use policies and plans and to meet identified transportation needs. This CIP addresses the needs and deficiency issues of the division's facilities with an eye to the future of King County.

The proposed 2009-2014 Roads CIP totals \$358 million for the six-year period, including a new appropriation in 2009 of \$68 million for both road projects and facility projects. The road and bridge improvements reflected in this program are consistent with the principles and policies of the adopted King County Comprehensive Plan.

The following table displays significant projects in 2009.

<b>Significant Projects Roads Capital Improvement Program</b>	<b>2009 Executive Proposed Budget</b>	<b>Continuation of Existing Project</b>
Novelty Hill Road	\$11,901,000	X
Countywide Overlay	\$7,718,000	X
Facility Maintenance Program – Fund 385	\$7,574,000	X
South Park Bridge	\$6,083,000	X
Vashon Highway Preservation Project	(\$499,000)	X

#### **Novelty Hill Road: \$11,901,000**

In 2008, the alternative that will provide additional capacity along the Novelty Hill Road corridor was selected. The budget includes \$11.9 million in 2009 to complete the design of the Phase 1 improvements.

This budget request is based on a total project estimate based on the outcome of the environmental impact statement report. The budget requests prior to the 2009 request were planning level estimates

## CAPITAL IMPROVEMENT PROGRAM PLAN

---

based on performance goals for the yet undefined scope for the first phase of this project as agreed to in the three party agreement between King County, the City of Redmond and Quadrant. The 2009 budget proposal is based on a 70% design for phase one of the preferred alternative. The design is the outcome of negotiations with the city and many agencies involved in the environmental process, interagency and public meetings. Through this process the preferred alternative was selected and shaped, impacts to resources were determined and mitigation measures established. The project is now developed to the point where an item by item cost estimate can be made utilizing the most current pricing for these items of work and is the basis for this year's budget request. The project cost for the Novelty Hill Road is now estimated to be \$70 million. A consultant has been selected to provide an independent assessment of the project cost estimate. This review of the proposed budget amounts will be completed by the end of October 2008.

### **Countywide Overlay Program: \$7,718,000**

The proposed budget includes \$7.7 million in 2009 to overlay county roads. This is part of the \$46 million investment the county will be making over the next six years to preserve roadways. The countywide overlay program is one of the key programs that ensure the preservation of the 1,850 centerline miles of roads within unincorporated King County. The investment in surface paving maximizes the service life, at the least cost, of our roads and provides a smooth driving surface for the efficient movement of freight and passenger vehicles throughout unincorporated King County. RSD will continue to manage the pavement overlay program to provide for the optimal 12-year life cycle for arterials, and to target non-arterials in poor condition in order to address the back log of problem road segments. With the rise of asphalt prices, RSD will start implementing the use of cost effective paving methods such as Bituminous Surfacing Treatments (BST) - also commonly known as "Chip Seal" - on low volume non-arterial roadways with minimal truck traffic. This will start with the 2009 overlay program. Pavement testing, which is used to identify roads with structural problems that require reconstruction instead of overlay, will also continue in 2009.

### **Facility Maintenance Program: \$7,574,000**

The proposed budget includes \$7.6 million of budget authority in 2009 and \$31 million in the remaining five years of the six-year program for facility rehabilitation. The sale of the Summit Pit property necessitates the construction of a new South Regional Maintenance Facility and provides an opportunity to bring the remaining facilities up to code and to current environmental regulations. The facility replacement costs, eventually involving a North Regional Facility siting and construction is funded out of the projected Summit Pit sale proceeds.

The facility repair projects, first proposed in the 2007 budget, are necessary to prevent more costly repairs in the future, ensure a safe and healthy working environment for staff, prevent any disruption of service, improve energy efficiency, and comply with current regulations. This will involve construction of new facilities to replace surplus and outdated buildings; improvements to existing buildings: fire alarm system, heating, lighting, roofs, gutters, downspouts, heating, ventilation and air-conditioning (HVAC) systems, insulation, windows, sewer; and improvements to sites: security, covers, drainage ponds, vactor and decants areas, sewer connections, and salt and other material storage areas. The facilities range in age from 40 years old to about 70 years old.

### **South Park Bridge: \$6,083,000**

In 2009 the Roads Services Division will continue design of the Bascule Bridge selected alternative. This budget includes a 2009 appropriation of \$6.1 million to complete the design effort. Design is scheduled to be finished in 2009 and in 2010 this project is slated for construction if the needed revenues can be found. The current project estimate is \$150 million with the bulk of the revenue necessary to construct the new bridge yet to be secured.

## CAPITAL IMPROVEMENT PROGRAM PLAN

---

### **Vashon Highway Preservation Project: \$499,000 2009 reduction; \$17 million reduction 2009-2014**

This project involves feasibility studies, preliminary engineering, environmental documents, design and construction of a solution to the major vulnerabilities of the Vashon Highway. The project will determine what sections of the highway must be modified, improved, or relocated to ensure the roadway can be reliably maintained over the next 80 to 100 years.

In the last two years several major storms have damaged failing sections of the Vashon Highway Seawall. Roads Maintenance replaced approximately 150 feet of the wall with a rock slope in 2007 and is working on the replacement of an additional 250 feet planned in 2008 or 2009. These repairs have stabilized the roadway enough that the project can be moved out of the adopted six-year program.

The seawall will eventually fail and must be replaced but these repairs have potentially moved that date out further. The Vashon seawall is smaller and more protected from open wave action than the Dockton Seawall. The Vashon seawall is made primarily of rock and cement chunks whereas the majority of the Dockton seawall is made of wood. The Dockton seawall is of critical importance to be dealt with first.

### **King County International Airport (KCIA) Capital Improvement Program**

The purpose of the KCIA capital program is to maintain, upgrade and redevelop a first-class general aviation transportation facility that provides safe and continuous general aviation services.

The most significant CIP project requests for 2009 are highlighted below:

<b>Significant Projects Airport Capital Improvement Program</b>	<b>2009 Executive Proposed Budget</b>	<b>Continuation of Existing Project</b>
Home Insulation Program	\$5,108,968	X
Airport Facilities Repair	\$4,158,905	X
EMF Property Acquisition	\$1,400,000	
Taxiway "A" Rehabilitation	\$1,000,017	
Pavement Rehabilitation	\$750,000	X
North Boeing Field MTCA	\$650,000	
Airport Fleet	\$635,440	X
New ARFF Station	\$600,000	
7777 Site Remediation	\$572,000	X
Duwamish Clean-Up Slip 4	\$500,000	X
Terminal 117 Malarkey	\$500,000	

#### **Home Insulation Program: \$5,108,968**

This funding augments existing dollars and initiates the retrofitting of 100 homes in 2009 in surrounding neighborhoods.

