

AGENDA

DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington

July 14, 2016 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

EXECUTIVE SESSION

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER'S REPORT

ADMINISTRATION REPORT

CONSENT AGENDA

Page 1 Item 1: APPROVAL OF MINUTES

Motion is to approve minutes from the June 30, 2016 City Council Executive Session.

Page 3 Item 2: APPROVAL OF VOUCHERS

Motion is to approve for payment vouchers and payroll transfer included in the attached list and further described as follows:

Total A/P Checks/Vouchers	#147191-147399	\$ 887,071.10
Electronic Wire Transfers	#728-736	\$ 361,062.67
Payroll Checks	#18808-18819	\$ 6,054.46
Payroll Direct Deposit	#240001-240166	\$ 303,962.83
Payroll Checks	#18820-18828	\$ 6,422.68
Payroll Direct Deposit	#260001-260175	\$ 303,248.12
Total Certified Wire Transfers, Voids, A/P and Payroll Vouchers:		\$1,867,821.86

Page 5 Item 3: DRAFT RESOLUTION NO. 16-102 SETTING PUBLIC HEARING TO CONSIDER DRAFT ORDINANCE NO. 16-102 AMENDMENTS TO THE CITY'S COMPREHENSIVE TRANSPORTATION PLAN
Motion is to adopt Draft Resolution No. 16-102 setting a public hearing on August 18, 2016, or as soon thereafter as the matter may be heard, to consider Draft Ordinance No. 16-102 amendments to the Comprehensive Transportation Plan.

Page 9 Item 4: DRAFT RESOLUTION NO. 16-103 SETTING PUBLIC HEARING TO CONSIDER DRAFT ORDINANCE 16-103 TRANSPORTATION IMPACT FEE RATE STUDY UPDATE
Motion is to adopt Draft Resolution No. 16-103 setting a public hearing on August 18, 2016, or as soon thereafter as the matter may be heard, to consider Draft Ordinance No. 16-103 Transportation Impact Fee Rate Study Update.

Page 13 Item 5: DRAFT ORDINANCE 16-039; CREATION OF AN OPTION FOR DEFERRED PAYMENT OF IMPACT FEES
First Motion is to suspend Rule 26(a) in order to enact Draft Ordinance No. 16-039 on first reading.

Second Motion is to enact Draft Ordinance No. 16-039 creating an option for deferred payment of impact fees and a new section to chapter 12.40 DMMC providing a referral to the deferred payment option in Title 3 DMMC.

Page 35 Item 6: J DOCK FIRE – FINAL INSURANCE SETTLEMENT
Motion is to accept the offer of settlement from WCIA and the re-insurance companies for the damage claims arising from the J Dock Fire, and authorize the City Manager to sign the settlement documents.

NEW BUSINESS

- Item 1: INTRODUCTION OF GUESTS:
- Wesley Homes
 - Discussion of Challenges and Opportunities
 - Discussion of Current Efforts to Address Challenges and Opportunities
 - Discussion of Potential Ways to Partner to Address Challenges and Opportunities
 - Judson Park
 - Discussion of Challenges and Opportunities
 - Discussion of Current Efforts to Address Challenges and Opportunities
 - Discussion of Potential Ways to Partner to Address Challenges and Opportunities

Page 45 Item 2: DISCUSSION OF 2017-2022 CAPITAL IMPROVEMENT PLAN
Staff Presentation: Finance Director Dunyele Mason

NEXT MEETING DATE

August 11, 2016 Regular City Council Meeting

ADJOURNMENT

MINUTES**SPECIAL MEETING TO HOLD AN EXECUTIVE SESSION****June 30, 2016****CALL MEETING TO ORDER**

The Special Meeting was called to order by Mayor Pina at 5:02 p.m. in Council Chambers.

ROLL CALL

Council present: Mayor Matt Pina; Mayor Pro Tem Vic Pennington; Councilmembers Melissa Musser, Luisa Bangs, Robert K. Back and Dave Kaplan.

Mayor Pro Tem Pennington arrived at 5:05 p.m.

Staff present: Human Resources Manager Maureen Murphy; SGR Consultant Ron Holifield.

PURPOSE

The purpose of the Special Meeting was to hold an Executive Session to discuss the qualified applications for the City Manager position per RCW 42.30.110(1)(g).

At 6:30 p.m. Mayor Pina extended the Executive Session meeting an additional 30 minutes.

At 7:00 p.m. Mayor Pina extended the Executive Session an additional 30 minutes.

At 7:30 p.m. Mayor Pina extended the Executive Session an additional 15 minutes.

At 7:45 p.m. Mayor Pina extended the Executive Session an additional 10 minutes.

No formal action was taken.

The meeting was adjourned at 7:55 p.m.

Respectfully submitted,
Bonnie Wilkins, CMC
City Clerk

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CITY OF DES MOINES
Voucher Certification Approval

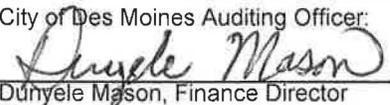
14-Jul-16

Auditing Officer Certification

Vouchers and Payroll transfers audited and certified by the auditing officer as required by RCW 42.24.080, and those expense reimbursement claims certified as required by RCW 42.24.090, have been recorded on a listing, which has been made available to the City Council.

As of **Jul 14, 2016** the Des Moines City Council, by unanimous vote, does approve for payment those vouchers and payroll transfers through Jul 06, 2016 included in the attached list and further described as follows:

The vouchers below have been reviewed and certified by individual departments and the City of Des Moines Auditing Officer:


 Danyele Mason, Finance Director

	# From	# To	Amounts
Claims Vouchers:			
Total A/P Checks/Vouchers	147191 ✓ -	147399 ✓	887,071.10 ←
Electronic Wire Transfers	728 ✓ -	736 ✓	361,062.67 ✓
Total claims paid			1,248,133.77
Payroll Vouchers			
Payroll Checks	18808 -	18819	6,054.46
Direct Deposit	240001 -	240166	303,962.83
Payroll Checks	18820 -	18828	6,422.68
Direct Deposit	260001 -	260175	303,248.12
Total Paychecks/Direct Deposits paid			619,688.09
Total checks and wires for A/P & Payroll			1,867,821.86

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AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Draft Resolution No. 16-102 Setting Public Hearing to consider Draft Ordinance 16-102 amendments to the City’s Comprehensive Transportation Plan

FOR AGENDA OF: July 14, 2016

DEPT. OF ORIGIN: Planning, Building and Public Works

ATTACHMENTS:

1. Draft Resolution No. 16-102 Setting a Public Hearing Date for Draft Ordinance No. 16-102

DATE SUBMITTED: July 7, 2016

CLEARANCES:

- Legal *NG*
- Finance N/A
- Marina N/A
- Parks, Recreation & Senior Services N/A
- Planning, Building & Public Works DJB
- Police N/A
- Courts N/A
- Economic Development _____

APPROVED BY CITY MANAGER
FOR SUBMITTAL: *A/M*

Purpose and Recommendation

The purpose of this Agenda Item is for the City Council to consider Draft Resolution No. 16-102 (Attachment 1) which will set a public hearing date for the consideration of Draft Ordinance No. 16-102 that would consider adoption of amendments to the City’s current Comprehensive Transportation Plan. The following motion will appear on the consent calendar:

Suggested Motion

Motion 1: “I move to adopt Draft Resolution No. 16-102 setting a public hearing on August 18, 2016, or as soon thereafter as the matter may be heard, to consider Draft Ordinance No. 16-102 amendments to the Comprehensive Transportation Plan.

Background

The City’s current Comprehensive Transportation Plan (CTP) was adopted in June 2009 and serves as the twenty-year road map for the City of Des Moines’ transportation issues, setting policies, goals, and strategies that help guide decisions regarding the existing and envisioned transportation system.

Periodic updates/amendments are required to ensure the growth assumptions and projections are reasonable and in line with actual employment and household growth in order that the transportation needs are accurately being addressed and planned for.

Discussion

In mid-2015, staff began working with Fehr and Peers to review and update as necessary the growth projections and transportation needs assumed in the 2009 CTP. The work was timely in that the City was also undergoing a comprehensive update to the City's Comprehensive Plan. The CTP amendment work reviewed and projected household and employment growth out to 2035, consistent with the Comprehensive Plan timeline.

Fehr and Peers was tasked with, among other items, updating key traffic volume information and reviewing existing Level of Service as well as confirming the identified recommended network improvements. Policy updates included some recommendations to consider in future CTP updates with regard to transportation facilities for special needs and multi-modal concurrency (Level of Service for all right-of-way users).

Staff has discussed the proposed CTP amendments with the Public Safety & Transportation Committee on November 5, 2015 and February 4, 2016. Direction was provided and staff was directed to bring the amendments to the full Council.

Alternatives

The City Council may:

1. Adopt the proposed Draft Resolution.
2. Adopt the proposed Draft Resolution with a different hearing date.
3. Decline to adopt the Draft Resolution and remand the Draft Ordinance 16-102 back to the Public Safety and Transportation Committee for further work.

Financial Impact

N/A

Recommendation or Conclusion

None.

CITY ATTORNEY'S FIRST DRAFT 06/22/2016

DRAFT RESOLUTION NO. 16-102

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DES MOINES, WASHINGTON setting a public hearing to consider Draft Ordinance No. 16-102, that amends the current Comprehensive Transportation Plan adopted in June 2009.

WHEREAS, the State's Growth Management Act requires that agencies prepare a transportation plan that is directly tied to land use decisions and financial planning, and that plan must address growth and transportation planning for at least 10 years into the future, and

WHEREAS, the last update to the City's Comprehensive Transportation Plan was adopted in 2009, for the years 2009 through 2030, and

WHEREAS, the City updated the Comprehensive Plan in 2015 which included housing and employment growth targets through 2035, and

WHEREAS, the Public Safety and Transportation Committee met on November 5, 2015 and February 4, 2016 and reviewed and approved the draft amendments, and

WHEREAS, an amendment to the Transportation Comprehensive Plan is accomplished by the adoption of an ordinance; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES ORDAINS AS FOLLOWS:

The matter of amendments to the Comprehensive Transportation Plan consideration is set for a public hearing before the City Council on Thursday August 18, 2016, at 7:00 p.m., or as soon thereafter as the matter may be heard, in the City Council Chambers, 21630 11th Avenue South, Suite B, Des Moines, Washington.

ADOPTED BY the City Council of the City of Des Moines this ____ day of _____, 2016 and signed in authentication thereof this ____ day of _____, 2016.

M A Y O R

Resolution No. 16-102
Page 2 of 2

APPROVED AS TO FORM:

Interim City Attorney

ATTEST:

City Clerk

AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Draft Resolution No. 16-103 Setting Public Hearing to consider Draft Ordinance 16-103 Transportation Impact Fee Rate Study Update

FOR AGENDA OF: July 14, 2016

ATTACHMENTS:

1. Draft Resolution No. 16-103 Setting a Public Hearing Date for Draft Ordinance No. 16-103

DEPT. OF ORIGIN: Planning, Building and Public Works

DATE SUBMITTED: July 7, 2016

CLEARANCES:

- Legal JG
- Finance N/A
- Marina N/A
- Parks, Recreation & Senior Services N/A
- Planning, Building & Public Works DJB
- Police N/A
- Courts N/A
- Economic Development _____

APPROVED BY CITY MANAGER
FOR SUBMITTAL: AM/MA

Purpose and Recommendation

The purpose of this Agenda Item is for the City Council to consider Draft Resolution No. 16-103 (Attachment 1) setting a public hearing date for the consideration of Draft Ordinance No. 16-103 Transportation Impact Fee Rate Study Update. The following motion will appear on the consent calendar:

Suggested Motion

Motion 1: “I move to adopt Draft Resolution No. 16-103 setting a public hearing on August 18, 2016, or as soon thereafter as the matter may be heard, to consider Draft Ordinance No. 16-103 Transportation Impact Fee Rate Study Update.”

Background

The City’s current Comprehensive Transportation Plan (CTP) was adopted in June 2009 and serves as the twenty-year road map for the City of Des Moines’ transportation issues, setting policies, goals, and strategies that help guide decisions regarding the existing and envisioned transportation system. Periodic updates/amendments are required to ensure the growth assumptions and projections are

reasonable and in line with actual employment and household growth in order that the transportation needs are accurately being addressed and planned for. As a part of the CTP the City developed a list of projects and programs designed to accommodate growth planned for Des Moines through 2030. The list of projects that provide increased capacity was estimated to cost \$105M for the recommended transportation projects. The additional anticipated trip growth through 2030 was 9,751 vehicles.

Discussion

In mid-2015, staff began working with Fehr and Peers to review and update as necessary the growth projections and transportation needs assumed in the 2009 CTP. The work was timely in that the City was also undergoing a comprehensive update to the City's Comprehensive Plan. The CTP amendment work reviewed and projected household and employment growth out to 2035, consistent with the Comprehensive Plan timeline. As a part of this update, Fehr and Peers was also tasked with updating the Transportation Impact Fee Rate Study. The updated list of projects that provide increased capacity is estimated to cost \$83M. The updated anticipated trip growth through 2035 is 6,038 vehicles.

The updated Transportation Impact Fee Rate Study provides the basis for the Transportation Impact Fee that is assessed to new development within the City.

Staff has discussed the draft Transportation Impact Fee Rate Study with the Public Safety & Transportation Committee on February 4, 2016 and March 3, 2016. Direction was provided and staff was directed to bring the amendments to the full Council.

Alternatives

The City Council may:

1. Adopt the proposed Draft Resolution.
2. Adopt the proposed Draft Resolution with a different hearing date.
3. Decline to adopt the Draft Resolution and remand the Draft Ordinance 16-103 back to the Public Safety and Transportation Committee for further work.

Financial Impact

N/A

Recommendation or Conclusion

None.

CITY ATTORNEY'S FIRST DRAFT 06/22/2016**DRAFT RESOLUTION NO. 16-103**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DES MOINES, WASHINGTON setting a public hearing to consider Draft Ordinance No. 16-103, updating the current Rate Study for Transportation Impact Fees which was adopted in August 2009.

WHEREAS, the State's Growth Management Act requires that agencies prepare a transportation plan that is directly tied to land use decisions and financial planning, and that plan must address growth and transportation planning for at least 10 years into the future, and

WHEREAS, the last Rate Study for Transportation Impact Fees was adopted in 2009, for the years 2009 through 2030, and

WHEREAS, the City updated the Comprehensive Plan in 2015 which included housing and employment growth targets through 2035, and

WHEREAS, the Public Safety and Transportation Committee has met on February 4, 2016 and March 3, 2016, and has reviewed and approved the draft Rate Study Update; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES ORDAINS AS FOLLOWS:

The matter of Transportation Impact Fee Rate Study Update consideration is set for a public hearing before the City Council on Thursday August 18, 2016, at 7:00 p.m., or as soon thereafter as the matter may be heard, in the City Council chambers, 21630 11th Avenue South, Suite B, Des Moines; Washington.

ADOPTED by the City Council of the City of Des Moines this ____ day of _____, 2016 and signed in authentication thereof this ____ day of _____, 2016.

 M A Y O R

APPROVED AS TO FORM:

Resolution No. 16-103
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Interim City Attorney

ATTEST:

City Clerk

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Draft Ordinance 16-039 – Creation of an option for deferred payment of impact fees

FOR AGENDA OF: July 14, 2016

ATTACHMENTS:

1. Draft Ordinance No. 16-039
2. Engrossed Senate Bill (ESB) 5923

DEPT. OF ORIGIN: Planning, Building and Public Works

DATE SUBMITTED: July 7, 2016

CLEARANCES:

- Legal JS
- Finance DM
- Marina N/A
- Parks, Recreation & Senior Services N/A
- Planning, Building & Public Works DSB
- Police N/A
- Courts N/A
- Economic Development N/A

APPROVED BY CITY MANAGER
FOR SUBMITTAL: AT / mu

Purpose and Recommendation

The purpose of this Agenda Item is for the City Council to consider Draft Ordinance No. 16-039 (Attachment 1) that would create an option for deferred payment of impact fees. The following motion will appear on the consent calendar:

Suggested Motion

First Motion: “I move to suspend Rule 26(a) in order to enact Draft Ordinance No. 16-039 on first reading.”

Second Motion: “I move to enact Draft Ordinance No. 16-039 creating an option for deferred payment of impact fees and a new section to chapter 12.40 DMCC providing a referral to the deferred payment option in Title 3 DMCC.”

Background

Impact fees are authorized for those jurisdictions planning under the Growth Management Act and are charges assessed by local governments against new development projects to recover the cost incurred by government in providing the public facilities required to serve the new development. The City of

Des Moines currently collects transportation impact fees under the adopted code provisions of chapter 12.40 DMMC.

Discussion

The 2015 Legislature enacted changes to how impact fees are to be collected by Washington counties, cities, and towns. ESB 5923 (Attachment 2) requires counties, cities, and towns to adopt a deferral system for the collection of impact fees for new single-family detached and attached residential construction. The deferral option portion of the bill must be in place by September 1, 2016.

Staff briefed the Public Safety and Transportation committee on March 3, 2016 and was given direction to bring the item to the full Council.