#### **Airport Facilities Repair: \$4,158,905**

As a landlord, the Airport is obligated to maintain all leased or public buildings in a safe and useable condition. Many of the Airport's buildings and infrastructure are 50 years old and need significant rehabilitation, renovation, or demolition. In 2003, the Airport's consultant, Carter Burgess, evaluated facilities and infrastructure to determine maintenance and repair priorities. The study provided a tool through which KCIA can triage facilities while maintaining repair and replacement priorities. The

## CAPITAL IMPROVEMENT PROGRAM PLAN

---

CIP request includes \$4,158,905 to fund essential facilities repairs and maintenance. This is funded from standard Airport rates and charges.

### **EMF Property Acquisition: \$1,400,000**

The Electronic Manufacturing Facility (“EMF”) site is currently leased to the Boeing Company which no longer needs the property. Currently, Boeing leases the site to the United Parcel Service. The site is directly south of the Main Terminal Building. The acquisition of the EMF site by the Airport provides control of the only significant airport property for re-development on the airfield. The site would generate an annual revenue stream estimated at \$345,000. Acquisition of the site provides airport management the ability to manage airport growth and development, while responding to aviation demand and market conditions.

### **Taxiway “A” Rehabilitation: \$1,000,017**

Taxiway Alpha is the Airport’s primary taxiway serving the majority of Airport’s tenants. The Alpha Taxiway is located on the east side of the airfield. This project will rehabilitate the northern section of the taxiway extending from the Alpha 1 to Alpha 6. The proposed project will overlay most of the existing surface to improve durability of the pavement, re-grade the surface to reduce ponding, and install perimeter drains to improve sub-grade stability. The CIP request consists of funding for design. Total cost estimate of \$8,200,000 in the six-year capital plan is based on historical information and will be re-evaluated after design has progressed. Construction is currently scheduled for 2010.

### **Pavement Rehabilitation: \$750,000**

KCIA is responsible for maintaining the pavement of the runways, taxiways, and aircraft parking ramps, service roads, and parking areas. The Airport is obligated through tenant leases, the FAA operating certificate and grant assurances to maintain the airfield. In 2003, the Airport identified extensive airfield and off-airfield pavement programs which are supported by non-FAA funds. The CIP request of \$750,000 for pavement rehabilitation in 2009 is primarily for repairs to the Taxiways and Perimeter Road. An additional \$3,500,000 is planned for 2010-2014.

### **Airport Fleet: \$635,440**

KCIA maintains a fleet of light-duty vehicles and heavy-duty equipment that are safe, reliable and ready to respond to a variety of circumstances. The Airport’s fleet condition is monitored and tracked using the Airport Fleet Replacement program. Each year, the database as well as business needs are used to identify candidate vehicles and equipment for the next year’s budget request. The CIP request is \$635,440 for 2009, and an additional \$2,603,024 is programmed for 2010 through 2014.

### **New Airport Rescue and Fire Fighting Station (ARFF): \$600,000**

This project is for a new ARFF station at a location that meets FAA criteria and will accommodate associated equipment upgrades and the new AARF vehicle. The 2009 funding request is for site planning and design for a new station. The total project cost estimate will be developed after the site has been selected and design has progressed.

### **Environmental Projects: \$2,222,000**

The 7777 site remediation, Duwamish clean-up, Terminal 117, and North Boeing Field Model Toxics Control Act (MTCA) projects are all environmental clean-up projects surrounding the Duwamish.

### **Marine Division Capital Program**

The Marine Division Capital Program, through contracting with the Ferry District, provides for the infrastructure necessary to deliver safe, reliable and efficient passenger ferry service in King County. It accomplishes this by preserving existing and planning, designing and building new ferry terminals and vessels. This infrastructure gives the Ferry District the physical capability to deliver passenger-only ferry services to its customers.

## CAPITAL IMPROVEMENT PROGRAM PLAN

---

---

The program began in 2008 with initial planning, environmental documentation, permitting and design activities for terminal repairs and improvements at Vashon, Seattle and West Seattle. Construction will occur at all three terminals in 2009.

Additionally, work began in 2008 to identify the most cost effective fleet of vessel that meets the operational needs of the Ferry District. In 2009, the Marine Division will lease passenger-only vessels for use on the Vashon route beginning in July, 2009 and in preparation for in-house, year-round service on the Elliott Bay Water Taxi.

The Marine Division utilizes the framework provided by the King County Department of Transportation's (KCDOT) Mission, Goals, and Objectives as outlined in the 2009 Business Plan. Specifically, the Marine Capital Program helps KCDOT achieve the following goals:

- Provide and maintain safe and secure transportation services and facilities.
- Efficiently move more people and goods throughout the region.
- Deliver transportation services in a way that protects and enhances the environment, advances equity and social justice, and promotes healthy and accessible communities.
- Manage costs and seek revenues to meet growing demand for services and facilities.
- Employ, support, and retain a highly skilled, diverse and productive workforce.
- Ensure that excellent internal and external customer service remains front-and-center for the department.

The division operates under an agreement with the King County Ferry District. The capital program will be funded directly by transfers from the Ferry District. The Ferry District's revenues that support the transfer will come from property tax revenues and state and federal grant resources. The 2009-2014 Marine Capital Program plan is projected to total \$126.9 million. This is in addition to \$1.4 million that has been requested for appropriation in a 2008 supplemental. The 2009 program focuses on leasing vessels on an interim basis; designing and developing an acquisition strategy for new vessels; designing, repairing, preserving, improving and creating terminal facilities at the direction of the Ferry District. The maintenance needs of the fleet will be provided for by acquiring interim and long term moorage and maintenance facilities.

During 2008 and the first half of 2009, the Marine Division will contract with Washington State Ferries (WSF) to provide service on the Vashon route. The Elliott Bay Water Taxi service will continue to be provided by contracting with Argosy for 2009. In the second half of 2009, the Marine Division will lease a vessel or vessels to provide service on the Vashon route. This vessel will be staffed with King County employees. Two additional vessels will be leased for service in December 2009 in preparation for Elliott Bay Water Taxi in-house, year-round service. Concurrently, the division will be working to complete the design requirements for a contract or contracts to procure up to five new vessels.