Staff submitted the Draft Ordinance to the Department of Commerce under expedited review on June 28, 2016. Commerce commits to review within 10 business days. To date, no comments have been received.

The deferral option being considered would defer the payment of the impact fee to final inspection. Currently the transportation impact fee is due at the issuance of the building permit. The following conditions would apply to the deferral option:

- 1) The applicant shall submit to the City a written request to defer the payment of an impact fee for a specifically identified building permit. The applicant's request shall identify, as applicable, the applicant's corporate identity and contractor registration number, the full names of all legal owners of the property upon which the development activity allowed by the building permit is to occur, the legal description of the property upon which the development activity allowed by the building permit is to occur, the tax parcel identification number of the property upon which the development activity allowed by the building permit is to occur, and the address of the property upon which the development activity allowed by the building permit is to occur. All applications shall be accompanied by an administrative fee as provided for in the City's adopted permit and impact fee schedule.
- 2) The impact fee amount due under any request to defer payment of impact fees shall be based on the schedule in effect at the time of application.
- 3) Prior to the issuance of a building permit that is the subject of a request for a deferred payment of impact fee, legal owners of the property upon which the development activity allowed by the building permit is to occur must sign a deferred impact fee payment lien in a form acceptable to the City Attorney.
- 4) The City shall not approve a final inspection until the impact fees identified in the deferred impact fee payment lien are paid in full.
- 5) In no case shall payment of the impact fee be deferred for a period of more than eighteen (18) months from the date of building permit issuance.
- 6) Upon receipt of final payment of the deferred impact fee as identified in the deferred impact fee payment lien, the City shall execute a release of lien for the property. The property owner may, at his or her own expense, record the lien release.
- 7) In the event that the deferred impact fee is not paid within the time provided in this section, the City shall institute foreclosure proceedings under the process set forth in chapter 61.12 RCW. A District may also institute foreclosure proceedings as set forth in RCW 82.02.050(3).

- 8) An applicant is entitled to defer impact fees pursuant to this section for no more than twenty (20) single-family dwelling unit building permits per year in the City. For purposes of this section, an “applicant” includes an entity that controls the applicant, is controlled by the applicant, or is under common control with the applicant.

The current Transportation Impact Fee for a Single Family residence is \$5,896.42. This amount is not being proposed to increase with the upcoming Transportation Impact Fee Rate Study Update tentatively scheduled for August 18, 2016 public hearing. The City does not currently assess a School Impact Fee.

The Draft Ordinance states in Sec. 1 (1) that “All applications shall be accompanied by an administrative fee as provided for in the City’s adopted permit and impact fee schedule.” This fee covers the staff time required to process and track the deferral application and lien paperwork with the County as well as execute a release of lien for the property at final payment. Only a handful of cities currently have an impact fee deferral process and of the small sample the administration fee ranges from \$50 to \$250.

Staff is proposing a \$500 fee for the City of Des Moines. This fee is administratively set by the City Manager as a part of the Development and Engineering Services fee schedule.

Alternatives

The City Council may:

1. Enact the proposed Draft Ordinance.
2. Enact the proposed Draft Ordinance with amendments.
3. Decline to enact the Draft Ordinance and remand the Draft Ordinance 16-039 back to the Public Safety and Transportation Committee for further work.

Financial Impact

It is assumed the administration fee charged will cover the staff costs associated with the deferral option.

Recommendation or Conclusion

None.

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CITY ATTORNEY'S FIRST DRAFT 06/27/2016

DRAFT ORDINANCE NO. 16-039

AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON relating to impact fees, adding and codifying a new chapter to Title 3 DMMC to create an option for deferred payment of impact fees and a new section to chapter 12.40 DMMC providing a referral to the deferred payment option in Title 3 DMMC.

WHEREAS, impact fees are authorized for those jurisdictions planning under the Growth Management Act and are charges assessed by local governments against new development projects to recover the cost incurred by government in providing the public facilities required to serve the new development, and

WHEREAS, the City has adopted code provisions governing the assessment and collection of transportation impact fees in chapter 12.40 DMMC, and

WHEREAS, the 2015 Legislature enacted changes to how impact fees are to be collected by Washington counties, cities, and towns. ESB 5923 requires counties, cities, and towns to adopt a deferral system for the collection of impact fees for new single-family detached and attached residential construction, and

WHEREAS, the City Council finds that the provisions of this Ordinance are appropriate and necessary for the preservation of the public health and welfare; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES ORDAINS AS FOLLOWS:

Sec. 1. A new chapter is added to Title 3 DMMC to read as follows:

Option for deferred payment of impact fees. An applicant may request, at any time prior to building permit issuance, and consistent with the requirements of this section, to defer to final inspection the payment of an impact fee for a residential development unit. The following shall apply to any request to defer payment of an impact fee:

(1) The applicant shall submit to the City a written request to defer the payment of an impact fee for a specifically

Ordinance No. ____
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identified building permit. The applicant's request shall identify, as applicable, the applicant's corporate identity and contractor registration number, the full names of all legal owners of the property upon which the development activity allowed by the building permit is to occur, the legal description of the property upon which the development activity allowed by the building permit is to occur, the tax parcel identification number of the property upon which the development activity allowed by the building permit is to occur, and the address of the property upon which the development activity allowed by the building permit is to occur. All applications shall be accompanied by an administrative fee as provided for in the City's adopted permit and impact fee schedule.

(2) The impact fee amount due under any request to defer payment of impact fees shall be based on the schedule in effect at the time the applicant provides the City with the information required in subsection (1) of this section.

(3) Prior to the issuance of a building permit that is the subject of a request for a deferred payment of impact fee, legal owners of the property upon which the development activity allowed by the building permit is to occur must sign a deferred impact fee payment lien in a form acceptable to the City Attorney, with all signatures acknowledged as required for a deed. The lien shall include the legal description, tax account number, and address of the property and shall be binding on all successors in title after the recordation. The deferred impact fee payment lien shall be recorded against the property subject to the building permit and be granted in favor of the City in the amount of the deferred impact fee. Any such lien shall be junior and subordinate only to one mortgage for the purpose of construction upon the same real property subject to the building permit. In addition to the administrative fee required in subsection (1) of this section, the applicant shall pay to the City the fees necessary for recording the lien agreement with the King County recorder.

(4) The City shall not approve a final inspection until the impact fees identified in the deferred impact fee payment lien are paid in full.

(5) In no case shall payment of the impact fee be deferred for a period of more than eighteen (18) months from the date of building permit issuance.

Ordinance No. ____
Page 3 of 4

(6) Upon receipt of final payment of the deferred impact fee as identified in the deferred impact fee payment lien, the City shall execute a release of lien for the property. The property owner may, at his or her own expense, record the lien release.

(7) In the event that the deferred impact fee is not paid within the time provided in this section, the City shall institute foreclosure proceedings under the process set forth in chapter 61.12 RCW. A District may also institute foreclosure proceedings as set forth in RCW 82.02.050(3).

(8) An applicant is entitled to defer impact fees pursuant to this section for no more than twenty (20) single-family dwelling unit building permits per year in the City. For purposes of this section, an "applicant" includes an entity that controls the applicant, is controlled by the applicant, or is under common control with the applicant.

Sec 2. A new section is added to chapter 12.40 DMMC to read as follows:

Deferred payment of impact fees. Impact fees required in this chapter may be deferred as provided in Title 3 DMMC.

Sec. 3. Codification.

(1) Section 1 of this Ordinance shall be codified as a new chapter in Title 3 DMMC, entitled "*Option for deferred payment of impact fees.*"

(2) Section 2 of this Ordinance shall be codified as a new section in chapter 12.40 DMMC, entitled "*Deferred payment of impact fees.*"

Sec. 4. Severability - Construction.

(1) If a section, subsection, paragraph, sentence, clause, or phrase of this Ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

Ordinance No. _____
Page 4 of 4

(2) If the provisions of this Ordinance are found to be inconsistent with other provisions of the Des Moines Municipal Code, this Ordinance is deemed to control.

Sec. 5. Effective date. This Ordinance shall take effect and be in full force five (5) days after its final passage by the Des Moines City Council in accordance to law.

PASSED BY the City Council of the City of Des Moines this _____ day of _____, 2016 and signed in authentication thereof this _____ day of _____, 2016.

M A Y O R

APPROVED AS TO FORM:

Interim City Attorney

ATTEST:

City Clerk

Published: _____

CERTIFICATION OF ENROLLMENT

ENGROSSED SENATE BILL 5923

64th Legislature
2015 Regular Session

Passed by the Senate April 16, 2015
Yeas 28 Nays 18

President of the Senate

Passed by the House April 14, 2015
Yeas 82 Nays 15

Speaker of the House of Representatives

Approved

Governor of the State of Washington

CERTIFICATE

I, Pablo G. Campos, Deputy Secretary of the Senate of the State of Washington, do hereby certify that the attached is **ENGROSSED SENATE BILL 5923** as passed by Senate and the House of Representatives on the dates hereon set forth.

Deputy Secretary

FILED

**Secretary of State
State of Washington**

ENGROSSED SENATE BILL 5923

AS AMENDED BY THE HOUSE

Passed Legislature - 2015 Regular Session

State of Washington 64th Legislature 2015 Regular Session**By** Senators Brown, Liias, Roach, Dansel, Hobbs, Warnick, and Chase

Read first time 02/11/15. Referred to Committee on Trade & Economic Development.

1 AN ACT Relating to promoting economic recovery in the
2 construction industry; amending RCW 82.02.050 and 36.70A.070; adding
3 a new section to chapter 44.28 RCW; adding a new section to chapter
4 43.31 RCW; and providing an effective date.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

6 **Sec. 1.** RCW 82.02.050 and 1994 c 257 s 24 are each amended to
7 read as follows:

8 (1) It is the intent of the legislature:

9 (a) To ensure that adequate facilities are available to serve new
10 growth and development;

11 (b) To promote orderly growth and development by establishing
12 standards by which counties, cities, and towns may require, by
13 ordinance, that new growth and development pay a proportionate share
14 of the cost of new facilities needed to serve new growth and
15 development; and

16 (c) To ensure that impact fees are imposed through established
17 procedures and criteria so that specific developments do not pay
18 arbitrary fees or duplicative fees for the same impact.

19 (2) Counties, cities, and towns that are required or choose to
20 plan under RCW 36.70A.040 are authorized to impose impact fees on
21 development activity as part of the financing for public facilities,

1 provided that the financing for system improvements to serve new
2 development must provide for a balance between impact fees and other
3 sources of public funds and cannot rely solely on impact fees.

4 (3)(a)(i) Counties, cities, and towns collecting impact fees
5 must, by September 1, 2016, adopt and maintain a system for the
6 deferred collection of impact fees for single-family detached and
7 attached residential construction. The deferral system must include a
8 process by which an applicant for a building permit for a single-
9 family detached or attached residence may request a deferral of the
10 full impact fee payment. The deferral system offered by a county,
11 city, or town under this subsection (3) must include one or more of
12 the following options:

13 (A) Deferring collection of the impact fee payment until final
14 inspection;

15 (B) Deferring collection of the impact fee payment until
16 certificate of occupancy or equivalent certification; or

17 (C) Deferring collection of the impact fee payment until the time
18 of closing of the first sale of the property occurring after the
19 issuance of the applicable building permit.

20 (ii) Counties, cities, and towns utilizing the deferral process
21 required by this subsection (3)(a) may withhold certification of
22 final inspection, certificate of occupancy, or equivalent
23 certification until the impact fees have been paid in full.

24 (iii) The amount of impact fees that may be deferred under this
25 subsection (3) must be determined by the fees in effect at the time
26 the applicant applies for a deferral.

27 (iv) Unless an agreement to the contrary is reached between the
28 buyer and seller, the payment of impact fees due at closing of a sale
29 must be made from the seller's proceeds. In the absence of an
30 agreement to the contrary, the seller bears strict liability for the
31 payment of the impact fees.

32 (b) The term of an impact fee deferral under this subsection (3)
33 may not exceed eighteen months from the date of building permit
34 issuance.

35 (c) Except as may otherwise be authorized in accordance with (f)
36 of this subsection (3), an applicant seeking a deferral under this
37 subsection (3) must grant and record a deferred impact fee lien
38 against the property in favor of the county, city, or town in the
39 amount of the deferred impact fee. The deferred impact fee lien,

1 which must include the legal description, tax account number, and
2 address of the property, must also be:

3 (i) In a form approved by the county, city, or town;

4 (ii) Signed by all owners of the property, with all signatures
5 acknowledged as required for a deed, and recorded in the county where
6 the property is located;

7 (iii) Binding on all successors in title after the recordation;
8 and

9 (iv) Junior and subordinate to one mortgage for the purpose of
10 construction upon the same real property granted by the person who
11 applied for the deferral of impact fees.

12 (d)(i) If impact fees are not paid in accordance with a deferral
13 authorized by this subsection (3), and in accordance with the term
14 provisions established in (b) of this subsection (3), the county,
15 city, or town may institute foreclosure proceedings in accordance
16 with chapter 61.12 RCW.

17 (ii) If the county, city, or town does not institute foreclosure
18 proceedings for unpaid school impact fees within forty-five days
19 after receiving notice from a school district requesting that it do
20 so, the district may institute foreclosure proceedings with respect
21 to the unpaid impact fees.

22 (e)(i) Upon receipt of final payment of all deferred impact fees
23 for a property, the county, city, or town must execute a release of
24 deferred impact fee lien for the property. The property owner at the
25 time of the release, at his or her expense, is responsible for
26 recording the lien release.

27 (ii) The extinguishment of a deferred impact fee lien by the
28 foreclosure of a lien having priority does not affect the obligation
29 to pay the impact fees as a condition of final inspection,
30 certificate of occupancy, or equivalent certification, or at the time
31 of closing of the first sale.

32 (f) A county, city, or town with an impact fee deferral process
33 on or before April 1, 2015, is exempt from the requirements of this
34 subsection (3) if the deferral process delays all impact fees and
35 remains in effect after September 1, 2016.

36 (g)(i) Each applicant for a single-family residential
37 construction permit, in accordance with his or her contractor
38 registration number or other unique identification number, is
39 entitled to annually receive deferrals under this subsection (3) for
40 the first twenty single-family residential construction building

1 permits per county, city, or town. A county, city, or town, however,
 2 may elect, by ordinance, to defer more than twenty single-family
 3 residential construction building permits for an applicant. If the
 4 county, city, or town collects impact fees on behalf of one or more
 5 school districts for which the collection of impact fees could be
 6 delayed, the county, city, or town must consult with the district or
 7 districts about the additional deferrals. A county, city, or town
 8 considering additional deferrals must give substantial weight to
 9 recommendations of each applicable school district regarding the
 10 number of additional deferrals. If the county, city, or town
 11 disagrees with the recommendations of one or more school districts,
 12 the county, city, or town must provide the district or districts with
 13 a written rationale for its decision.

14 (ii) For purposes of this subsection (3)(g), an "applicant"
 15 includes an entity that controls the applicant, is controlled by the
 16 applicant, or is under common control with the applicant.

17 (h) Counties, cities, and towns may collect reasonable
 18 administrative fees to implement this subsection (3) from permit
 19 applicants who are seeking to delay the payment of impact fees under
 20 this subsection (3).

21 (i) In accordance with sections 3 and 4 of this act, counties,
 22 cities, and towns must cooperate with and provide requested data,
 23 materials, and assistance to the department of commerce and the joint
 24 legislative audit and review committee.

25 (4) The impact fees:

26 (a) Shall only be imposed for system improvements that are
 27 reasonably related to the new development;

28 (b) Shall not exceed a proportionate share of the costs of system
 29 improvements that are reasonably related to the new development; and

30 (c) Shall be used for system improvements that will reasonably
 31 benefit the new development.

32 ((+4)) (5) (a) Impact fees may be collected and spent only for the
 33 public facilities defined in RCW 82.02.090 which are addressed by a
 34 capital facilities plan element of a comprehensive land use plan
 35 adopted pursuant to the provisions of RCW 36.70A.070 or the
 36 provisions for comprehensive plan adoption contained in chapter
 37 36.70, 35.63, or 35A.63 RCW. After the date a county, city, or town
 38 is required to adopt its development regulations under chapter 36.70A
 39 RCW, continued authorization to collect and expend impact fees
 40 ((shall be)) is contingent on the county, city, or town adopting or

1 revising a comprehensive plan in compliance with RCW 36.70A.070, and
 2 on the capital facilities plan identifying:

3 ~~((a))~~(i) Deficiencies in public facilities serving existing
 4 development and the means by which existing deficiencies will be
 5 eliminated within a reasonable period of time;

6 ~~((b))~~(ii) Additional demands placed on existing public
 7 facilities by new development; and

8 ~~((c))~~(iii) Additional public facility improvements required to
 9 serve new development.

10 (b) If the capital facilities plan of the county, city, or town
 11 is complete other than for the inclusion of those elements which are
 12 the responsibility of a special district, the county, city, or town
 13 may impose impact fees to address those public facility needs for
 14 which the county, city, or town is responsible.