In 2008 the division will begin terminal planning efforts for improvements at WSF's Seattle Pier 50. Planning activities will also begin at Vashon and planning and design will occur at West Seattle to preserve and improve existing facilities. The division will also acquire an interim moorage and maintenance site and develop a long term moorage and maintenance plan. Finally, the division will develop interim terminal facilities for the demonstration routes as they are identified. In addition to completing terminal construction projects and designing and acquiring vessels for the system, this CIP includes funding for infrastructure necessary to support fare vending, fare collection and to prepare for integration with the region's smart card program scheduled for implementation in 2009.

## CAPITAL IMPROVEMENT PROGRAM PLAN

---

---

The most significant capital project requests for 2009 are highlighted below:

<b>Significant Projects Marine Division Capital Program</b>	<b>2009 Executive Proposed Budget</b>	<b>Continuation of Existing Project</b>
Vessel Leases	\$3,805,000	
Vessel Acquisition Phase 1	\$16,791,477	
One Percent for Art	\$169,611	
Interim Moorage / Maintenance Facility	\$890,847	
Vashon Major Maintenance	\$500,000	
Seattle Terminal Improvements	\$5,839,280	
Vashon Terminal Improvements	\$2,360,460	
Seacrest Interim Improvements	\$2,358,270	

### **Vessel Leasing for Vashon and Elliott Bay Water Taxi: \$3,805,000**

This project provides for leasing vessels on an interim basis for the Vashon Island and Elliott Bay routes until such time as vessels suitable for purchase are identified or vessels are delivered from a new construction program. The use of leased vessels is recommended in the *King County Passenger-Only Ferry Service Implementation Plan* (November 2007). Three vessels will be leased, one for the Vashon Island route, one for the Elliott Bay route, and one as a backup vessel. The first vessel is planned to be available in June, 2009 with the second and third vessels to be available in December 2009. Based on current scope and cost estimates, the projected total cost for this project is estimated at \$5,542,031 in the six-year capital plan.

The plan recommends the use of leased vessels for the Vashon Island route starting on July 1, 2009, when King County takes this route in-house, but potential improvements in operating efficiencies may justify executing a vessel lease for this route before the end of the current operating agreement with WSF. Terms and conditions of the interagency agreement with WSF were, in fact, developed to allow for the option of an early lease.

Additionally, leased vessels for the Elliott Bay route and a backup (to be shared by the two routes) are required to take operation of the Elliott Bay Water Taxi in-house. In-house operation is scheduled begin January 1, 2010 consistent with the *King County Passenger-Only Ferry Service Implementation Plan* (November 2007).

### **Vessel Design and Acquisition (first five vessels): \$16,791,477**

With the passage of the 2008 supplemental request the Marine Division will begin developing options for the ultimate fleet configuration and vessel operating characteristics or capabilities. This project will fund the planning, development of owner's specifications, and shipyard contract to acquire new vessels for the Vashon Island and Elliott Bay routes built to the county's specifications as well as additional vessels for service on the demonstration routes as determined by the Ferry District. These vessels will replace the leased vessels used on these routes on an interim basis.

Acquisition costs, including design and other startup costs, are estimated at \$27,348,891<sup>1</sup> for a five vessel construction program. The first vessel is scheduled for delivery in 2011 and subsequent vessels delivered one every six months through 2013.

### **Seattle Terminal Interim Improvements: \$5,839,280**

This project comprises the near-term repairs and improvements to the Seattle passenger-only ferry

---

<sup>1</sup> Includes \$169,611 in 2009 plus \$103,318 for a total of \$272,929 over the life of the project for the "One percent for art" program.

## CAPITAL IMPROVEMENT PROGRAM PLAN

---

terminal identified in the *King County Passenger-Only Ferry Service Implementation Plan* (November 2007). The WSF passenger-only ferry terminal at Colman Dock needs upgrades and repairs, including: replacement of the tent installed in 1990; replacement of the existing steel float with a concrete float; ADA-related upgrades; work on the barge, gangway, and access pier; and improvements related to security, ticketing, signage, and emergency access. Based on current scope and cost estimates, the projected total project costs are estimated at \$6,146,280 in the six-year capital plan.

The 2008 supplemental includes planning funds to conduct due diligence to confirm terminal component condition. Additional coordination with potential regional passenger-only providers will be conducted to determine the final configuration of the Seattle facility and to determine the potential for regional coordination on funding for improvements.

### **Vashon Terminal Improvements: \$2,360,460**

This project has two components, the first of which addresses maintenance and repair needs identified in the *2006 Washington State Ferries Terminal Structural Inspection Report* and confirmed via a site visit by the team that prepared the *King County Passenger-Only Ferry Service Implementation Plan* (2007). In particular, it includes work on the float, guide piles, fendering, and gangway at the Vashon Island passenger-only facility. The second component comprises improvements including ADA-compliant gangplanks, installation of ticket vending machines, a security gate, and passenger information and signage. Based on current scope and cost estimates, the projected total project cost is estimated at \$2,483,460 in the six-year capital plan.

The 2008 supplemental includes planning funds and budget to develop an RFP for the design of the Vashon improvements. As with Seattle, engineering due diligence will be conducted during 2008 at the Vashon site to confirm the condition of the terminal facility components.

### **Seacrest Interim Improvements: \$2,358,270**

Currently, the Elliott Bay Water Taxi operates from late April through October 31 using a floating timber dock adjacent to the fishing pier at Seacrest Park. In 2009, service will begin roughly one month earlier. The dock is dismantled in the fall to prevent winter storm damage. This project replaces the existing wooden floats with a concrete float, provides a stronger piling system, and builds a new boarding platform, which will allow year-round service. In addition, it provides a new covered holding area, an ADA-compliant gangplank, and various lighting, utilities, ticketing, signage, and emergency access improvements. Year-round service will not be feasible without improving the float and boarding platform. Project planning and design will be coordinated with planning for the permanent facility. Based on current scope and cost estimates, the projected total project cost is estimated at \$2,778,270 in the six-year capital plan.

The 2008 supplemental request includes design funds and construction funding for some in-place replacement of piles. It is envisioned that the construction will be completed in 2009 in preparation for in-house, year-round service beginning January 1, 2010.

### **Interim Moorage / Maintenance Facility: \$890,847**

To date, the county's contractors, WSF and Argosy, have been responsible for vessel maintenance and moorage on these routes under the terms and conditions of the contract and charter. When the Ferry District assumes direct responsibility for operating these routes using leased vessels in 2009, it will also be responsible for their moorage and maintenance, which will require development of a facility, at a location to be determined. Based on current scope and cost estimates, the projected total project cost is estimated at \$1,088,847 in the six-year capital plan.