15 **Sec. 2.** RCW 36.70A.070 and 2010 1st sp.s. c 26 s 6 are each
 16 amended to read as follows:

17 The comprehensive plan of a county or city that is required or
 18 chooses to plan under RCW 36.70A.040 shall consist of a map or maps,
 19 and descriptive text covering objectives, principles, and standards
 20 used to develop the comprehensive plan. The plan shall be an
 21 internally consistent document and all elements shall be consistent
 22 with the future land use map. A comprehensive plan shall be adopted
 23 and amended with public participation as provided in RCW 36.70A.140.
 24 Each comprehensive plan shall include a plan, scheme, or design for
 25 each of the following:

26 (1) A land use element designating the proposed general
 27 distribution and general location and extent of the uses of land,
 28 where appropriate, for agriculture, timber production, housing,
 29 commerce, industry, recreation, open spaces, general aviation
 30 airports, public utilities, public facilities, and other land uses.
 31 The land use element shall include population densities, building
 32 intensities, and estimates of future population growth. The land use
 33 element shall provide for protection of the quality and quantity of
 34 groundwater used for public water supplies. Wherever possible, the
 35 land use element should consider utilizing urban planning approaches
 36 that promote physical activity. Where applicable, the land use
 37 element shall review drainage, flooding, and storm water run-off in
 38 the area and nearby jurisdictions and provide guidance for corrective

1 actions to mitigate or cleanse those discharges that pollute waters
2 of the state, including Puget Sound or waters entering Puget Sound.

3 (2) A housing element ensuring the vitality and character of
4 established residential neighborhoods that: (a) Includes an inventory
5 and analysis of existing and projected housing needs that identifies
6 the number of housing units necessary to manage projected growth; (b)
7 includes a statement of goals, policies, objectives, and mandatory
8 provisions for the preservation, improvement, and development of
9 housing, including single-family residences; (c) identifies
10 sufficient land for housing, including, but not limited to,
11 government-assisted housing, housing for low-income families,
12 manufactured housing, multifamily housing, and group homes and foster
13 care facilities; and (d) makes adequate provisions for existing and
14 projected needs of all economic segments of the community.

15 (3) A capital facilities plan element consisting of: (a) An
16 inventory of existing capital facilities owned by public entities,
17 showing the locations and capacities of the capital facilities; (b) a
18 forecast of the future needs for such capital facilities; (c) the
19 proposed locations and capacities of expanded or new capital
20 facilities; (d) at least a six-year plan that will finance such
21 capital facilities within projected funding capacities and clearly
22 identifies sources of public money for such purposes; and (e) a
23 requirement to reassess the land use element if probable funding
24 falls short of meeting existing needs and to ensure that the land use
25 element, capital facilities plan element, and financing plan within
26 the capital facilities plan element are coordinated and consistent.
27 Park and recreation facilities shall be included in the capital
28 facilities plan element.

29 (4) A utilities element consisting of the general location,
30 proposed location, and capacity of all existing and proposed
31 utilities, including, but not limited to, electrical lines,
32 telecommunication lines, and natural gas lines.

33 (5) Rural element. Counties shall include a rural element
34 including lands that are not designated for urban growth,
35 agriculture, forest, or mineral resources. The following provisions
36 shall apply to the rural element:

37 (a) Growth management act goals and local circumstances. Because
38 circumstances vary from county to county, in establishing patterns of
39 rural densities and uses, a county may consider local circumstances,
40 but shall develop a written record explaining how the rural element

1 harmonizes the planning goals in RCW 36.70A.020 and meets the
2 requirements of this chapter.

3 (b) Rural development. The rural element shall permit rural
4 development, forestry, and agriculture in rural areas. The rural
5 element shall provide for a variety of rural densities, uses,
6 essential public facilities, and rural governmental services needed
7 to serve the permitted densities and uses. To achieve a variety of
8 rural densities and uses, counties may provide for clustering,
9 density transfer, design guidelines, conservation easements, and
10 other innovative techniques that will accommodate appropriate rural
11 densities and uses that are not characterized by urban growth and
12 that are consistent with rural character.

13 (c) Measures governing rural development. The rural element shall
14 include measures that apply to rural development and protect the
15 rural character of the area, as established by the county, by:

- 16 (i) Containing or otherwise controlling rural development;
- 17 (ii) Assuring visual compatibility of rural development with the
18 surrounding rural area;
- 19 (iii) Reducing the inappropriate conversion of undeveloped land
20 into sprawling, low-density development in the rural area;
- 21 (iv) Protecting critical areas, as provided in RCW 36.70A.060,
22 and surface water and groundwater resources; and
- 23 (v) Protecting against conflicts with the use of agricultural,
24 forest, and mineral resource lands designated under RCW 36.70A.170.

25 (d) Limited areas of more intensive rural development. Subject to
26 the requirements of this subsection and except as otherwise
27 specifically provided in this subsection (5)(d), the rural element
28 may allow for limited areas of more intensive rural development,
29 including necessary public facilities and public services to serve
30 the limited area as follows:

31 (i) Rural development consisting of the infill, development, or
32 redevelopment of existing commercial, industrial, residential, or
33 mixed-use areas, whether characterized as shoreline development,
34 villages, hamlets, rural activity centers, or crossroads
35 developments.

36 (A) A commercial, industrial, residential, shoreline, or mixed-
37 use area (~~shall be~~) are subject to the requirements of (d)(iv) of
38 this subsection, but (~~shall~~) are not (~~be~~) subject to the
39 requirements of (c)(ii) and (iii) of this subsection.

1 (B) Any development or redevelopment other than an industrial
2 area or an industrial use within a mixed-use area or an industrial
3 area under this subsection (5)(d)(i) must be principally designed to
4 serve the existing and projected rural population.

5 (C) Any development or redevelopment in terms of building size,
6 scale, use, or intensity shall be consistent with the character of
7 the existing areas. Development and redevelopment may include changes
8 in use from vacant land or a previously existing use so long as the
9 new use conforms to the requirements of this subsection (5);

10 (ii) The intensification of development on lots containing, or
11 new development of, small-scale recreational or tourist uses,
12 including commercial facilities to serve those recreational or
13 tourist uses, that rely on a rural location and setting, but that do
14 not include new residential development. A small-scale recreation or
15 tourist use is not required to be principally designed to serve the
16 existing and projected rural population. Public services and public
17 facilities shall be limited to those necessary to serve the
18 recreation or tourist use and shall be provided in a manner that does
19 not permit low-density sprawl;

20 (iii) The intensification of development on lots containing
21 isolated nonresidential uses or new development of isolated cottage
22 industries and isolated small-scale businesses that are not
23 principally designed to serve the existing and projected rural
24 population and nonresidential uses, but do provide job opportunities
25 for rural residents. Rural counties may allow the expansion of small-
26 scale businesses as long as those small-scale businesses conform with
27 the rural character of the area as defined by the local government
28 according to RCW 36.70A.030(15). Rural counties may also allow new
29 small-scale businesses to utilize a site previously occupied by an
30 existing business as long as the new small-scale business conforms to
31 the rural character of the area as defined by the local government
32 according to RCW 36.70A.030(15). Public services and public
33 facilities shall be limited to those necessary to serve the isolated
34 nonresidential use and shall be provided in a manner that does not
35 permit low-density sprawl;

36 (iv) A county shall adopt measures to minimize and contain the
37 existing areas or uses of more intensive rural development, as
38 appropriate, authorized under this subsection. Lands included in such
39 existing areas or uses shall not extend beyond the logical outer
40 boundary of the existing area or use, thereby allowing a new pattern

1 of low-density sprawl. Existing areas are those that are clearly
2 identifiable and contained and where there is a logical boundary
3 delineated predominately by the built environment, but that may also
4 include undeveloped lands if limited as provided in this subsection.
5 The county shall establish the logical outer boundary of an area of
6 more intensive rural development. In establishing the logical outer
7 boundary, the county shall address (A) the need to preserve the
8 character of existing natural neighborhoods and communities, (B)
9 physical boundaries, such as bodies of water, streets and highways,
10 and land forms and contours, (C) the prevention of abnormally
11 irregular boundaries, and (D) the ability to provide public
12 facilities and public services in a manner that does not permit low-
13 density sprawl;

14 (v) For purposes of (d) of this subsection, an existing area or
15 existing use is one that was in existence:

16 (A) On July 1, 1990, in a county that was initially required to
17 plan under all of the provisions of this chapter;

18 (B) On the date the county adopted a resolution under RCW
19 36.70A.040(2), in a county that is planning under all of the
20 provisions of this chapter under RCW 36.70A.040(2); or

21 (C) On the date the office of financial management certifies the
22 county's population as provided in RCW 36.70A.040(5), in a county
23 that is planning under all of the provisions of this chapter pursuant
24 to RCW 36.70A.040(5).

25 (e) Exception. This subsection shall not be interpreted to permit
26 in the rural area a major industrial development or a master planned
27 resort unless otherwise specifically permitted under RCW 36.70A.360
28 and 36.70A.365.

29 (6) A transportation element that implements, and is consistent
30 with, the land use element.

31 (a) The transportation element shall include the following
32 subelements:

33 (i) Land use assumptions used in estimating travel;

34 (ii) Estimated traffic impacts to state-owned transportation
35 facilities resulting from land use assumptions to assist the
36 department of transportation in monitoring the performance of state
37 facilities, to plan improvements for the facilities, and to assess
38 the impact of land- use decisions on state-owned transportation
39 facilities;

40 (iii) Facilities and services needs, including:

1 (A) An inventory of air, water, and ground transportation
2 facilities and services, including transit alignments and general
3 aviation airport facilities, to define existing capital facilities
4 and travel levels as a basis for future planning. This inventory must
5 include state-owned transportation facilities within the city or
6 county's jurisdictional boundaries;

7 (B) Level of service standards for all locally owned arterials
8 and transit routes to serve as a gauge to judge performance of the
9 system. These standards should be regionally coordinated;

10 (C) For state-owned transportation facilities, level of service
11 standards for highways, as prescribed in chapters 47.06 and 47.80
12 RCW, to gauge the performance of the system. The purposes of
13 reflecting level of service standards for state highways in the local
14 comprehensive plan are to monitor the performance of the system, to
15 evaluate improvement strategies, and to facilitate coordination
16 between the county's or city's six-year street, road, or transit
17 program and the office of financial management's ten-year investment
18 program. The concurrency requirements of (b) of this subsection do
19 not apply to transportation facilities and services of statewide
20 significance except for counties consisting of islands whose only
21 connection to the mainland are state highways or ferry routes. In
22 these island counties, state highways and ferry route capacity must
23 be a factor in meeting the concurrency requirements in (b) of this
24 subsection;

25 (D) Specific actions and requirements for bringing into
26 compliance locally owned transportation facilities or services that
27 are below an established level of service standard;

28 (E) Forecasts of traffic for at least ten years based on the
29 adopted land use plan to provide information on the location, timing,
30 and capacity needs of future growth;

31 (F) Identification of state and local system needs to meet
32 current and future demands. Identified needs on state-owned
33 transportation facilities must be consistent with the statewide
34 multimodal transportation plan required under chapter 47.06 RCW;

35 (iv) Finance, including:

36 (A) An analysis of funding capability to judge needs against
37 probable funding resources;

38 (B) A multiyear financing plan based on the needs identified in
39 the comprehensive plan, the appropriate parts of which shall serve as
40 the basis for the six-year street, road, or transit program required

1 by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW
2 35.58.2795 for public transportation systems. The multiyear financing
3 plan should be coordinated with the ten-year investment program
4 developed by the office of financial management as required by RCW
5 47.05.030;

6 (C) If probable funding falls short of meeting identified needs,
7 a discussion of how additional funding will be raised, or how land
8 use assumptions will be reassessed to ensure that level of service
9 standards will be met;

10 (v) Intergovernmental coordination efforts, including an
11 assessment of the impacts of the transportation plan and land use
12 assumptions on the transportation systems of adjacent jurisdictions;

13 (vi) Demand-management strategies;

14 (vii) Pedestrian and bicycle component to include collaborative
15 efforts to identify and designate planned improvements for pedestrian
16 and bicycle facilities and corridors that address and encourage
17 enhanced community access and promote healthy lifestyles.

18 (b) After adoption of the comprehensive plan by jurisdictions
19 required to plan or who choose to plan under RCW 36.70A.040, local
20 jurisdictions must adopt and enforce ordinances which prohibit
21 development approval if the development causes the level of service
22 on a locally owned transportation facility to decline below the
23 standards adopted in the transportation element of the comprehensive
24 plan, unless transportation improvements or strategies to accommodate
25 the impacts of development are made concurrent with the development.
26 These strategies may include increased public transportation service,
27 ride sharing programs, demand management, and other transportation
28 systems management strategies. For the purposes of this subsection
29 (6), "concurrent with the development" means that improvements or
30 strategies are in place at the time of development, or that a
31 financial commitment is in place to complete the improvements or
32 strategies within six years. If the collection of impact fees is
33 delayed under RCW 82.02.050(3), the six-year period required by this
34 subsection (6)(b) must begin after full payment of all impact fees is
35 due to the county or city.

36 (c) The transportation element described in this subsection (6),
37 the six-year plans required by RCW 35.77.010 for cities, RCW
38 36.81.121 for counties, and RCW 35.58.2795 for public transportation
39 systems, and the ten-year investment program required by RCW
40 47.05.030 for the state, must be consistent.

1 (7) An economic development³³ element establishing local goals,
2 policies, objectives, and provisions for economic growth and vitality
3 and a high quality of life. The element shall include: (a) A summary
4 of the local economy such as population, employment, payroll,
5 sectors, businesses, sales, and other information as appropriate; (b)
6 a summary of the strengths and weaknesses of the local economy
7 defined as the commercial and industrial sectors and supporting
8 factors such as land use, transportation, utilities, education,
9 workforce, housing, and natural/cultural resources; and (c) an
10 identification of policies, programs, and projects to foster economic
11 growth and development and to address future needs. A city that has
12 chosen to be a residential community is exempt from the economic
13 development element requirement of this subsection.

14 (8) A park and recreation element that implements, and is
15 consistent with, the capital facilities plan element as it relates to
16 park and recreation facilities. The element shall include: (a)
17 Estimates of park and recreation demand for at least a ten-year
18 period; (b) an evaluation of facilities and service needs; and (c) an
19 evaluation of intergovernmental coordination opportunities to provide
20 regional approaches for meeting park and recreational demand.

21 (9) It is the intent that new or amended elements required after
22 January 1, 2002, be adopted concurrent with the scheduled update
23 provided in RCW 36.70A.130. Requirements to incorporate any such new
24 or amended elements shall be null and void until funds sufficient to
25 cover applicable local government costs are appropriated and
26 distributed by the state at least two years before local government
27 must update comprehensive plans as required in RCW 36.70A.130.

28 NEW SECTION. **Sec. 3.** A new section is added to chapter 44.28
29 RCW to read as follows:

30 (1) The joint legislative audit and review committee must review
31 the impact fee deferral requirements of RCW 82.02.050(3). The review
32 must consist of an examination of issued impact fee deferrals,
33 including: (a) The number of deferrals requested of and issued by
34 counties, cities, and towns; (b) the type of impact fee deferred; (c)
35 the monetary amount of deferrals, by jurisdiction; (d) whether the
36 deferral process was efficiently administered; (e) the number of
37 deferrals that were not fully and timely paid; and (f) the costs to
38 counties, cities, and towns for collecting timely and delinquent
39 fees. The review must also include an evaluation of whether the

1 impact fee deferral process required by RCW 82.02.050(3) was
2 effective in providing a locally administered process for the
3 deferral and full payment of impact fees.

4 (2) The review required by this section must, in accordance with
5 RCW 43.01.036, be submitted to the appropriate committees of the
6 house of representatives and the senate on or before September 1,
7 2021.

8 (3) In complying with this section, and in accordance with
9 section 4 of this act, the joint legislative audit and review
10 committee must make its collected data and associated materials
11 available, upon request, to the department of commerce.

12 (4) This section expires January 1, 2022.

13 NEW SECTION. **Sec. 4.** A new section is added to chapter 43.31
14 RCW to read as follows:

15 (1) Beginning December 1, 2018, and each year thereafter, the
16 department of commerce must prepare an annual report on the impact
17 fee deferral process established in RCW 82.02.050(3). The report must
18 include: (a) The number of deferrals requested of and issued by
19 counties, cities, and towns; (b) the number of deferrals that were
20 not fully and timely paid; and (c) other information as deemed
21 appropriate.

22 (2) The report required by this section must, in accordance with
23 RCW 43.01.036, be submitted to the appropriate committees of the
24 house of representatives and the senate.

25 NEW SECTION. **Sec. 5.** This act takes effect September 1, 2016.

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A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: J Dock Fire – Final Insurance Settlement.

FOR AGENDA OF: July 14, 2016

DEPT. OF ORIGIN: Marina

ATTACHMENTS:

DATE SUBMITTED: July 7, 2016

1. Sworn Statements in Proof Of Loss – Final
2. Policy Holders Release & Settlement Agreement

CLEARANCES:

- Legal SG
- Finance
- Marina
- Parks, Recreation & Senior Services N/A
- Planning, Building & Public Works N/A
- Police N/A
- Courts N/A

APPROVED BY CITY MANAGER
FOR SUBMITTAL: AR / MM

Purpose and Recommendation

The purpose of this agenda item is to ask the City Council to approve the amount and terms of the final insurance settlement for the claims stemming from the J Dock Fire that occurred on June 23, 2013.