Ultimately, a permanent moorage and maintenance facility with a concrete float large enough to moor all vessels with easy access for maintenance and outfitting is envisioned as part of the *King County Waterborne Business Plan* (April 3, 2007). The permanent facility is also planned to provide service

## CAPITAL IMPROVEMENT PROGRAM PLAN

---

---

vehicle and employee parking and maintenance facility offices. However, developing the permanent facility will require a substantial planning, design and construction effort over several years. As such, an interim facility (intended for three to seven years of use) is needed until the permanent moorage and maintenance facility becomes available.

### **Vashon Major Maintenance: \$500,000**

From the period between July 1, 2008 through June 30, 2009, the Ferry District will contract with WSF for service to Vashon Island, which will entail using WSF-owned and operated terminals and vessels. This contingency would only be used in the event of an unexpected capital or major maintenance need on the vessel or terminal side. Funds could be used to make repairs or lease a substitute vessel.

## **The Real Estate Excise Tax Funds (REET)**

RCW 82.46 authorizes King County to impose two excise taxes on each sale of real property in the unincorporated areas of the county; both are levied at one quarter of one percent of the selling price. They are commonly referred to as Real Estate Excise Tax #1 (REET #1) and Real Estate Excise Tax #2 (REET #2). REET #1 revenue may be used for capital improvements benefiting unincorporated residents, and has traditionally been used to fund the planning, acquisition, repair and development of park facilities. The use of REET #2 revenue is limited by Ordinance 10455 to funding park planning, repair and construction rather than acquisitions.

King County levies the Real Estate Excise Tax (REET) in unincorporated King County and administers state and city REET taxes throughout the county. Reflecting unprecedented low interest rates and a high degree of real estate speculation, real estate sales have been remarkably high in previous years. Tax collections have also been boosted in recent years by three unusually large timber tract transactions. Recent collections have dramatically fallen, as forecast. Year-to-date 2008 collections are down 46 percent from 2007 levels. Reflecting the slowdown in construction and tightening of mortgage credit standards, this downward trend is expected to continue in the coming year, with 2008 revenue totaling 45 percent less than 2007 revenue. A further decline of 3.8 percent is forecast for 2009. Both of the REET taxes (REET #1 and REET #2) are forecast at just over \$4.9 million in 2009.

Refer to the “*Economic and Revenue Forecast*” section for more information on the 2009 REET revenue forecast.

# CAPITAL IMPROVEMENT PROGRAM PLAN

## Real Estate Excise Tax #1/3681

	2007 Actual <sup>1</sup>	2008 Adopted <sup>2</sup>	2008 Estimated	2009 Proposed	2010 Projected	2011 Projected
<b>Beginning Fund Balance</b>	<b>16,953,796</b>	<b>5,436,362</b>	<b>14,236,694</b>	<b>62,421</b>	<b>500,000</b>	<b>500,000</b>
<b>Revenues</b>						
* REET Tax <sup>3</sup>	9,536,467	6,277,198	5,102,304	4,908,155	5,003,374	5,443,791
* Annexation of Lea Hill and West Hill Auburn <sup>12</sup>		(262,456)				
* Sale of Property <sup>6</sup>	102,672					
* Other Revenue Source						
<b>Total Revenues</b>	<b>9,639,139</b>	<b>6,014,742</b>	<b>5,102,304</b>	<b>4,908,155</b>	<b>5,003,374</b>	<b>5,443,791</b>
<b>Expenditures</b>						
* <b>Parks &amp; Open Space Expenditures</b> <sup>4</sup>				<b>(2,271,649)</b>	<b>(2,409,067)</b>	<b>(2,841,907)</b>
* T/T Parks CIP Fund 3160	(6,542,254)	(4,864,545)	(4,864,545)			
* T/T Parks CIP Fund 3490	(1,213,268)	(3,987,812)	(3,987,812)			
* T/T Open Space CIP Fund 3522	(2,439,218)	(400,000)	(400,000)	400,000		
* REET 1 Finance Charges <sup>7</sup>	(2,876)	(2,859)	(2,859)	(1,657)	(1,715)	(1,775)
* Debt Service <sup>8</sup>	(2,158,625)	(2,151,799)	(2,151,799)	(2,152,270)	(2,147,592)	(2,155,109)
* Estimated 2007 CIP Carryover/CIP Rec <sup>9</sup>			(10,069,562)			
<b>Total Expenditures</b>	<b>(12,356,241)</b>	<b>(11,407,015)</b>	<b>(21,476,577)</b>	<b>(4,025,576)</b>	<b>(4,558,374)</b>	<b>(4,998,791)</b>
<b>Estimated Underexpenditures</b>						
Other Fund Transactions						
* Intrafund Loan and Payment <sup>13</sup>			2,200,000	(445,000)	(445,000)	(445,000)
<b>Total Other Fund Transactions</b>	<b>0</b>	<b>0</b>	<b>2,200,000</b>	<b>(445,000)</b>	<b>(445,000)</b>	<b>(445,000)</b>
<b>Ending Fund Balance</b>	<b>14,236,694</b>	<b>44,089</b>	<b>62,421</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>
<b>Reserves &amp; Designations</b>						
* Estimated 2007 CIP Carryover <sup>9</sup>	(11,606,800)					
<b>Total Reserves &amp; Designations</b>	<b>(11,606,800)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Ending Undesignated Fund Balance</b>	<b>2,629,894</b>	<b>44,089</b>	<b>62,421</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>
<b>Target Fund Balance</b> <sup>5</sup>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>

### Financial Plan Notes:

<sup>1</sup> 2007 Actuals are per Final 14th Month ARMS.

<sup>2</sup> 2008 Adopted is per the 2008 Adopted Budget Book. 2008 Adopted was based on assumption including Lea Hill and West Hill Auburn annexed as of 01/01/08.

<sup>3</sup> 2008 Estimated and 2009 - 2011 are based on *August 2008 Budget Office projection*.

<sup>4</sup> The total budget for 2009 - 2011 T/T Parks Fund 3160 and T/T Parks CIP Fund 3490 is included as a lump sum, to be distributed in the 2009 - 2011 Adopted Budgets.

<sup>5</sup> Current target fund balance policy requires a \$500,000 undesignated fund balance for the provision of mid-year contingencies and emergencies.

<sup>6</sup> Treemont acquisition agreement - Schroeder property sale proceeds received in 2007.

<sup>7</sup> 2009 Finance Charges inflated 4.5% and 2010 - 2011 Finance Charges inflated 3.5% per year based on OMB projections.