Suggested Motion: “I move that the City Council accept the offer of settlement from WCIA and the re-insurance companies for the damage claims arising from the J Dock Fire, and authorize the City Manager to sign the settlement documents.”

Background

During the late evening hours of June 23, 2013 a fire occurred on J Dock. The fire originated on a boat moored in J-13 and the fire caused extensive damage to the first eighteen slips on the Dock and destroyed seven boats. The recovery proceeded in two phases. The first phase was the demolition of the damaged portion of the dock and the clean-up and repair of what remained so that the dock could be put back in service until the entire damaged part of the dock could be replaced. Phase one was completed by Mid-August of 2013 and cost \$197,013.

Phase two began immediately after the clean-up was completed. The City retained Moffatt Nichols Engineers to obtain the necessary permits and to develop the plans, specifications and bid documents for the project. The state and federal permit applications were filed in January of 2013 and received in time for the project to go out to bid on May 29, 2013. The project was awarded to Marine Floats from Tacoma, WA and the new section was completed and back in service in early 2014. The total cost of Phase Two of the project was \$746,150. Including some additional claims for lost revenue and staff labor, the total claim for damages and losses resulting from the fire came to \$1,035,097.73.

Discussion

The docks are covered by the City's insurance policy with the Washington Cities Insurance Authority, (WCIA) up to a maximum of \$750,000, with a \$25,000 deductible. Claims for damages above that amount are covered by excess insurance policies that WCIA places in the private insurance market. This "excess" insurance is actually called "re-insurance" because the policies have the same terms and conditions that the WCIA policy has. From a practical standpoint, this means that the re-insurers have the ability to adjust the entire claim from dollar one.

From the time the fire was out and the site stabilized and secure, the staff's primary concern was revenue loss. Not only were 12 slips totally destroyed, but since the fire occurred near the shore end of the dock, access to the remaining slips on the dock was cut off. Moving all the tenants off the dock until it could be repaired was not an option that was considered by the staff. Even with vacancies, the annual revenue from J Dock is \$150,000 to \$170,000 per year. The staff's initial efforts began as soon as the site was released by the Fire Inspectors and were focused on re-establishing access and utilities to the undamaged part of the dock and returning the damaged part of the dock to service, even if it was in a limited way.

Issues

It was quickly determined that the fire started on a tenant's vessel and that the City did not contribute in any way to the cause of the fire and the resulting damage. It was also immediately apparent to the staff that there would be at least two major issues that affected the insurance claim.

"Like Kind and Quality"

After a large snow storm collapsed the covered moorage docks at the Port of Edmonds and Port Orchard in 1996, the State building codes were changed to require floating structures to have the same roof live load capabilities as upland structures. The previous live load requirement for floating structures was 5 pounds per square foot and that was changed to 25 pounds per square foot. From the outset, City staff, including the Building Official believed that the new live load requirements would apply to the rebuild or replacement of the damaged section of dock and to accomplish that the new structure would have to be significantly different than the existing dock. The staff believed then, and still believes that it would not be responsible management to rebuild the dock with a roof load capacity that was known to be insufficient. Also, from a purely economic perspective and given the age of the existing dock, it did not

make sense to rebuild the damaged section of dock in the same configuration because the low rooflines could not be used by the taller vessel configurations that are prevalent in the current moorage market.

The staff did not expect the excess insurance carriers to share our concerns about the operational economics of replacing the dock in its current configuration nor did they. Staff did expect that the re-insurers would agree that the new structure would have to meet the current code requirements for roof Loading but they did not. The experts retained by the insurance companies maintained that not enough of the entire dock was damaged to trigger compliance with current codes. Their position was that they were only required to replace the damaged portion of the dock with construction of “like kind and quality” and their position did not change throughout the process.

Slips one thru 6

The first 6 covered slips on the dock were heavily smoke damaged and all the utilities were destroyed but there was little structural damage. Once the decision was made to replace the destroyed section of the dock with a modern, code compliant structure, the first six slips presented two problems. First, in the short term, leaving the first six slips in place would make it more difficult and probably more expensive to install the new dock sections. In the long term, when the rest of J Dock is replaced, replacing that small section of dock at that time would be much more expensive. The staff felt that the economics favored replacing the first 6 slips as part of the project and they expected that the insurance companies would only want to participate to the extent of what the repairs to the utilities and cleaning up the smoke damage would cost. This proved to be the case during the negotiations.

Financial Impact

The total claim for damages breaks down as follows:

Phase 1 – Demolition, clean-up and temp repairs	\$ 197,012.87
Phase 2 – Final Demo, A&E and new float	\$ 746,150.21
Staff Labor	\$ 62,259.39
Lost Moorage Revenue	<u>\$ 29,675.26</u>
	\$1,035,097.73

The total settlement proposed by the insurance companies is:

Phase 1 – Demolition, clean-up and temp repairs	\$ 162,732.91
Phase 2 – Final Demo, A&E and new float	\$ 625,464.51
Lost Moorage Revenue	\$ 18,429.00
Marina Staff Labor	<u>\$ 43,375.00</u>
	\$ 850,001.42

For Phase 1, the insurance companies deducted the amount it cost to demolish the roof structure on the first six slips, which the staff expected and about \$1,300 in project management fees. The deductions totaled \$34,279.96.

For Phase 2, the insurance companies maintained that the cost of a “like kind and quality” replacement would be about \$355,000, about \$200,000 less than actual cost. As a compromise, they agreed to split that amount and the amount deducted from the claim is \$100,108. They also deducted about \$5,100 in architect and engineering fees, presumably because the structure they proposed would cost less to design and some of the staff labor and lost revenues. The total deductions from the Phase 2 claim totaled \$150,816 and the \$25,000 deductible applies to the entire claim.

Summary

The difference between the cost of the J Dock repairs and the insurance companies offer is about \$185,000. Of that amount, about \$62,000 was spent on staff labor which was a budgeted expense for that year anyway. If the insurance company’s offer is accepted, the remainder, about \$123,000, plus the deductible, or \$148,000, would be the net out-of-pocket expense to the City for the repairs. The funds for the repair came from the Marina Capital Fund.

Conclusion & Recommendation

The staff is very pleased with the new section of J Dock and they believe that it can serve as a template for replacing covered moorage in the future. Also, because the waterway between J and K dock is wider to accommodate the longer vessels on K Dock, the new dock has 30 foot long slips on the north side, instead of the original 28 foot slips. The longer slips can accommodate vessels up to 35 ft. long and they are currently full with a wait list. The longer slips will generate more and more consistent revenue over time and currently, in a normal dock replacement project scenario a covered moorage dock with 30 ft. slips would cost about \$30,000 per slip.

The staff recommends that the Council approve the settlement offer from the insurance companies and authorize the City Manager to sign the settlement agreements.

**SWORN STATEMENT IN PROOF OF LOSS
FINAL**

\$ 300,000,000
AMOUNT OF POLICY AT TIME OF LOSS

GEM0011B12002
POLICY NUMBER

12-1-12
DATE ISSUED

Seattle, WA
BROKER AT

12-1-13
DATE EXPIRES

Marsh USA
BROKER

To the **Government Entities Mutual Insurance Company**. At time of loss, by the above indicated policy of insurance you insured **Washington Cities Insurance Authority**, against loss by **All Risk** to property at interest including **Marina Docks and Business Personal Property** at risk for the **City of Des Moines, WA**, according to the terms and conditions of the said policy and all forms, endorsements, transfers and assignments attached thereto.

1) **Time and Origin:** A fire occurred about the hour of o'clock, on or about the 23rd day of June, 2013. The cause and origin of the said loss were: **Fire originating in boat moored at marina.**

2) **Risk:** The property described was occupied or utilized at the time of the loss as follows, and for no other purpose whatever: **Marina.**

3) **Title and Interest:** At the time of the loss the interest of your insured in the property described was **owner**. No other person or persons had any interest therein or encumbrance thereon, except: **None.**

4) **Changes:** Since the said policy was issued there has been no assignment thereof, or change of interest, use, occupancy, possession, location or exposure of the property described, except: **None.**

5) **Total Insurance:** The total amount of insurance upon the property described by this policy was, at the time of the loss, \$250,000,000 as more particularly specified in the apportionment attached under Schedule "C," besides which there was no policy or other contract of insurance, written or oral, valid or invalid.

6) **The Actual Cash Value of said property at the time of loss was..... \$.....Not Found**

7) **The Whole Loss and Damage at Replacement Cost was Interim..... \$.....850,001.42**

8) **Less Deductible..... \$.....750,000.00**

11) **The Amount Claimed under all applicable policies is (Final) \$..... 100,001.42**

12) **Less Prior Payments..... \$..... 0.00**

13) **The Amount Claimed under the above numbered policy is 20% of total or..... \$..... 20,000.28**

The said loss did not originate by any act, design or procurement on the part of your insured, or this affiant; nothing has been done by or with the privity or consent of your insured or this affiant, to violate the conditions of the policy, or render it void; no articles are mentioned herein or in annexed schedules but such as were destroyed or damaged at the time of said loss; no property saved has in any manner been concealed, and no attempt to deceive the said company, as to the extent of said loss, has in any manner been made. Any other information that may be required will be furnished and considered a part of this proof.

The furnishing of this blank or the preparation of proofs by a representative of the above insurance company is not a waiver of any of its rights.

State of _____

County of _____

Washington Cities Insurance Authority

Subscribed and sworn to before me this _____ day of _____ 2016

Notary Public

**SWORN STATEMENT IN PROOF OF LOSS
FINAL**

\$ 300,000,000
AMOUNT OF POLICY AT TIME OF LOSS

001219501
POLICY NUMBER

12-1-12
DATE ISSUED

Seattle, WA
BROKER AT

12-1-13
DATE EXPIRES

Marsh USA
BROKER

To the **Ironshore Specialty Insurance Company**. At time of loss, by the above indicated policy of insurance you insured **Washington Cities Insurance Authority**, against loss by **All Risk** to property at interest including **Marina Docks and Business Personal Property** at risk for the **City of Des Moines, WA**, according to the terms and conditions of the said policy and all forms, endorsements, transfers and assignments attached thereto.

1) **Time and Origin:** A fire occurred about the hour of o'clock, on or about the 23rd day of June, 2013. The cause and origin of the said loss were: **Fire originating in boat moored at marina.**

2) **Risk:** The property described was occupied or utilized at the time of the loss as follows, and for no other purpose whatever: **Marina.**

3) **Title and Interest:** At the time of the loss the interest of your insured in the property described was **owner**. No other person or persons had any interest therein or encumbrance thereon, except: **None.**

4) **Changes:** Since the said policy was issued there has been no assignment thereof, or change of interest, use, occupancy, possession, location or exposure of the property described, except: **None.**

5) **Total Insurance:** The total amount of insurance upon the property described by this policy was, at the time of the loss, **\$250,000,000** as more particularly specified in the apportionment attached under Schedule "C," besides which there was no policy or other contract of insurance, written or oral, valid or invalid.

6) **The Actual Cash Value of said property at the time of loss was..... \$.....Not Found**

7) **The Whole Loss and Damage at Replacement Cost was Interim..... \$.....850,001.42**

8) **Less Deductible..... \$.....750,000.00**

11) **The Amount Claimed under all applicable policies is (Final) \$..... 100,001.42**

12) **Less Prior Payments..... \$..... 0.00**

13) **The Amount Claimed under the above numbered policy is 10% of total or..... \$..... 10,000.14**

The said loss did not originate by any act, design or procurement on the part of your insured, or this affiant; nothing has been done by or with the privity or consent of your insured or this affiant, to violate the conditions of the policy, or render it void; no articles are mentioned herein or in annexed schedules but such as were destroyed or damaged at the time of said loss; no property saved has in any manner been concealed, and no attempt to deceive the said company, as to the extent of said loss, has in any manner been made. Any other information that may be required will be furnished and considered a part of this proof.

The furnishing of this blank or the preparation of proofs by a representative of the above insurance company is not a waiver of any of its rights.

State of _____

County of _____

Washington Cities Insurance Authority

Subscribed and sworn to before me this _____ day of _____ 2016

Notary Public

**SWORN STATEMENT IN PROOF OF LOSS
FINAL**

\$ 300,000,000
AMOUNT OF POLICY AT TIME OF LOSS

04498248
POLICY NUMBER

12-1-12
DATE ISSUED

Seattle, WA
BROKER AT

12-1-13
DATE EXPIRES

Marsh USA
BROKER

To the **Lexington Insurance Company**. At time of loss, by the above indicated policy of insurance you insured **Washington Cities Insurance Authority**, against loss by **All Risk** to property at interest including **Marina and Business Personal Property** at risk for the **City of Des Moines, WA**, according to the terms and conditions of the said policy and all forms, endorsements, transfers and assignments attached thereto.

1) **Time and Origin:** A **fire** occurred about the hour of o'clock, on or about the 23rd day of **June, 2013**. The cause and origin of the said loss were: **Fire originating in boat moored at marina.**

2) **Risk:** The property described was occupied or utilized at the time of the loss as follows, and for no other purpose whatever: **Marina.**

3) **Title and Interest:** At the time of the loss the interest of your insured in the property described was **owner**. No other person or persons had any interest therein or encumbrance thereon, except: **None.**

4) **Changes:** Since the said policy was issued there has been no assignment thereof, or change of interest, use, occupancy, possession, location or exposure of the property described, except: **None.**

5) **Total Insurance:** The total amount of insurance upon the property described by this policy was, at the time of the loss, **\$250,000,000** as more particularly specified in the apportionment attached under Schedule "C," besides which there was no policy or other contract of insurance, written or oral, valid or invalid.

6) **The Actual Cash Value of said property at the time of loss was..... \$.....Not Found**

7) **The Whole Loss and Damage at Replacement Cost was Interim..... \$.....850,001.42**

8) **Less Deductible..... \$.....750,000.00**

11) **The Amount Claimed under all applicable policies is (Final) \$..... 100,001.42**

12) **Less Prior Payments..... \$..... 0.00**

13) **The Amount Claimed under the above numbered policy is 30% of total or..... \$..... 30,000.43**

The said loss did not originate by any act, design or procurement on the part of your insured, or this affiant; nothing has been done by or with the privity or consent of your insured or this affiant, to violate the conditions of the policy, or render it void; no articles are mentioned herein or in annexed schedules but such as were destroyed or damaged at the time of said loss; no property saved has in any manner been concealed, and no attempt to deceive the said company, as to the extent of said loss, has in any manner been made. Any other information that may be required will be furnished and considered a part of this proof.

The furnishing of this blank or the preparation of proofs by a representative of the above insurance company is not a waiver of any of its rights.

State of

County of _____

Washington Cities Insurance Authority

Subscribed and sworn to before me this _____ day of _____ 2016

Notary Public

POLICYHOLDER'S RELEASE

03.003993.MI
File Number
Refer to Exhibit "A"
Policy Number
Marsh USA
Agency At

IN CONSIDERATION of the sum of One Hundred Thousand One and 42/100 Dollars (\$ 100,001.42), and other good and valuable considerations to me/us paid, the receipt whereof is hereby acknowledged, The Washington Cities Insurance Authority do hereby release and forever discharge Interested Insurers Per Exhibit "A", heirs, administrators, executors, successors and assigns, from any and all action, causes of action, claims and demands whatsoever for, upon, or by reason of any damage, loss or injury and all consequential damage, which heretofore have been or which hereafter may be sustained by us in consequence of a fire at the Des Moines, WA Marina on June 23, 2013.

IT IS BEING FURTHER AGREED AND UNDERSTOOD, that the payment of said amount is not to be construed as an admission of liability, but is a compromise of a disputed claim and that this Release is executed in full settlement and satisfaction of rights of the undersigned under Policy No. Refer to Exhibit "A" arising out of said above referred to.

WITNESS signature _____ and seal _____ this _____ day of _____, 20 _____.

CAUTION: READ BEFORE SIGNING

WITNESS

WITNESS

(SEAL)

(SEAL)

ACKNOWLEDGMENT

State of _____ }
County of _____ } ss.:

On the _____ day of _____, 20 ____ .
Before me came _____
to me known, who, being by me duly sworn, did
depose and say that and acknowledged that he resides in
_____ ; that

he is the _____
of _____ the
corporation described in, and which executed, the foregoing
instrument; that he knows the seal of said corporation; that the
seal affixed to said instrument is such corporate seal; that it was
so affixed by order of the Board of Directors of said
corporation; and that he signed his name thereto by like order.