<sup>8</sup> 2007 includes (933,209) for Parks Land Acquisition Bonds; (1,092,743) for Refunded 1993A Bonds; (132,703) for Treemont Acquisition Bonds. 2008 includes (925,050) for Parks Land Acquisition Bonds; (1,094,171) for Refunded 1993A Bonds; (132,578) for Treemont Acquisition Bonds. 2009 includes (924,300) for Parks Land Acquisition Bonds; (1,094,692) for Refunded 1993A Bonds; (133,278) for Treemont Acquisition Bonds. 2010 includes (917,175) for Parks Land Acquisition Bonds; (1,097,614) for Refunded 1993A Bonds; (132,803) for Treemont Acquisition Bonds. 2011 includes (922,000) for Parks Land Acquisition Bonds; (1,099,956) for Refunded 1993A Bonds; (133,153) for Treemont Acquisition Bonds.

<sup>9</sup> The 2007 Carryover is included as a line item in 2008 Estimated until CIP Reconciliation is completed.

<sup>12</sup> Annexations voted on for Lea Hill, West Hill Auburn.

<sup>13</sup> Intrafund Loan, if necessary, to maintain cash balances in support of 2007 carryover adjustment and 2008 overprogrammed revenue to be paid over five years including interest at 5%.

CAPITAL IMPROVEMENT PROGRAM PLAN

Real Estate Excise Tax #2/3682

	2007 Actual <sup>1</sup>	2008 Adopted <sup>2</sup>	2008 Estimated	2009 Proposed	2010 Projected	2011 Projected
<b>Beginning Fund Balance</b>	<b>17,050,488</b>	<b>3,151,195</b>	<b>14,700,863</b>	<b>855,487</b>	<b>500,000</b>	<b>500,000</b>
<b>Revenues</b>						
* REET Tax <sup>3</sup>	9,208,149	6,014,742	5,102,304	4,908,155	5,003,374	5,443,791
<b>Total Revenues</b>	<b>9,208,149</b>	<b>6,014,742</b>	<b>5,102,304</b>	<b>4,908,155</b>	<b>5,003,374</b>	<b>5,443,791</b>
<b>Expenditures</b>						
* <b>Parks &amp; Open Space Expenditures</b> <sup>4</sup>				<b>(4,531,486)</b>	<b>(4,267,736)</b>	<b>(4,711,013)</b>
* T/T Parks CIP Fund 3160	(6,074,820)	(6,070,993)	(6,070,993)			
* T/T Parks CIP Fund 3490	(4,898,326)	(1,584,612)	(1,584,612)			
* T/T SWM CIP Fund 3292						
* REET 2 Finance Charges <sup>6</sup>	(1,959)	(1,754)	(1,754)	(2,337)	(2,419)	(2,503)
* Debt Service <sup>7</sup>	(582,669)	(708,324)	(708,324)	(587,819)	(591,219)	(588,275)
* Transfer to Cities - Annexation <sup>9</sup>						
* 2007 Estimated CIP Carryover <sup>8</sup>			(11,281,997)			
<b>Total Expenditures</b>	<b>(11,557,774)</b>	<b>(8,365,683)</b>	<b>(19,647,680)</b>	<b>(5,121,642)</b>	<b>(4,861,374)</b>	<b>(5,301,791)</b>
<b>Estimated Underexpenditures</b>						
Other Fund Transactions						
* Intrafund Loan and Payment <sup>10</sup>			700,000	(142,000)	(142,000)	(142,000)
<b>Total Other Fund Transactions</b>	<b>0</b>	<b>0</b>	<b>700,000</b>	<b>(142,000)</b>	<b>(142,000)</b>	<b>(142,000)</b>
<b>Ending Fund Balance</b>	<b>14,700,863</b>	<b>800,254</b>	<b>855,487</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>
<b>Reserves &amp; Designations</b>						
* Estimated 2007 CIP Carryover <sup>8</sup>	(12,261,979)					
* Annexation Incentive Reserve <sup>9</sup>	(300,000)	(300,000)	(300,000)			0
<b>Total Reserves &amp; Designations</b>	<b>(12,561,979)</b>	<b>(300,000)</b>	<b>(300,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Ending Undesignated Fund Balance</b>	<b>2,138,884</b>	<b>500,254</b>	<b>555,487</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>
<b>Target Fund Balance</b> <sup>5</sup>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>

Financial Plan Notes:

<sup>1</sup> 2007 Actuals are per Final 14th Month ARMS.

<sup>2</sup> 2008 Adopted is per the 2008 Adopted Budget Book. 2008 Adopted was based on assumption including Lea Hill and West Hill Auburn annexed as of 01/01/08.

<sup>3</sup> 2008 Estimated and 2009 - 2011 are based on *August 2008 Budget Office projection*.

<sup>4</sup> The total budget for 2009 - 2011 T/T Parks Fund 3160 and T/T Parks CIP Fund 3490 is included as a lump sum, to be distributed in the 2009 - 2011 Adopted Budgets.

<sup>5</sup> Current target fund balance policy requires a \$500,000 undesignated fund balance for the provision of mid-year contingencies and emergencies.

<sup>6</sup> 2009 Finance Charges inflated 4.5% and 2010 - 2011 Finance Charges inflated 3.5% per year based on OMB projections.

<sup>7</sup> REET 2 Debt Service for 2007 includes (582,669) for Ballfield Initiative Bonds. 2008 includes (578,419) for Ballfield Initiative Bonds and (129,905) for HOPE VI loan. 2009 includes (587,819) for Ballfield Initiative Bonds. 2010 includes (591,219) for Ballfield Initiative Bonds. 2011 includes (588,275) for Ballfield Initiative Bonds.

<sup>8</sup> The 2007 Carryover is included as a line item in 2007 Estimated until CIP Reconciliation is completed.

<sup>9</sup> Balance of annexation reserve. In 2006 \$200,000 was appropriated for planned transfer to Issaquah for Klahanie Annexation in 2006. In 2007 \$1,500,000 was appropriated, to be combined with existing appropriation that was rescoped in the 2007 budget for a total of \$1,700,000 to reflect current negotiations with cities.

<sup>10</sup> Intrafund loan, if necessary to maintain cash balances, in support of 2008 overprogrammed revenue to be paid back over five years including interest at 5%.

## Information Technology Investment - Financial Requirements Summary

Included in this section is an Information Technology (IT) Investment – Financial Requirements Summary that provides an overview and multi-year context for the 2009 proposed IT projects.

\$20.4 million of IT projects are included in the 2009 budget request and include:

- Existing Project Implementation \$ 7.9 million
- New Project Implementation \$ 7.8 million
- Equipment Replacement \$ 4.7 million

Included in the summary table are potential out-year requests for technology projects. Potential out-year requests encompass future year funding for existing projects or new projects anticipated in 2010 and 2011. In many cases out-year costs are to be determined (TBD) and updated information and cost estimates will be developed during future budget cycles as a part of the business case development process. Funding for out-year projects has not been identified and under current financial constraints could require postponement or delay in project implementation. These numbers include DOT Transit projects approved in 2008 as part of the 2008-2009 biennial budget; they are not discussed in this proposed budget.

Information Technology - Financial Requirements Summary - Executive 2008 Proposed Budget									
Item	Agency	Project/Description	Appropriation thru 2007 (Existing Projects)	2008 Adopted Budget	2008 Supplemental (Pending)	2009 Proposed Budget	2009 Supplemental Projected	2010 Potential	2011 Potential
<b>Beginning Revenue less Expenditure</b>			-	(203,000)		-		-	
<b>Revenues</b>									
CX Transition	OIRM	Countywide IT Projects	1,983,178	(21,208)		-		TBD	TBD
CX Transition	Various	Agency IT Projects	7,006,901	(322,718)	1,437,475	2,422,512		TBD	TBD
CX Operating Funds - 2008 Underexpendit		Agency IT Projects	-	-		470,500		-	-
CX Operating Funds		Equipment Replacement	1,365,996	1,200,409		224,900		-	-
CX Funds - Disappropriation of CX Funded		Projects in Fund 3771	-	1,328,111		-		-	-
<b>Subtotal CX Revenue</b>			<b>9,117,476</b>	<b>2,184,594</b>	<b>1,437,475</b>	<b>3,117,912</b>		<b>TBD</b>	<b>TBD</b>
<b>NON-CX Revenue</b>									
CIP Rate	OIRM		2,995,528	607,875		-		TBD	TBD
Non-CX Funds	DCHS		891,075	682,146		366,036			
	DDES					1,268,285		1,261,826	682,266
	DES		8,627,371	4,669,695		1,997,295		549,408	252,670
	DNRP		2,451,015	1,474,000		1,126,765		31,684	30,484
	DOT		65,203,743	7,448,432		3,223,938		1,080,407	709,113
	KCSO AFIS		5,648,071	267,638		-			
	OIRM		3,463,715	2,304,125		1,397,750			
	OIRM Radio		730,000	914,238		3,299,235			
	Project Transfer					372,349			
	Public Health		400,000	725,000		811,066		51,870	544,149
	Public Health - EMS		126,313	210,876		152,465			
	DOJ Grants					276,552			
	Debt Funding		10,665,917	-	84,913,548	2,998,586		936,732	
<b>Total Revenue</b>			<b>45,231,958</b>	<b>21,488,619</b>	<b>86,351,023</b>	<b>20,408,234</b>		<b>3,911,927</b>	<b>2,218,682</b>
<b>Expenditures</b>									
<b>Existing Projects</b>	Assessor	Property Based System Replacement	(1,158,541)	-		-		TBD	TBD
	DAJD	Community Corrections Application Upgrade	(274,000)	(275,000)		-		TBD	TBD
	DAJD	Five Year Strategic Plan				(138,276)		TBD	TBD
	DDES	Permit Integration	-	(398,544)		(1,417,295)		(1,432,296)	(1,543,295)
	DES Administration	Accountable Business Transformation	(9,032,857)	-	(83,973,548)	-			
	DES FMD	SO-DAJD-FMD Radio System Enhancements	(127,560)	(75,000)		-		TBD	TBD
	DES REALS	Electronic Records Management System	(1,558,138)	(1,444,634)		(1,236,495)		(498,018)	
	DNRP WTD	Constructware Replacement (Electronic Document System Evaluation)				(155,000)		TBD	TBD
	DNRP WTD	Water Quality Data Store	(503,035)	(198,554)		(200,000)		TBD	TBD
	DOT Transit	On Board Systems	(20,693,380)	(795,216)		(1,144,876)		(664,040)	(135,188)
	DOT Transit	Real Time Information Signs	(1,400,000)	(4,326,867)		(266,435)		(159,367)	(175,230)
	OIRM	Executive Branch IT Reorganization	(907,860)	-	(940,000)	(2,998,586)		(936,732)	
	OIRM	IJWeb Remediation	(248,000)	-	(1,437,475)	-			
	OIRM Radio	Emergency Radio Replacement	(330,000)	(314,238)		(339,966)		TBD	TBD
<b>Subtotal: Existing IT Projects with 2008 or Beyond Funding</b>			<b>(36,233,371)</b>	<b>(8,025,053)</b>	<b>(86,351,023)</b>	<b>(7,896,929)</b>		<b>(3,690,453)</b>	<b>(1,853,713)</b>

# CAPITAL IMPROVEMENT PROGRAM PLAN

<b>Equipment Replacement</b>	DAJD	IT Equipment Replacement	(125,000)	-	(134,680)	TBD	TBD
	DCHS	IT Equipment Replacement	(546,880)	(346,462)	(366,036)	TBD	TBD
	DDES	IT Equipment Replacement	(565,080)	(225,000)	(147,700)	TBD	TBD
	DES	IT Equipment Replacement	(1,091,624)	(253,780)	(760,800)	TBD	TBD
	DJA	IT Equipment Replacement	-	(321,750)	(135,000)	TBD	TBD
	DNRP	IT Equipment Replacement	(1,887,900)	(1,023,556)	(710,105)	TBD	TBD
	DOA	IT Equipment Replacement	(125,000)	(250,000)	-	TBD	TBD
	DOT	IT Equipment Replacement	(820,588)	(1,321,907)	(565,430)	TBD	TBD
	KCDC	IT Equipment Replacement	-	(17,669)	(17,669)	TBD	TBD
	KCSC	IT Equipment Replacement	(231,000)	(80,000)	(85,000)	TBD	TBD
	KCSO	IT Equipment Replacement	(137,190)	(443,900)	(224,900)	TBD	TBD
	OIRM	IT Equipment Replacement	(2,283,425)	(2,304,125)	(1,397,750)	TBD	TBD
	PAO	IT Equipment Replacement	(384,900)	(87,090)	-	TBD	TBD
	PH	IT Equipment Replacement	(800,000)	(675,000)	(200,000)	TBD	TBD
<b>Subtotal: IT Equipment Replacement</b>			<b>(8,998,587)</b>	<b>(7,350,239)</b>	<b>-</b>	<b>(4,745,070)</b>	<b>-</b>
<b>New IT Projects</b>	DOT Roads	Roads Comprehensive Asset and Maintenance Management (RCAMM)			(1,036,883)	(221,474)	(364,969)
	DOT Roads	Roads Construction Database Management Program Replacement			(129,824)		
	KCSC	Jury Management System Replacement			(193,000)		
	KCSC	KCMS Replacement			(550,000)		
	OIRM Radio	South Loop Microwave			(2,959,269)		
	OIRM	Novell to Windows			(331,373)		
	PAO	Prosecutor Case Management			(138,276)		
	PH EMS	CBD/CAD Integration at Valley Communications			(152,465)		
	PH Jail Health	Jail Health Medication Packaging			(668,627)		
	PH	Communicable Disease Database Upgrade			(320,383)		
	PH EH	Envision Public Portal			(211,963)		
	Various	General Fund IT Equipment Replacement			(1,074,172)	TBD	TBD
<b>Subtotal: New IT Projects</b>					<b>(7,766,235)</b>	<b>(221,474)</b>	<b>(364,969)</b>
<b>Expenditures Total</b>			<b>(45,231,958)</b>	<b>(15,375,292)</b>	<b>(86,351,023)</b>	<b>(20,408,234)</b>	<b>(2,218,682)</b>
<b>Revenues Less Expenditures by Year</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>(0)</b>