Notary

Exhibit A

SCHEDULE OF INSURERS Washington Cities Insurance Authority - Des Moines Marina POLICY PERIOD: December 1, 2012 to December 1, 2013 Date of Loss: June 23, 2013 Marsh File No: 13SEAT096825 McLarens File No: 003.003993.MI			
Insurer	Policy No.	Claim No.	Indemnity
Lloyds & British Companies Victoria House, Queens Road Norwich, NR1 3QQ Market: Lloyds lead syndicate AMA 1200 - 30% UCR: B0509DP9354120001 SNAD: 62479*04Jan13 Contact: Nick.Sargeant@argo-int.com xcsfeesdirect@xchanging.com Market: Lloyds lead syndicate MMX 2010 - 7.45% UCR: B0509DP9354120002 SNAD: 62481*04Jan13 Contact: Andrew.Goddard@CathedralCapital.com xcsfeesdirect@xchanging.com Market: Lloyds lead syndicate TRV 5000 - 2.55% UCR: B0509DP9354120003 SNAD: 62483*04Jan13 Contact: Simon.Melaniphy@Travelers.com xcsfeesdirect@xchanging.com Attn: Gareth Leggett Phone: 44 0 1603 20 7519 Email: gareth.leggett@marshoperations.co.uk	DP935412	DP935412	40%
Ironshore Specialty Insurance Company 175 Powder Forest Drive, 1st Floor Weatogue, CT 06089 Attn: Walter Swanson Phone: 860-408-7857 Mobile: 347-843-5884 Email: walter.swanson@ironshore.com	001219501	Please Provide	10%
Lexington Insurance Company 101 Hudson 29th Floor Jersey City, NJ 07302 Attn: John P. Cancellieri Phone: 201-631-4055 Email: alllexoia@aig.com john.cancellieri@aig.com	014498248	683-558253	30%
Government Entities Mutual 46 Donovan Street, Suite One Concord, NH 03301 Attn: Melanie A. McDonough Office: 603-223-0321 Cell: 603-856-6837 Email: melanie.mcdonough@gemre.com	GEM0011B12002	Please Provide	20%

Last Update 26-Jun-13

100%

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Discussion of 2017-2022 Capital Improvement Plan

FOR AGENDA OF: July 7, 2016

DEPT. OF ORIGIN: Finance

ATTACHMENTS:

- 1. Draft Resolution No. 16-097
- 2. 2017-2022 Capital Improvement Plan.

DATE SUBMITTED: June 30, 2016

CLEARANCES:

- Finance DM
- Legal DM
- Marina _____
- Parks, Recreation & Senior Services _____
- Planning, Building & Public Works DSB
- Police _____
- Court _____

APPROVED BY CITY MANAGER
FOR SUBMITTAL: DM

Purpose and Recommendation

The purpose of this report is to request Council review the revised version of the 2017-2022 Capital Improvement Plan based on the Council committee discussion. Revised project sheets are attached (and discussed below) which reflect Council Committee direction. Other project sheets which have been updated with description clarifications and new pictures but don't change the substance of the project have been updated in the final version but are not separately attached.

Suggested Motion

"I move to adopt draft Resolution No. 16- 097 approving the City of Des Moines 2017 – 2022 Capital Improvements Plan."

Background

The 2017-2022 Capital Improvement Projects were discussed with the following council committees: Environmental Committee on June 16, 2016, the Municipal Facilities Committee on May 26th (MCI projects) and June 23rd (Marina projects) and the Transportation Committee on June 2, 2016.

Discussion: Summary of Changes

1. Redondo Paid Parking moved from 2016 to 2017.
 - To wait until Marina paid parking is implemented and equipment performance tested before investing in the Redondo area.
2. Field House Tennis Court repaint project moved from 2016 to 2017.
 - Work schedule for current year is already at maximum capacity.
3. Field House Skate Park removed from 2017-2022 time frame.
 - MCI Committee determined other projects of higher priority.
4. Wooton Park project split into two. \$155K moved from 2020 to 2017.
 - Focus on highest priority of the park which to replace the play equipment. Other improvements left in schedule for 2020.
5. Beach Park Promenade & Play Equip project added to 2018.
 - Park-in-lieu money received and which will be used to seek grant match next grant cycle.
6. Field House Play Equipment project added in 2019.
 - Added due to safety concerns during equipment condition status assessment.
7. Westwood Play Equipment moved from 2022 to 2019.
 - Added due to safety concerns during equipment condition status assessment.
8. Water Tower Play Equipment added in 2020.
 - Added due to safety concerns during equipment condition status assessment.
9. Kiddy Park Play equipment removed from 2017-2022 time frame.
 - Larger community parks prioritized over small neighborhood park improvements.
10. Barnes Creek Trail moved start date of next phase from 2016 to 2019.
 - 2016 Grant application was not successful. Project moved to next grant cycle.
11. Added Marina Rental Building project to 2016.
 - New possible rental tenant for new business which wants to locate on the Marina floor.

Alternatives

Adopt the plan or make further changes.

Recommendations or Conclusion

Staff recommends the City Council approve the 2017-2022 Capital Improvements Plan by adopting Draft Resolution No. 16-097.

CITY ATTORNEY'S FIRST DRAFT 06/21/2016**DRAFT RESOLUTION NO. 16-097**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DES MOINES, WASHINGTON, relating to capital improvements planning, adopting the 2017-2022 City of Des Moines Capital Improvements Plan, and superseding Resolution No. 1301-C.

WHEREAS, the City Council of the City of Des Moines adopted the 2016-2021 Capital Improvement Plan by Resolution No. 1301-C, and

WHEREAS, the City Council finds it to be in the public interest to adopt the 2017-2022 Capital Improvements Plan; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES RESOLVES AS FOLLOWS:

Sec. 1. The City of Des Moines Capital Improvements Plan 2017-2022 is adopted by reference, as a guide for future capital improvement projects and policies.

Sec. 2. The City Manager is directed to submit to the City Council, for approval or adoption, annual updates to the Des Moines Capital Improvements Plan at least once a year.

Sec. 3. The City Manager is directed to submit to the City Council, for approval or adoption, amendments to specific projects contained in the Capital Improvements Plan when any project exceeds or will exceed budgetary authorization.

Sec. 4. The City Manager is directed to submit to the City Council, for approval, significant changes to the scope of any project contained in the Capital Improvements Plan as adopted in this Resolution. Determinations regarding what constitutes a significant change in a CIP project shall rest with the City Manager, provided in all circumstances that the provisions of section 3 are enforced. Finally, three City Councilmembers may determine a significant change has occurred or is proposed to occur with respect to any project contained in the CIP, which determination shall bring the matter before the full City Council for approval or authorization.

Sec. 5. Any new capital project meeting the criteria for inclusion in the CIP shall not be authorized without review and amendment to the 2017-2022 Capital Improvement Plan by the City Council.

Sec. 6. Capital Improvements Plan projects identified in the Comprehensive Transportation Plan (CTP) as "Intersection and

Resolution No. _____
Page 2 of 2

Roadway Capacity Improvement Projects" are eligible for funding by Transportation Impact Fees authorized under Ordinance No. 1322. Eligible projects shall be funded from Transportation Impact Fees, to the extent such funds are available, in the following priority order:

(1) Payment of debt service on bonds or loans for CTP-identified eligible projects.

(2) Reimbursement of past CIP transportation capital expenditures for CTP-identified eligible projects.

(3) Reimbursement of current CIP transportation capital expenditures for CTP-identified eligible projects.

(4) Use as matching funds required to obtain grants for CTP-identified eligible projects.

Sec. 7. Resolution No. 1301-C is hereby superseded.

ADOPTED BY the City Council of the City of Des Moines, Washington this _____ day of _____, 2016, and signed in authentication thereof this _____ day of _____, 2016.

M A Y O R

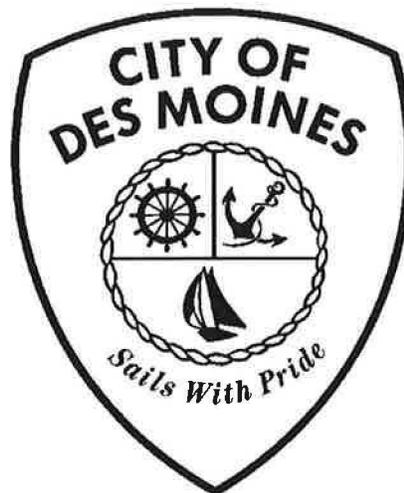
APPROVED AS TO FORM:

Interim City Attorney

ATTEST:

City Clerk

CITY MANAGER
RECOMMENDED
5/18/2016



2017-2022

CAPITAL IMPROVEMENTS PLAN

Resolution No. 16-XXX
Adopted by the City Council
on July XX, 2016

CITY OF DES MOINES
2017 – 2022
CAPITAL IMPROVEMENTS PLAN

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“You can avoid reality, but you cannot avoid the consequences of avoiding reality.”

Ayn Rand

INTRODUCTION

This document is the City of Des Moines's 2017-2022 Capital Improvement Plan. The Capital Improvement Plan provides a multi-year list of proposed major capital and major repair expenditures for the city. This plan attempts to set funding strategies not only for the current year, but also for the next five years to project future needs for major construction, land acquisition and equipment needs that improve the cultural environment, capital infrastructure and recreational opportunities for the citizens of Des Moines. Capital expenditures are viewed not only in the context of how much the new project will cost, but also what impact the project will have on the city's operating budget.

OVERVIEW

Capital facilities planning and financing is subject to the State of Washington Growth Management Act of 1990 (GMA). The GMA requires communities to adopt comprehensive plans designed to guide the orderly development of growth over the next twenty years.

In accordance with GMA, the city has prepared its 2017-2022 Capital Improvement Plan ("CIP"). This plan provides long-range policy guidance for the development of capital improvements and identification of major repairs to accommodate orderly growth, set policy direction for capital improvements and ensure that needed capital facilities are provided in a timely manner.

The GMA requires the following elements in long term capital planning:

1. An inventory of existing publicly-owned capital facilities showing locations and capacities.
2. A forecast of the future needs for such capital facilities.
3. The proposed locations and capacities of expanded or new capital facilities.
4. A minimum six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.
5. A requirement to reassess the land-use element if probable funding falls short of meeting existing needs.

The 2017-2022 CIP is the result of step 4 listed above.

For financial and accounting purposes, municipal capital and operating funds are divided into two broad categories: general governmental and proprietary. General governmental activities are supported primarily by taxes and user fees, while proprietary activities rely primarily on fees generated from the sale of goods and services for their operations. Capital improvements for police, parks, and transportation are traditionally general governmental in nature, while those for surface water and marina are proprietary.

Revenue sources for general governmental capital improvements are constrained by legal limits on tax rates that can be charged to raise funds for capital improvements, and on the amount of general obligation debt (capacity) that can be issued to raise funds for capital improvements. Proprietary funds' revenue sources are less restricted in that user fees could be increased or revenue-backed debt issued with the approval of the legislative body.

In addition, general governmental capital funding for improvements that rely on voter-approved bond issues creates uncertainty of when or if certain projects will take place.

CIP PROJECT CRITERIA

Capital expenditures include expenditures for buildings, land, major equipment, and other commodities that are of significant value (greater than \$25,000) and have a useful life of at least five years. Anticipated major repairs/maintenance greater than \$25,000 have also been included. The next year of capital spending and projects which do not meet the capital criteria are included in the annual Operating Budget.

The Capital Improvement Plan (CIP) lists each proposed project to be undertaken, the year in which it will be started, the amount expected to be expended in each year and the proposed method of financing these expenditures. Based on these details, summaries of project activities in each year can be prepared, as well as summaries of financial requirements, such as amounts of general obligation bonds to be issued, amounts of general operation funds required and any anticipated intergovernmental support, etc.

The capital improvement budget is enacted annually based on the capital improvement plan. It appropriates funding for the projects in the first year of the capital improvement plan as well as any projects started but not yet complete.

Flexibility is built into the capital improvement plan to allow for delay of projects when financing constraints make it impossible to allow for funding of the entire array of projects and to move future projects forward when financial availability makes it possible. The CIP is updated at least annually.

WHY PLAN FOR CAPITAL FACILITIES?

Project planning provides several advantages to the community:

- It facilitates repair or replacement of existing facilities before they fail. Failure is almost always more costly, time-consuming and disruptive than planned repair or replacement.
- It focuses community and the City Council's attention to priorities, goals, needs and capabilities. There are always more needs and competing projects than available funds. A good project plan forces the city to consciously set priorities between competing projects and interests.
- It provides a framework for decisions about community growth and development. Long-range planning for infrastructure needs allows the community to accommodate reasonable growth in new facilities while maintaining existing infrastructure, based on goals established through the planning process.
- It promotes a more efficient government operation. Coordination of projects can minimize disruption and reduce scheduling problems and conflicts between several projects. Related projects, such as sidewalks, drainage and roads, can be planned simultaneously.
- It helps distribute costs more equitably over a longer period of time, avoiding the need to impose spikes in tax financing. For example, new projects can be scheduled as current debt levels decline.
- It enhances opportunities for outside financial assistance. Adequate lead time allows for the opportunity to explore all avenues of outside grant funding with federal, state, and local financial assistance programs.

- It serves as an effective community education tool in conveying to the public that the City Council has made decisions that affect the future of the city and in its implementation provides guidance for development of the community.

FINANCIAL POLICIES & REVENUE SOURCES

The City Council has adopted policies that encourage fiscal responsibility while establishing reliable sources of funding for project expenditures on an ongoing basis. Described below are policies and revenues sources which support the CIP process.

Revenue Policies and Sources

- In 2012 City Council adopted Ordinance No. 1561 which was later amended by Ordinance No. 1637 in 2015, which defines one-time revenues and restricts the use of one-time revenues to fund municipal capital improvements projects.
- Rate studies in proprietary funds are conducted periodically to determine the adequacy of user charges and annual contributions for capital improvements. The Marina underwent a rate studies in 2006 and the Surface Water Management Utility completed its latest rate study in 2015. The City Council implemented a three-year phased-in approach of rate increases as proposed by the Surface Water Management Utility Rate Study. In 2007, the City Council approved Resolution No. 1028 adopting increases in Marina rates for through 2009. Subsequent rate changes for both the Marina and the Surface Water Management Utility are based on the CPI inflation index.
- Park in-lieu fees from single-family subdivisions and multi-family developments are used for the acquisition and development of neighborhood parks determined necessary as a consequence of the proposed development, or for designated community parks.
- Transportation Impact Fees are used to pay for past and future payments of capital expenditures for growth related transportation improvements and are also available to repay the debt service on bonds or loans financed for growth related transportation improvements

Debt Management Policies:

- The city shall determine the most advantageous financing method for all new projects. Whenever possible, the city shall identify alternative sources of funding and shall examine the availability of all sources in order to minimize the level of debt.
- Pay-as-you-go financing of capital improvements shall be utilized whenever possible.
- The city shall utilize intergovernmental contribution, when available, to finance capital improvements that are consistent with the goals and priorities of the city.
- The scheduled maturities of long-term obligations shall not exceed the expected useful life of the capital project or asset financed.

CAPITAL IMPROVEMENT PLAN PROCESS

The capital improvement plan process is built around the following eight steps:

1. *Establish administrative and policy framework for capital programming and budgeting.* The first step in implementing an effective capital improvement planning and budget process is to establish the underlying organizational and policy framework within which the process operates. All requests for capital improvement projects are submitted to the Finance Department.

2. *Prepare inventory of existing facilities.* Each governmental unit compiles an inventory of its own physical plant. This helps to indicate the eventual need for renewal, replacements, expansion or retirement of some of the physical plant. This often is accomplished through a master plan process.

3. *Review the status of on-going projects.* The estimated costs of these projects are reviewed to ensure accuracy and monitor the funding necessary to complete the project.

4. *Perform financial analysis and financial programming.* Financial analysis involves the determination of the City of Des Moines' financial capability for major expenditures by examining past, present and future revenue, expenditures and municipal debt. The selection and scheduling of funding sources of these major expenditures is known as financial programming. Some of the important objectives of financial programming include:

- Smoothing the tax rate impacts
- Maintaining a preferred balance of debt service and current expenditures
- Determining debt capacity and appropriate debt service levels
- Maximizing intergovernmental aid relative to local expenditures

The intent is to come up with a level of project expenditures which the municipality can safely afford over the next several years while maintaining a minimal impact of the property tax rate and other municipal revenues.

5. *Compile and evaluate project requests.* Once the Finance Department has completed reviewing and summarizing the CIP requests, the CIP requests are then presented to the City Council Committees (Environment: Surface Water Management Capital Projects; Municipal Facilities: Parks, Administrative and Maintenance Facilities, and Marina Capital Projects; Public Safety and Transportation: Transportation Capital Projects) for review and prioritization based on the criteria contained in the Capital Project Criteria section.

6. *Adopt of the capital program and budget.* The City Council as a whole, reviews, modifies and adopts the Capital Improvement Plan in the summer. Continuing projects plus projects listed in the CIP to start the next fiscal year are included in the Capital Project Budget which council adopts (along with the Operating Budget) before the end of the current year.

7. *Monitoring the Capital Project Budget.* Monitoring the approved capital project budget requires appropriate actions from the Finance Department. Since capital projects often involve time-consuming activities such as bidding, site selection, and lengthy purchasing and construction delays, the actual implementation of projects may be completed somewhat later than the designated year. If funds are incomplete, it may be desirable to split the project over two funding years. An example of this would be

completing the Engineering design and bid specification development in one year and the actual construction in the second year.

8. *Modifications.* Significant change in project scope, time or costs requires a budget amendment by the City Council.