TBD: To be Determined

Information for future years is based on most recent budget request. DOT Transit projects' budget requests for 2009 were part of 2008-2009 biennial budget.

## Information Technology Investment – Benefit Realization Summary

The table below summarizes benefits anticipated from Information Technology Projects and those included in the 2009 Executive Proposed Budget. This table was initiated during the 2007 Budget discussions with King County Council. It provides updated information for new and existing IT Projects.

Agency Managing Project	Fund Where Cost Savings Will Occur	Project	Status of Benefit Realization				Project Start Year	Estimated Project Complete Year	Budget Reductions Began or are Targeted to Begin Year	Budgeted Cost Savings / Revenue Adds 2009	Projected Cost Savings by Year <sup>1</sup>					Status / Reference of Cost Savings Projections
			Project Has 2009 Budget Request	Existing Project	Report on Measured Benefits Submitted to PRB	Budget Actions on Cost Savings were Implemented					2009	2010	2011	2012	2013	
DJA	General Fund	Document Management System Replacement Project		X	X	X	2005	2006	2007	96,086	96,086	96,086	96,086	96,086	Original / 2005 Budget	
Public Health	Public Health	Jail Health EMRS		X	X	X	2004	2007	2008	229,991	229,991	229,991	229,991	229,991	2008 Budget Request	
Public Health EMS	Public Health EMS	Web CBD Guidelines Phase II		X		X	2007	2007	2008	5,273	30,083	37,982	35,839	35,839	Original / 2007 Budget	
OIRM	Executive Various Funds	Executive Branch IT Reorganization <sup>2</sup>	X	X		X	2006	2009	2009	375,083	756,719	1,481,951	1,594,943	2,024,552	2009 Budget Request	
KCSC	General Fund	Interpreter Scheduling System <sup>3</sup>		X		X	2007	2007	2009	22,680	23,247	23,828	24,424	25,034	Revision to Original 2007 Request	
KCSO	General Fund	Wireless CAD Upgrade <sup>2</sup>		X		X	2007	2009	2009	141,000	282,000	282,000	282,000	282,000	Revision to Original 2007 Request	
DJA	General Fund	eFiling		X		X			2009	197,878	197,878	197,878	197,878	197,878	2009 Proposed Budget	
KCDC	General Fund	DCoR		X		X			2009	23,100	23,100	23,100	23,100	23,100	2009 Proposed Budget	
KCSC	General Fund	Juvenile Court Electronic Orders <sup>2</sup>		X			2007	2007	2010	-	20,000	20,000	20,000	20,000	Revision to Original 2007 Request	
DES FMD	FMD CIP	FMD Construction Project Management System <sup>2</sup>		X			2007	2009	2010	-	62,399	62,399	62,399	62,399	Revision to 2008 Budget Request	
DPH	DPH	CD Database	X				2009	2009	2010	-	128,000	128,000	128,000	128,000	2009 Budget Request	
DPH	DPH	EH - Envision Portal	X				2009	2009	2010	-	60,290	120,580	180,870	241,160	2009 Budget Request	
DPH - Jail Health	DPH	Jail Health Medication Packaging	X				2009	2010	2010	-	186,775	545,133	570,884	597,877	2009 Budget Request	
KCSC	KCSC	KCMS Replacement	X				2009	2009	2010	-	60,000	60,000	60,000	60,000	2009 Budget Request	
DOT - Roads	Roads	RCAMM	X				2009	2012	2010	-	135	23,733	54,881	62,567	2009 Budget Request	
DOT - Roads	Roads	Roads CDMS	X				2009	2009	2010	-	3,728	3,822	3,917	4,015	2009 Budget Request	
DDES	DDES	Permit Integration	X	X			2007	2011	2011	-	-	1,706,716	2,904,488	3,798,691	2009 Budget Request	
OIRM	General Fund	LSJI		X			2003	TBD	TBD	-	TBD	TBD	TBD	TBD	2003 Budget Request	
DES Admin	TBD	Accountable Business Transformation		X			2005	2013	2010	-	3,712,854	4,582,547	6,197,567	8,415,666	2008 Mid-Year Request	
<b>2009 savings that are initiated in the 2009 Executive Proposed Budget</b>										<b>759,741</b>						

<sup>1</sup> Information is based on the County's Benefit Realization Methodology  
<sup>2</sup> Project implementation has been delayed resulting in a delay of anticipated benefit realization.  
<sup>3</sup> Cost avoidance: interpreter rates increased more than anticipated with no increase to budget.

**2009 Proposed Budget for CIP GF Transfers 0010/0699**

Code	Item Description	Expenditures	FTEs *	TLTs	
<b>Program Area</b>					
		2008 Adopted	12,068,669	0.00	0.00
	<i>CIP</i>	Status Quo**	1,054,631	0.00	0.00
		<b>Status Quo Budget</b>	<b>13,123,300</b>	<b>0.00</b>	<b>0.00</b>
		<b>Contra Add</b>	1,589,809		
<b>Cost Savings from Technology Projects</b>					
RB01	DES Contribution to Permit Integration Project	75,840	0.00	0.00	
RB02	TCI funds for KCSC KCMS project	272,500	0.00	0.00	
		<b>348,340</b>	<b>0.00</b>	<b>0.00</b>	
<b>General Fund Revenue Reduction</b>					
PC01	Bldg Rpr & Replacement Placeholder - Target Reduction	(268,056)	0.00	0.00	
PC03	Major Maintenance Placeholder - Target Reduction	(1,404,632)	0.00	0.00	
		<b>(1,672,688)</b>	<b>0.00</b>	<b>0.00</b>	
<b>Revenue Reduction</b>					
PC05	Parks - Burke Gilman	(342,186)	0.00	0.00	
		<b>(342,186)</b>	<b>0.00</b>	<b>0.00</b>	
<b>Technical Adjustment</b>					
TA01	MMRF Reserves to Fund PH MMRF Central Rate Increase	(218,052)	0.00	0.00	
TA15	IT Equipment Replacement	1,074,172	0.00	0.00	
CR46	Countywide Strategic Technology Projects	(1,000,000)	0.00	0.00	
		<b>(143,880)</b>	<b>0.00</b>	<b>0.00</b>	
<b>Total Change Items in 2009</b>		<b>(1,810,414)</b>	<b>0.00</b>	<b>0.00</b>	
<b>2009 Proposed Budget</b>		<b>12,902,695</b>	<b>0.00</b>	<b>0.00</b>	

\* FTEs do not include temporaries or overtime.

\*\* This includes 2008 adopted, initial status quo, and proposed status quo increments. Under FTEs, annualization is included.

## CIP General Fund Transfers

The 2009 Executive Proposed Budget transfers General Fund for selected facility and technology capital projects, the Major Maintenance Reserve Fund and a loan payment transfer to the Public Transportation Fund. The projects listed below are described in the Capital Budget section of the budget book.

### Facility Projects Transfer to Facilities Management Division Capital Fund: \$1,676,160

Facility Capital Projects Supported by General Fund	2009 Executive Proposed Amount
Regional Jail Planning and Pre-Design	\$287,851
Aukeen District Court Expansion	\$270,648
Sheriff's Office Evidence Storage Pre-Design	\$200,188
Burien District Court Window Blinds	\$23,944
Accessibility Project Allocation	\$200,000
KCCF-West Wing Window Upgrades	\$184,586
National Pollutant Discharge Elimination	\$144,433
Superior Court Facility Master Plan	\$102,681
Maleng Justice Center Utility Cost Energy Proj.	\$77,298
South Park Landfill Remedial Investigation	\$65,231
Finance Charge Fund 3951	\$51,708
Courtroom Acoustical Treatment, Phase 2	\$35,783
Maleng Justice Center Heat Wheel Installation	\$31,809
<b>Total</b>	<b>\$1,676,160</b>

### Transfer to OIRM Technology Projects Capital Fund: \$2,422,512

Technology Capital Projects Supported by General Fund	2009 Executive Proposed Amount
KCMS Replacement	\$272,500
Novell to Windows	\$331,373
Jail Health Medication Packaging	\$668,627
Permit Integration	\$75,840
General Fund IT Equipment Replacement	\$1,074,172
<b>Total</b>	<b>\$2,422,512</b>

## CAPITAL IMPROVEMENT PROGRAM PLAN

---

---

### **Transfer to Major Maintenance Reserve Fund - \$8,504,023**

This transfer provides a share of the funding for the periodic replacement of major building systems and components at King County to ensure the optimal useful life for each facility.

### **Transfer to Public Transportation Fund - \$300,000**

This transfer represents the third year of a five year repayment plan for the General Fund share of the Toshiro-Kaplan Building reimbursement to the Public Transportation Fund.

.

# CAPITAL IMPROVEMENT PROGRAM PLAN

## 2009 Executive Proposed CAPITAL IMPROVEMENT PROGRAM 2009 - 2014

	2009 Executive Proposed Budget	2010	2011	2012	2013	2014	TOTAL
<b>Law, Safety and Justice</b>	20,793,588	12,313,972	10,128,555	8,830,520	7,267,723	8,770,182	68,104,540
<b>Mental and Physical Health</b>	6,111,509	3,502,860	3,176,533	3,759,743	2,603,983	4,206,567	23,361,195
<b>Physical Environment &amp; Resource Mgmt</b>							
King County Flood Control Contract	39,200,611	29,607,903	29,529,409	28,239,175	37,519,337	32,111,210	196,207,645
Agricultural and Forest Preservation	893,458	0	0	0	0	0	893,458
Flood and Surface Water Facilities	13,766,956	5,527,838	6,502,576	3,578,905	4,857,564	2,520,167	36,754,006
Open Space Habitat Acquisition	18,757,218	9,157,921	9,507,150	9,945,739	10,380,804	10,810,822	68,559,654
Park Facilities Restoration	15,203,747	18,221,684	19,571,151	21,109,360	23,887,689	12,161,992	110,155,623
Regional Cultural Facilities (Parks)	9,147,218	9,419,748	10,300,582	11,324,014	12,449,604	13,805,764	66,446,930
Solid Waste Facilities	75,224,819	119,618,500	16,690,649	12,629,964	12,382,740	160,636,005	397,182,677
Wastewater Treatment Facilities	167,601,619	100,008,055	90,727,136	60,042,715	123,979,735	142,551,959	684,911,219
<b>General Government</b>	92,784,145	3,733,467	2,342,795	2,807,096	5,264,360	2,248,607	109,180,470
<b>Transportation Program</b>							
Roads	68,239,000	98,537,000	44,982,000	54,031,000	46,584,000	46,414,000	358,787,000
King County Airport	11,809,411	17,929,731	10,839,592	12,458,462	12,484,260	12,024,990	77,546,446
Marine	32,714,945	14,650,372	16,700,795	31,243,377	27,335,375	4,251,700	126,896,564
Transit	542,068,384	47,184,201	48,764,917	147,944,388	103,651,382		889,613,272
<b>CIP Transfer To Transit Operating</b>	61,076,000						
<b>TOTAL</b>	1,175,392,628	489,413,252	319,763,840	407,944,458	430,648,556	452,513,965	3,214,600,699

Notes:

1. The CIP Transfer to Transit Operating is a transfer to the operating fund from the Transit Capital Fund. The total CIP projects total to \$1,114,316,628.
2. Transit 2009 amount includes both 2008 and 2009 to reflect biennium budgeting. The 2014 capital budget plan will be provided in the 2010-11 biennial budget.