CAPITAL PROJECT EVALUATION CRITERIA

Legal. A State or Federal mandate may require a project be implemented. Court orders and judgments concerning annexation property owners' rights, environmental protection, etc. are examples of legal requirements which may affect project prioritization.

Safety. Benefit to the environment, safety or public health of the community is evaluated. For example, all street projects concern public safety, but streets for which documented evidence of existing safety hazards are given higher priority.

Comprehensive Plan. Consistency with the city's Comprehensive Plan is important. Capital projects may directly or indirectly relate to comprehensive plan and should be consistent with the comprehensive plan.

Funding. The extent to which outside funding is available for a project or purchase is evaluated.

Related Project. Sometimes projects in one category are essential to the success of those in others. Related projects proposed by other departments or governmental jurisdictions may even affect a savings to a particular project. Coordination of street projects with utility programs within the city (or those planned by other jurisdictions) can reduce costs and minimize public inconvenience. A surface water line replacement needed in three years may be given a higher priority in order to coincide with a street resurfacing project needed immediately.

Efficiencies. Projects which substantially improve the quality of service at the same operating cost, or eliminate obsolete and inefficient facilities, or lower operating costs are given higher priority.

Economic Impact. A project may affect the local economy. Increases or decreases in property valuations may occur. Rapid growth in the area may increase the city's land acquisition costs if the project is deferred.

Public Support. Projects are generally more easily implemented if there is public demand and support for them.

“Each of us is carving a stone, erecting a column,
or cutting a piece of stained glass in the construction
of something much bigger than ourselves.”

Adrienne Clarkson

SUMMARY LISTING OF
PROJECT EXPENDITURES
AND FUNDING SOURCES

CITY OF DES MOINES
CIP COSTS SUMMARY: 2017-2022
 (Amounts in Thousands)

Page #	Project Name	Total Budget	Project to Date 12/31/15	Sched Year 2016	Plan Year 2017	Plan Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022
GENERAL MUNICIPAL IMPROVEMENTS										
<i><u>Economic Development & Tourism Projects</u></i>										
17	N. Lot Fishing Pier Paid Parking	400	-	400	-	-	-	-	-	-
19	I-5 Signage	60	-	-	60	-	-	-	-	-
21	Redondo Paid Parking	200	-	-	200	-	-	-	-	-
	Total Econ Dev & Tourism	660	-	400	260	-	-	-	-	-
<i><u>Building Facility Projects</u></i>										
23	Field House Roof	120	-	120	-	-	-	-	-	-
25	Council Chambers Lighting	25	-	25	-	-	-	-	-	-
27	LED Exterior Lighting	34	-	-	34	-	-	-	-	-
29	Founders' Lodge Exterior Paint	90	-	-	-	90	-	-	-	-
31	Engineer Bldg Windows	25	-	-	-	-	25	-	-	-
33	City Hall Canopy Repairs	55	-	-	-	-	55	-	-	-
35	Activity Center Exterior Paint	30	-	-	-	-	-	30	-	-
37	PW Service Center Interior Painting	60	-	-	-	-	-	-	60	-
39	Field House Interior Paint	35	-	-	-	-	-	-	35	-
41	City Hall Generator	365	-	-	-	-	-	-	24	341
43	Police Dept Storage Building	445	-	-	-	-	-	-	-	445
45	Activity Center Irrigation/Landscape	65	-	-	-	-	-	-	-	65
47	City Hall Parking Lot	260	-	-	-	-	-	-	-	260
	Total Building Facilities	1,609	-	145	34	90	80	30	119	1,111
<i><u>Technology Projects</u></i>										
49	Financial System Replacement	252	-	101	151	-	-	-	-	-
	Total Technology	252	-	101	151	-	-	-	-	-

CITY OF DES MOINES
CIP COSTS SUMMARY: 2017-2022
(Amounts in Thousands)

<i>Page #</i>	<i>Project Name</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Sched Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>	
	<u>Park Facility & Playground Projects</u>										
51	BP Picnic Shelter/Restrooms	623	7	616	-	-	-	-	-	-	
53	Parkside Playground	441	19	422	-	-	-	-	-	-	
55	Parkside Soil Remediation	121	-	121	-	-	-	-	-	-	
57	Field House Tennis Court	25	-	-	25	-	-	-	-	-	
59	Wooton Park	234	-	-	155	-	-	79	-	-	
61	Beach Park Promenade & Play Equip	760	-	-	-	760	-	-	-	-	
63	DMBP Sun Home Lodge Rehab	617	-	-	-	45	572	-	-	-	
65	Field House Play Equipment	77	-	-	-	-	77	-	-	-	
67	Westwood Play Equipment	68	-	-	-	-	68	-	-	-	
69	Water Tower Park Play Equipment	80	-	-	-	-	-	80	-	-	
71	SJU Irrig and Landscape	205	-	-	-	-	-	-	-	205	
	Total City Wide Park Facilities	3,251	26	1,159	180	805	717	159	-	205	
	<u>Waterfront Facility Projects</u>										
73	Redondo Floats	110	-	-	-	-	110	-	-	-	
75	Redondo Fishing Pier Replace Decking	225	-	-	-	-	225	-	-	-	
77	North Bulkhead	2,100	-	-	-	-	-	-	100	2,000	
79	N Pier Restrooms	250	-	-	-	-	-	-	-	250	
81	Redondo Restroom & Plaza	400	-	-	-	-	-	-	-	400	
	Total Waterfront Facilities	3,085	-	-	-	-	335	-	100	2,650	
	<u>Transportation - Operating Projects</u>										
83	Arterial Street Pavement Preservation	2,500	-	20	700	20	860	20	860	20	
85	Arterial Traffic Calming	75	-	15	15	-	-	15	15	15	
87	Sidewalk Program	140	-	20	20	20	20	20	20	20	
89	Guardrail Program	100	-	25	-	25	-	25	-	25	
	Total Transport - O&M Projects	2,815	-	80	735	65	880	80	895	80	

**CITY OF DES MOINES
CIP COSTS SUMMARY: 2017-2022
(Amounts in Thousands)**

<i>Page #</i>	<i>Project Name</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Sched Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
<i>Transportation - Capital Projects</i>										
91	SW Bridge Seismic Retrofit	4,412	4,367	45	-	-	-	-	-	-
93	Midway SRTS 24th Ave Sidewalk	395	28	72	295	-	-	-	-	-
95	24th Ave South Improvement	8,500	8,470	30	-	-	-	-	-	-
97	Gateway - S 216th Segment 1A	6,885	1,817	5,068	-	-	-	-	-	-
99	Barnes Creek Trail	4,869	540	524	-	-	50	2,253	1,502	-
101	Redondo Board Walk Replacement	4,695	458	4,237	-	-	-	-	-	-
103	South 268th Street Sidewalk	880	-	880	-	-	-	-	-	-
105	S 224th St Improvements	615	-	113	502	-	-	-	-	-
107	Adrianna Sidewalk Vacation Placeholder	106	-	-	106	-	-	-	-	-
109	16th Ave - Seg 5A	129	-	-	129	-	-	-	-	-
111	24th Ave/Sea-Tac Intersection	30	-	-	30	-	-	-	-	-
113	Downtown Alley Improvement	430	-	-	70	360	-	-	-	-
115	S 223rd Walkway Improvements	191	-	-	15	176	-	-	-	-
117	S 200th St Safe Routes to School	720	-	-	75	645	-	-	-	-
119	Marine View Dr Roundabout	2,072	-	-	160	812	1,100	-	-	-
121	South 216th - Segment 3	5,650	-	-	159	501	4,990	-	-	-
123	South 236th Lane	2,191	-	-	-	-	200	200	1,791	-
125	Redondo Area Street Improvements	70	-	-	-	-	-	70	-	-
127	South 240th Street Improve - Seg 1	6,300	-	-	-	-	-	735	5,565	-
129	South 240th Street Improve - Seg 2	4,850	-	-	-	-	-	435	4,415	-
131	Kent-Des Moines Rd - Seg 2	7,200	-	-	-	-	-	-	985	6,215
133	SeaTac Signal Improvements	350	-	-	-	-	-	-	-	350
	Total Transport - Capital Projects	61,540	15,680	10,969	1,541	2,494	6,340	3,693	14,258	6,215
	Total General Municipal Improvements	73,212	15,706	12,854	2,901	3,454	8,352	3,962	15,372	10,261
MARINA CAPITAL IMPROVEMENTS										
135	Marina Boat Building	300	-	300	-	-	-	-	-	-
137	Dock Electrical Replacements	360	-	60	60	-	60	60	60	60
139	Marina Gate Security	40	-	40	-	-	-	-	-	-
141	Marina Fiber Optic Cable	150	-	-	150	-	-	-	-	-
143	Fuel Dispenser	60	-	-	-	60	-	-	-	-
145	Marina Dock Replacement	1,200	-	-	-	-	-	-	-	1,200
	Total Marina	2,110	-	400	210	60	60	60	60	1,260
SURFACE WATER MANAGEMENT CAPITAL										
147	Barnes Crk/Kent-Des Moines Rd Culvert	1,878	320	225	178	1,155	-	-	-	-
149	Lower Massey Creek Channel Modifications	1,908	366	1,542	-	-	-	-	-	-
151	S. 251st Street Storm Outfall	370	-	370	-	-	-	-	-	-
153	24th Ave Pipeline Replacement/Upgrade	263	-	30	233	-	-	-	-	-
155	Pipe Replacement Program	1,640	-	-	49	328	328	328	328	279
157	1st Ave Pond Expansion	385	-	-	-	60	325	-	-	-
159	5th Ave/212th Street Pipe Upgrade	815	-	-	-	-	815	-	-	-
161	N. Fork McSorley Ck Diversion	432	-	-	-	-	-	432	-	-
163	6th Ave/239th Pipe Replacement	191	-	-	-	-	-	191	-	-
165	14th Ave (268th to 272nd) Pipe Upgrade	478	-	-	-	-	-	478	-	-
167	216th Pl./ Marine View Dr. Pipe Upgrade	309	-	-	-	-	-	-	309	-
169	KDM /16th Avenue A Pipe Replacement	272	-	-	-	-	-	-	272	-
171	DMMD 208th to 212th Pipe Project	603	-	-	-	-	-	-	603	-
173	8th Ave (264th to 265th)	270	-	-	-	-	-	-	-	270
175	KDM/16th Ave B Pipe Replacement	880	-	-	-	-	-	-	-	880
	Total Surface Water Mgmt	10,694	686	2,167	460	1,543	1,468	1,429	1,512	1,429
	TOTAL CITY WIDE	86,016	16,392	15,421	3,571	5,057	9,880	5,451	16,944	12,950

CIP REVENUE SOURCE SUMMARY: 2017-2022

(Amounts in Thousands)

Page #	Project Name	Total Budget	Project to Date 12/31/15	Sched Year 2016	Plan Year 2017	Plan Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022
GENERAL FUND										
17	N. Lot Fishing Pier Paid Parking	125	-	125	-	-	-	-	-	-
	Total General Fund	125	-	125	-	-	-	-	-	-
COMPUTER REPLACEMENT FUND										
49	Financial System Replacement	192	-	71	121	-	-	-	-	-
	Total Computer Replacement Fund	192	-	71	121	-	-	-	-	-
REDONDO ZONE										
125	Redondo Area Street Improvements	70	-	-	-	-	-	70	-	-
	Total Redondo Zone Parking	70	-	-	-	-	-	70	-	-
AUTOMATED SPEED ENFORCE (ASE)										
93	Midway SRTS 24th Ave Sidewalk	268	207	-	61	-	-	-	-	-
103	South 268th Street Sidewalk	38	-	38	-	-	-	-	-	-
85	Arterial Traffic Calming	75	-	15	15	-	-	15	15	15
87	Sidewalk Program	140	-	20	20	20	20	20	20	20
117	S 200th St Safe Routes to School	75	-	-	25	50	-	-	-	-
115	S 223rd Walkway Improvements	30	-	-	-	30	-	-	-	-
	Total ASE	626	207	73	121	100	20	35	35	35
TRANSPORTATION BENEFIT DISTRICT										
83	Arterial Street Pavement Preservation	2,500	-	280	440	440	440	440	440	20
103	South 268th Street Sidewalk	50	-	50	-	-	-	-	-	-
	Total Transportation Benefit District	2,550	-	330	440	440	440	440	440	20
REET 1st QTR %										
99	Barnes Creek Trail	644	39	248	-	-	50	204	103	-
101	Redondo Board Walk Replacement	500	30	470	-	-	-	-	-	-
57	Field House Tennis Court	25	-	-	25	-	-	-	-	-
51	BP Picnic Shelter/Restrooms	41	-	171	(54)	(54)	(22)	-	-	-
21	Redondo Paid Parking	200	-	-	200	-	-	-	-	-
77	North Bulkhead	1,100	-	-	-	200	200	200	200	300
41	City Hall Generator	365	-	-	-	-	-	-	24	341
43	Police Dept Storage Building	445	-	-	-	-	-	-	-	445
47	City Hall Parking Lot	260	-	-	-	-	-	-	-	260
	Total REET 1st Qtr %	3,580	69	889	171	146	228	404	327	1,346
REET - 2nd QTR %										
53	Parkside Playground	10	8	2	-	-	-	-	-	-
55	Parkside Soil Remediation	1	-	1	-	-	-	-	-	-
17	N. Lot Fishing Pier Paid Parking	275	-	275	-	-	-	-	-	-
103	South 268th Street Sidewalk	94	-	94	-	-	-	-	-	-
89	Guardrail Program	100	-	25	-	25	-	25	-	25
59	Wooton Park	234	-	-	155	-	-	79	-	-
65	Field House Play Equipment	77	-	-	-	-	77	-	-	-
73	Redondo Floats	40	-	-	-	-	40	-	-	-
75	Redondo Fishing Pier Replace Decking	67	-	-	-	-	67	-	-	-
67	Westwood Play Equipment	68	-	-	-	-	68	-	-	-
69	Water Tower Park Play Equipment	80	-	-	-	-	-	80	-	-
71	SJU Irrig and Landscape	145	-	-	-	-	-	-	-	145
81	Redondo Restroom & Plaza	200	-	-	-	-	-	-	-	200
79	N Pier Restrooms	250	-	-	-	-	-	-	-	250
	Total REET 2nd Qtr %	1,641	8	397	155	25	252	184	-	620

**CITY OF DES MOINES
CIP REVENUE SOURCE SUMMARY: 2017-2022**

(Amounts in Thousands)

Page #	Project Name	Total Budget	Project to Date 12/31/15	Sched Year 2016	Plan Year 2017	Plan Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022
KING COUNTY PARK LEVY										
99	Barnes Creek Trail	288	288	-	-	-	-	-	-	-
51	BP Picnic Shelter/Restrooms	289	107	52	54	54	22	-	-	-
	<i>Repay REET temp used for BP Picnic/Restroom</i>				(54)	(54)	(22)			
	Total King County Park Levy	577	395	52	-	-	-	-	-	-
PARK IN LIEU										
61	Beach Park Promenade & Play Equip	380	-	-	-	380	-	-	-	-
	Total Park in Lieu	380	-	-	-	380	-	-	-	-
TRAFFIC IN LIEU										
95	24th Ave South Improvement	4,166	4,166	-	-	-	-	-	-	-
109	16th Ave - Seg 5A	129	129	-	-	-	-	-	-	-
97	Gateway - S 216th Segment 1A	850	259	591	-	-	-	-	-	-
107	Adrianna Sidewalk Vacation Placeholder	106	106	-	-	-	-	-	-	-
113	Downtown Alley Improvement	330	-	-	70	260	-	-	-	-
123	South 236th Lane	1,091	-	-	517	-	574	-	-	-
119	Marine View Dr Roundabout	783	-	-	-	343	440	-	-	-
121	South 216th - Segment 3	1,300	-	-	-	-	1,300	-	-	-
129	South 240th Street Improve - Seg 2	2,900	-	-	-	-	-	235	2,665	-
131	Kent-Des Moines Rd - Seg 2	20	-	-	-	-	-	-	20	-
	Total Traffic in Lieu	11,675	4,660	591	587	603	2,314	235	2,685	-
TRANSPORATION CIP										
91	SW Bridge Seismic Retrofit	528	528	-	-	-	-	-	-	-
99	Barnes Creek Trail	69	69	-	-	-	-	-	-	-
97	Gateway - S 216th Segment 1A	894	688	206	-	-	-	-	-	-
105	S 224th St Improvements	615	606	9	-	-	-	-	-	-
	Total Transportation CIP Fund	2,288	1,891	397	-	-	-	-	-	-
TRAFFIC IMPACT CITY WIDE										
95	24th Ave South Improvement	181	181	-	-	-	-	-	-	-
97	Gateway - S 216th Segment 1A	366	50	316	-	-	-	-	-	-
93	Midway SRTS 24th Ave Sidewalk	127	-	72	55	-	-	-	-	-
111	24th Ave/Sea-Tac Intersection	30	-	-	30	-	-	-	-	-
119	Marine View Dr Roundabout	160	-	-	160	-	-	-	-	-
121	South 216th - Segment 3	420	-	-	24	75	321	-	-	-
123	South 236th Lane	1,100	-	-	-	-	1,100	-	-	-
99	Barnes Creek Trail	200	-	-	-	-	-	100	100	-
131	Kent-Des Moines Rd - Seg 2	330	-	-	-	-	-	-	330	-
133	SeaTac Signal Improvements	350	-	-	-	-	-	-	-	350
	Total Traffic Impact City Wide	3,264	231	388	269	75	1,421	100	430	350

**CITY OF DES MOINES
CIP REVENUE SOURCE SUMMARY: 2017-2022**

(Amounts in Thousands)

Page #	Project Name	Total Budget	Project to Date 12/31/15	Sched Year 2016	Plan Year 2017	Plan Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022
MARINA REVENUES										
49	Financial System Replacement	30	-	15	15	-	-	-	-	-
139	Marina Gate Security	40	-	40	-	-	-	-	-	-
145	Marina Dock Replacement	1,200	-	116	125	125	125	125	125	459
137	Dock Electrical Replacements	360	-	60	60	-	60	60	60	60
135	Marina Boat Building	300	-	300	-	-	-	-	-	-
141	Marina Fiber Optic Cable	150	-	-	150	-	-	-	-	-
143	Fuel Dispenser	60	-	-	-	60	-	-	-	-
	Total Marina Revenues	2,140	-	531	350	185	185	185	185	519
SURFACE WATER UTILITY										
149	Lower Massey Creek Channel Modification	1,512	335	1,177	-	-	-	-	-	-
147	Barnes Crk/Kent-Des Moines Rd Culvert	1,878	304	241	178	1,155	-	-	-	-
151	S. 251st Street Storm Outfall	370	-	370	-	-	-	-	-	-
49	Financial System Replacement	30	-	15	15	-	-	-	-	-
155	Pipe Replacement Program	1,640	-	-	49	328	328	328	328	279
153	24th Ave Pipeline Replacement/Upgrade	263	-	-	263	-	-	-	-	-
157	1st Ave Pond Expansion	150	-	-	-	30	120	-	-	-
159	5th Ave/212th Street Pipe Upgrade	815	-	-	-	-	815	-	-	-
161	N. Fork McSorley Ck Diversion	432	-	-	-	-	-	432	-	-
163	6th Ave/239th Pipe Replacement	191	-	-	-	-	-	191	-	-
165	14th Ave (268th to 272nd) Pipe Upgrade	478	-	-	-	-	-	478	-	-
167	216th Pl./ Marine View Dr. Pipe Upgrade	309	-	-	-	-	-	-	309	-
169	KDM /16th Avenue A Pipe Replacement	272	-	-	-	-	-	-	272	-
171	DMMD 208th to 212th Pipe Project	603	-	-	-	-	-	-	603	-
173	8th Ave (264th to 265th)	270	-	-	-	-	-	-	-	270
175	KDM/16th Ave B Pipe Replacement	880	-	-	-	-	-	-	-	880
	Total Surface Water Utility	10,093	639	1,803	505	1,513	1,263	1,429	1,512	1,429
FACILITY MAJOR MAINT/REPAIR										
25	Council Chambers Lighting	25	-	25	-	-	-	-	-	-
23	Field House Roof	120	-	120	-	-	-	-	-	-
27	LED Exterior Lighting	34	-	-	34	-	-	-	-	-
29	Founders' Lodge Exterior Paint	90	-	-	-	90	-	-	-	-
33	City Hall Canopy Repairs	55	-	-	-	-	55	-	-	-
31	Engineer Bldg Windows	25	-	-	-	-	25	-	-	-
35	Activity Center Exterior Paint	30	-	-	-	-	-	30	-	-
37	PW Service Center Interior Painting	60	-	-	-	-	-	-	60	-
39	Field House Interior Paint	35	-	-	-	-	-	-	35	-
45	Activity Center Irrigation/Landscape	65	-	-	-	-	-	-	-	65
	Total Facility Major Maint/Repair	539	-	145	34	90	80	30	95	65

**CITY OF DES MOINES
CIP REVENUE SOURCE SUMMARY: 2017-2022**

(Amounts in Thousands)

Page #	Project Name	Total Budget	Project to Date 12/31/15	Sched Year 2016	Plan Year 2017	Plan Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022
LOCAL GRANTS										
99	Barnes Creek Trail	44	44	-	-	-	-	-	-	-
97	Gateway - S 216th Segment 1A	30	7	23	-	-	-	-	-	-
53	Parkside Playground	36	11	25	-	-	-	-	-	-
149	Lower Massey Creek Channel Modification	396	-	396	-	-	-	-	-	-
63	DMBP Sun Home Lodge Rehab	45	-	-	-	45	-	-	-	-
157	1st Ave Pond Expansion	235	-	-	-	30	205	-	-	-
127	South 240th Street Improve - Seg 1	3,380	-	-	-	-	-	365	3,015	-
131	Kent-Des Moines Rd - Seg 2	3,600	-	-	-	-	-	-	635	2,965
	Total Local Grants	7,766	62	444	-	75	205	365	3,650	2,965
STATE GRANTS (Includes: TIB, RCO, CTED, etc.)										
101	Redondo Board Walk Replacement	1,808	143	1,665	-	-	-	-	-	-
97	Gateway - S 216th Segment 1A	3,692	-	3,692	-	-	-	-	-	-
51	BP Picnic Shelter/Restrooms	293	-	293	-	-	-	-	-	-
55	Parkside Soil Remediation	120	-	120	-	-	-	-	-	-
121	South 216th - Segment 3	3,009	-	-	135	426	2,448	-	-	-
117	S 200th St Safe Routes to School	645	-	-	50	595	-	-	-	-
115	S 223rd Walkway Improvements	161	-	-	15	146	-	-	-	-
61	Beach Park Promenade & Play Equip	380	-	-	-	380	-	-	-	-
119	Marine View Dr Roundabout	1,129	-	-	-	469	660	-	-	-
63	DMBP Sun Home Lodge Rehab	572	-	-	-	-	572	-	-	-
73	Redondo Floats	70	-	-	-	-	70	-	-	-
75	Redondo Fishing Pier Replace Decking	158	-	-	-	-	158	-	-	-
129	South 240th Street Improve - Seg 2	1,750	-	-	-	-	-	200	1,550	-
127	South 240th Street Improve - Seg 1	2,670	-	-	-	-	-	370	2,300	-
71	SJU Irrig and Landscape	60	-	-	-	-	-	-	-	60
81	Redondo Restroom & Plaza	200	-	-	-	-	-	-	-	200
131	Kent-Des Moines Rd - Seg 2	3,000	-	-	-	-	-	-	-	3,000
167	North Bulkhead	1,000	-	-	-	-	-	-	-	1,000
	Total State Grants	20,717	143	5,770	200	2,016	3,908	570	3,850	4,260
FEDERAL GRANTS (Includes: STP, FMSIB, etc.)										
95	24th Ave South Improvement	3,000	3,000	-	-	-	-	-	-	-
97	Gateway - S 216th Segment 1A	613	488	125	-	-	-	-	-	-
99	Barnes Creek Trail	3,624	274	102	-	-	-	1,949	1,299	-
101	Redondo Board Walk Replacement	2,387	285	2,102	-	-	-	-	-	-
91	SW Bridge Seismic Retrofit	3,884	3,839	45	-	-	-	-	-	-
53	Parkside Playground	395	-	395	-	-	-	-	-	-
103	South 268th Street Sidewalk	431	-	431	-	-	-	-	-	-
121	South 216th - Segment 3	921	-	-	-	-	921	-	-	-
	Total Federal Grants	15,255	7,886	3,200	-	-	921	1,949	1,299	-
PRIVATE CONTRIBUTIONS										
95	24th Ave South Improvement	823	823	-	-	-	-	-	-	-
97	Gateway - S 216th Segment 1A	115	-	115	-	-	-	-	-	-
103	South 268th Street Sidewalk	85	-	85	-	-	-	-	-	-
19	I- 5 Signage	60	-	-	60	-	-	-	-	-
113	Downtown Alley Improvement	100	-	-	-	100	-	-	-	-
129	South 240th Street Improve - Seg 2	200	-	-	-	-	-	200	-	-
127	South 240th Street Improve - Seg 1	250	-	-	-	-	-	-	250	-
131	Kent-Des Moines Rd - Seg 2	250	-	-	-	-	-	-	-	250
	Total Private Contributions	1,883	823	200	60	100	-	200	250	250
DEBT PROCEEDS										
97	Gateway - S 216th Segment 1A	325	325	-	-	-	-	-	-	-
95	24th Ave South Improvement	330	330	-	-	-	-	-	-	-
	Total Debt Proceeds	655	655	-	-	-	-	-	-	-
TOTAL REVENUE SOURCES		86,016	17,669	15,406	3,013	5,748	11,237	6,196	14,758	11,859

INDIVIDUAL
PROJECT
DETAIL

N. Lot Fishing Pier Paid Parking



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

N. Lot Fishing Pier Paid Parking	310,403
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CIP Category: Waterfront Facility Project

Managing Department: Marina

<i>Summary Project Description:</i>
Install a "Pay on Leaving" parking system in the north and south parking lots on the Marina floor.

Justification/Benefits: The parking lots on the Marina floor are used by thousands of people each year. They come from all over King County to enjoy the scenery, the beach, the park and the Des Moines Creek Trail. The parking lot is also used for parking, location of community events as well as overflow parking for the events held at the Beach Park facilities. Paid parking is an option to pay for the capital and maintenance requirements.

PROJECT SCOPE		ANNUAL ALLOCATION							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	-	-			-				
Land & Right of Way	-	-			-				
Construction	400		400		-				
Contingency	-	-			-				
Total Expenditures	400	-	400	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
General Fund	125		125						
REET 2	275		275						
Total Funding	400	-	400	-	-	-	-	-	-

OPERATING IMPACT		ANNUAL OPERATING IMPACT							
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
Revenue	-	-	-	-	-	-	-	-	
Expenses	-	-	-	-	-	-	-	-	
Net Impact	-	-	-	-	-	-	-	-	

I-5 Signage



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

1- 5 Signage	310
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CIP Category: Economic Development & Tourism

Managing Department: Parks, Recr & Sr Services

<i>Summary Project Description:</i>	
Install I-5 Signage (To The Beach) with Seattle Southside funding.	

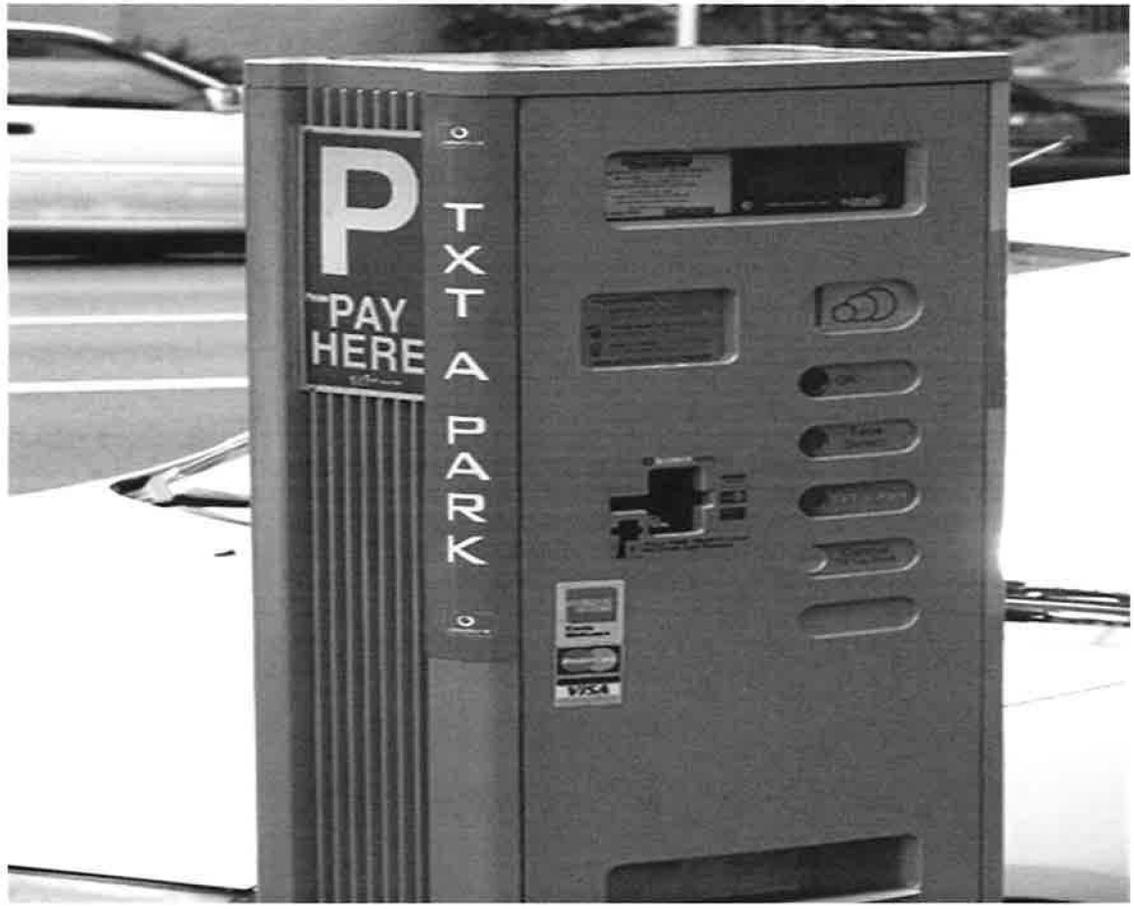
Justification/Benefits: I-5 Singage needed to promote Des Moines as a destination with 212,000 daily vehicles.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	-	-							
Land & Right of Way	-	-							
Construction	60	-		60					
Contingency	-	-							
Total Expenditures	60	-	-	60	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Private Contributions	60			60					
Total Funding	60	-	-	60	-	-	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>							
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
Revenue	-	-	-	-	-	-	-	-	
Expenses	-	-	-	-	-	-	-	-	
Net Impact	-	-	-	-	-	-	-	-	

Redondo Paid Parking



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Redondo Paid Parking	319.610
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CIP Category: Waterfront Facility Project

Managing Department: Marina

<i>Summary Project Description:</i>
Equip the Redondo parking lot with an automated pay parking system including gates, ticket dispensers and a pay station.

Justification/Benefits: Currently this lot operates a seasonal (June - September) "Pay & Display" parking system. This type of parking depends on regular enforcement to make it effective and fair to all who use the lot. Upgrading the lot to a "Pay on Leaving" system where a paid ticket is needed to exit the lot will cut enforcement costs and effectively make the lot a year round operation. Collecting fees all year would increase revenues to help pay for the year round costs of maintaining the facility.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	-	-							
Land & Right of Way	-	-							
Construction	200	-	-	200					
Contingency	-	-							
Total Expenditures	200	-	-	200	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
General Fund (One Time Revenues)	-		-						
REET 1	200			200					
Total Funding	200	-	-	200	-	-	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

Fieldhouse Roof Replacement



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Field House Roof	506.706
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CIP Category: Building Facility Project
Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Install new roof with fall protection at the Field House.

Justification/Benefits: The existing cedar shake roof is old, deteriorating and growing quite a bit of moss. The new roof is needed to prevent water intrusion into the building and further interior damage.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	-	-							
Land & Right of Way	-	-							
Construction	-	-							
Contingency	120	-	120						
Total Expenditures	120	-	120	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
REET 2	-								
Facility Repair & Replace Fund	120		120						
Total Funding	120	-	120	-	-	-	-	-	-

<i>OPERATING IMPACT</i>		<i>CHIA</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
Revenue	-	-	-	-	-	-	-	
Expenses	-	-	-	-	-	-	-	
Net Impact		-	-	-	-	-	-	

Council Chambers Lighting



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Council Chambers Lighting	506.704
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CIP Category: Building Facility Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Improve lighting in Council Chambers.

Justification/Benefits: The new lighting is necessary now that the new video recording system has been installed. The new lighting will remove the shadowing on the speakers and Council members and will provide a better quality recording for viewers.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date</i> 12/31/15	<i>Scheduled Year</i> 2016	<i>Plan Year</i> 2017	<i>Plan Year</i> 2018	<i>Plan Year</i> 2019	<i>Plan Year</i> 2020	<i>Plan Year</i> 2021	<i>Plan Year</i> 2022
Design	-	-							
Land & Right of Way	-	-							
Construction	25	-	25						
Contingency	-	-							
Total Expenditures	25	-	25	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Total</i>	<i>Project to Date</i> 12/31/15	<i>Scheduled Year</i> 2016	<i>Plan Year</i> 2017	<i>Plan Year</i> 2018	<i>Plan Year</i> 2019	<i>Plan Year</i> 2020	<i>Plan Year</i> 2021	<i>Plan Year</i> 2022
Facility Repair & Replace Fund	25	-	25						
Total Funding	25	-	25	-	-	-	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

LED Exterior Lighting



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

LED Exterior Lighting	506.705
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CIP Category: Building Facility Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>			
Activity Center	\$4,000	SJU Park	\$2,100
PW Service Ctr	\$7,200		
City Hall	\$9,100		
PW Engineering	\$2,750		
Police	\$5,200		
Field House	\$3,500		

Justification/Benefits: This is both a maintenance and energy savings measure as well as a vandalism deterrent.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	1
Land & Right of Way	-
Construction	30
Contingency	3
Total Expenditures	34

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-		1					
-							
-		30					
-		3					
-	-	34	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>
Facility Repair & Replace Fund	34
Total Funding	34

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
		34					
-	-	34	-	-	-	-	-

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>						
	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-

Founders' Lodge Exterior Paint



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Founders' Lodge Exterior Paint	506
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CIP Category: Building Facility Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Repair siding and paint the outside of the Founders' Lodge.

Justification/Benefits: The Founders' Lodge is a revenue producing city rental facility. The exterior paint is deteriorating due to the moist environment that causes moss and algae to grow on the siding and trim. Its current poorly maintained condition is not aesthetically appealing for users.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	-	-							
Land & Right of Way	-	-							
Construction	90	-			90				
Contingency	-	-							
Total Expenditures	90	-	-	-	90	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Facility Repair & Replace Fund	90				90				
Total Funding	90	-	-	-	90	-	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>							
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
Revenue	-	-							
Expenses	-	-							
Net Impact	-	-	-	-	-	-	-	-	

Engineer Bldg Windows



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Engineer Bldg Windows	506.200
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CIP Category: Building Facility Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Replace upstairs windows and Information Systems' windows.

Justification/Benefits: The existing single pane windows are not energy efficient and most do not have screens to keep the bugs out and some are extremely hard to open and close. New energy efficient windows would save on energy costs and prevent bugs from entering the building when opened.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	-	-							
Land & Right of Way	-	-							
Construction	25	-				25			
Contingency	-	-							
Total Expenditures	25	-	-	-	-	25	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Facility Repair & Replace Fund	25					25			
Total Funding	25	-	-	-	-	25	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>							
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>0</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-

City Hall Canopy Repairs



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

City Hall Canopy Repairs	506
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CIP Category: Building Facility Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Repair the structural timbers and steel beams to prevent further deterioration while maintaining the same aesthetic look of the walkway.

Justification/Benefits: The existing walkway canopy has structural defects in the wooden timbers.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	16
Land & Right of Way	-
Construction	34
Contingency	5
Total Expenditures	55

<i>ANNUAL ALLOCATION</i>								
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>						
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2022</i>
-				16				
-					34			
-				5				
-	-	-	-	55	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>
Facility Repair & Replace Fund	55
Total Funding	55

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>						
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2022</i>
				55				
-	-	-	-	55	-	-	-	-

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2022</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

Activity Center Exterior Paint



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Activity Center Exterior Paint	506
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CIP Category: Building Facility Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Repair the top four foot section of the chimney exterior, replace some of the building's exterior siding and paint the exterior painting of the Activity Center.

Justification/Benefits: The exterior paint is faded and flaking off in various places. New paint would enhance the look as well as prevent weather intrusion and further building element deterioration.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	-
Land & Right of Way	-
Construction	30
Contingency	-
Total Expenditures	30

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-	-	-	-	-	30	-	-
-	-	-	-	-	30	-	-

<i>Funding Sources</i>	<i>Total Budget</i>
Facility Repair & Replace Fund	30
Total Funding	30

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-	-	-	-	-	30	-	-
-	-	-	-	-	30	-	-

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>						
<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-	-	-	-	-	-	-
-	-	-	-	-	-	-

PW Service Center Interior Painting



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

PW Service Center Interior Painting	506
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CIP Category: Building Facility Project
Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Paint the interior of the PW Service Center.

Justification/Benefits: It has been many years since the inside has been painted. New paint would improve the interior looks and make the building more presentable for the meetings and classes held there.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	-
Land & Right of Way	-
Construction	60
Contingency	-
Total Expenditures	60

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-							
-						60	
-							
-						60	

<i>Funding Sources</i>	<i>Total Budget</i>
Facility Repair & Replace Fund	60
Total Funding	60

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
						60	
-						60	

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>						
<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-						
-						
-						

Field House Interior Paint



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Field House Interior Paint	506
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CIP Category: Building Facility Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>	
Paint the inside of the Field House.	

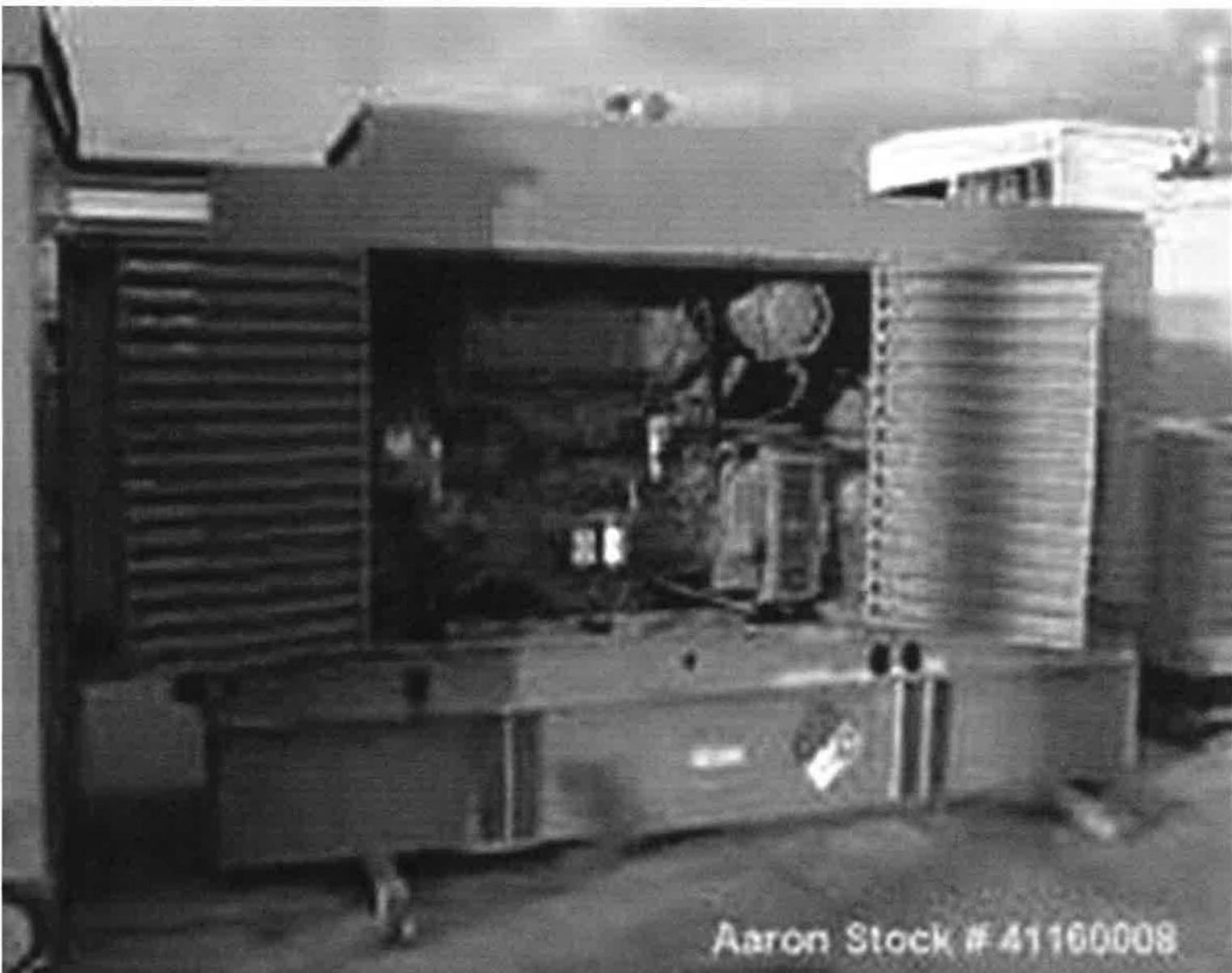
Justification/Benefits: It has been some time since the last painting. This building is used quite heavily by the public. New paint would enhance the interior looks for renters and daily users.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	-	-							
Land & Right of Way	-	-							
Construction	35	-						35	
Contingency	-	-							
Total Expenditures	35	-	-	-	-	-	-	35	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Facility Repair & Replace Fund	35							35	
Total Funding	35	-	-	-	-	-	-	35	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

City Hall Generator



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

City Hall Generator	310
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CIP Category: Building Facility Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>	
Install a new permanent 350 Kw optional standby generator behind Public Works Engineering to fully operate City Hall and Engineering (this includes the Mechanic Shop).	Works Engineering to fully

Justification/Benefits: The 2006 winter storm season was rather severe. City Hall and Engineering were not operational at times. This optional standby generator will help city staff perform their vital functions during emergency conditions and keep City Hall open to the public.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	24	-						24	
Land & Right of Way	-	-							
Construction	300	-							300
Contingency	41	-							41
Total Expenditures	365	-	-	-	-	-	-	24	341

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
REET 1	365							24	341
Total Funding	365	-	-	-	-	-	-	24	341

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>							
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
Revenue	-	-	-	-	-	-	-	-	
Expenses	-	-	-	-	-	-	-	-	
Net Impact	-	-	-	-	-	-	-	-	

Police Dept Storage Building



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Police Dept Storage Building	310
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CIP Category: Building Facility Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Construction of a new building behind the existing City Shop and Engineering offices to store property seized by police actions.

Justification/Benefits: Police currently store their seized property in the warehouse behind the City Shop and Engineering offices. This causes other City equipment to be stored elsewhere. This new building will accommodate the PD needs and will allow for better usage of the existing storage building.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	60	-							60
Land & Right of Way	-	-							
Construction	340	-							340
Contingency	45	-							45
Total Expenditures	445	-	-	-	-	-	-	-	445

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
REET 1	445								445
Total Funding	445	-	-	-	-	-	-	-	445

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>							
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
Revenue	-	-	-	-	-	-	-	-	
Expenses	-	-	-	-	-	-	-	-	
Net Impact	-	-	-	-	-	-	-	-	

Activity Center Irrigation/Landscape



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Activity Center Irrigation/Landscape	310
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CIP Category: Building Facility Project
Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Irrigate and landscape the front lawn area between the building and South 216th Street.

Justification/Benefits: Now that South 216th has been improved and the Civic Readerboard is functional; irrigation and landscaping the front lawn area will make the facility more appealing to the public and potential renter groups.

PROJECT SCOPE		ANNUAL ALLOCATION							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	9	-							9
Land & Right of Way	-	-							
Construction	53	-							53
Contingency	3	-							3
Total Expenditures	65	-	-	-	-	-	-	-	65

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Facility Repair & Replace Fund	65								65
Total Funding	65	-	-	-	-	-	-	-	65

OPERATING IMPACT		ANNUAL OPERATING IMPACT					
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-

City Hall Parking Lot



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

City Hall Parking Lot	310
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CIP Category: Building Facility Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Rebuild Northwest, Southwest, Southern and Eastern City Hall parking lots. Provide ADA access to the lots. The existing Southern ecology block wall will be rebuilt prior to parking lot construction work.

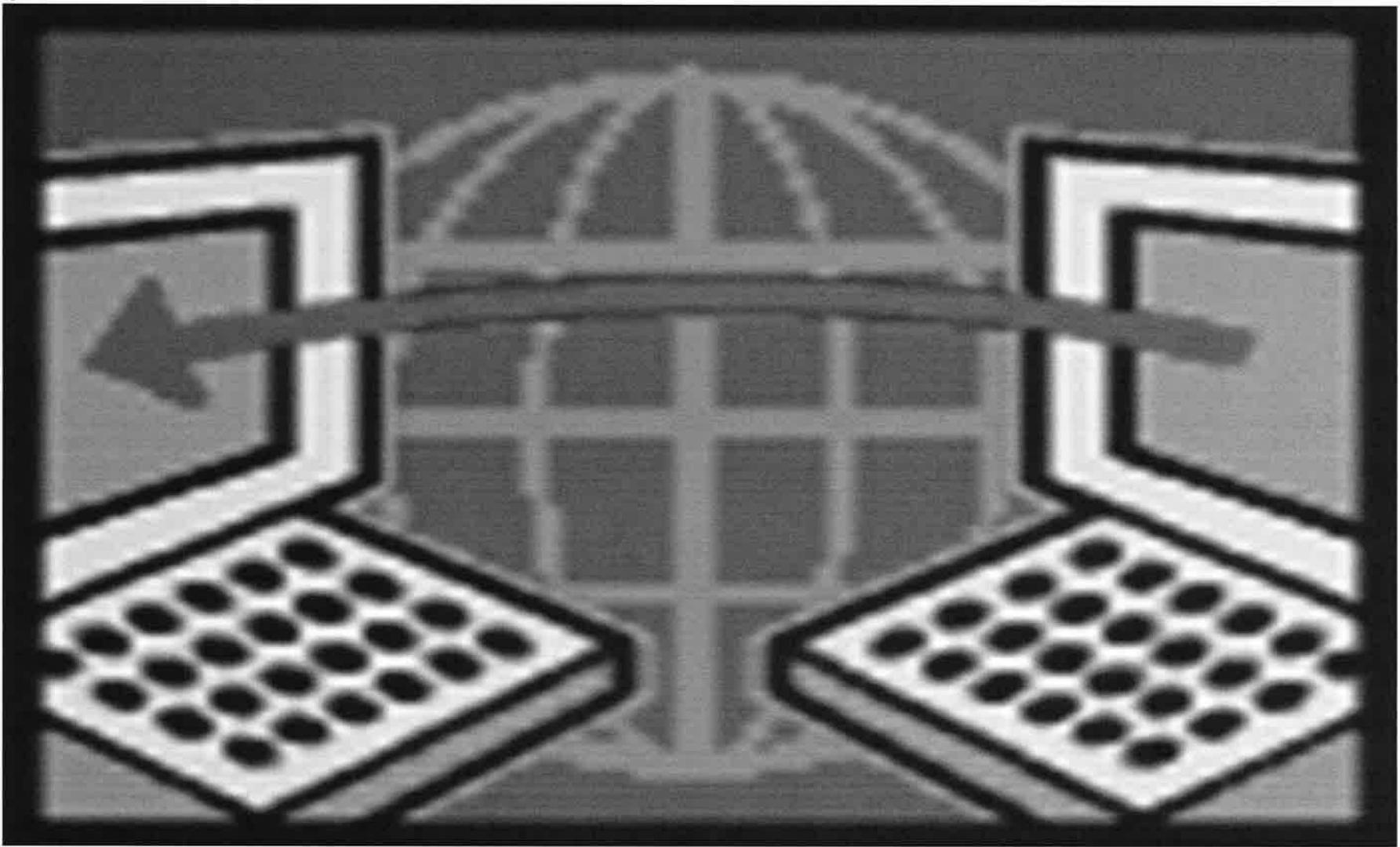
Justification/Benefits: A design for these parking lots was completed in 2007. The results of the design were that an overlay that would be insufficient to solve the existing degradation. As a result, a total rebuild of these parking lots needs to take place. The Western parking lots, as well as ADA ramp retrofits, will be included.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date</i> <i>12/31/15</i>	<i>Scheduled Year</i> <i>2016</i>	<i>Plan Year</i> <i>2017</i>	<i>Plan Year</i> <i>2018</i>	<i>Plan Year</i> <i>2019</i>	<i>Plan Year</i> <i>2020</i>	<i>Plan Year</i> <i>2021</i>	<i>Plan Year</i> <i>2022</i>
Design	30	-							30
Land & Right of Way	-	-							
Construction	206	-							206
Contingency	24	-							24
Total Expenditures	260	-	-	-	-	-	-	-	260

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date</i> <i>12/31/15</i>	<i>Scheduled Year</i> <i>2016</i>	<i>Plan Year</i> <i>2017</i>	<i>Plan Year</i> <i>2018</i>	<i>Plan Year</i> <i>2019</i>	<i>Plan Year</i> <i>2020</i>	<i>Plan Year</i> <i>2021</i>	<i>Plan Year</i> <i>2022</i>
REET 1	260								260
Total Funding	260	-	-	-	-	-	-	-	260

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>							
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
Revenue	-	-	-	-	-	-	-	-	
Expenses	-	-	-	-	-	-	-	-	
Net Impact	-	-	-	-	-	-	-	-	

Financial System Replacement



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Financial System Replacement	310.514
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CIP Category: Technology Project

Managing Department: Finance

<i>Summary Project Description:</i>
Replace the financial software and upgrade related server. Replacement system will be a fully integrated system containing general ledger, budgeting, payroll, accounts payable, accounts receivable, centralized cashing and project accounting modules.

Justification/Benefits: The current financial system was purchased in 2002 and is reaching its technological end of life. The software provider has indicated it will not update the financial system to accommodate future operating system upgrades.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	80	-	20	60					
Land & Right of Way	-	-							
Construction	165	-	80	85					
Contingency	7	-	1	6					
Total Expenditures	252	-	101	151	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Computer Replacement Fund	192		71	121					
Marina Rates	30		15	15					
Surface Water Utility	30		15	15					
Total Funding	252	-	101	151	-	-	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>							
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
Revenue	-	-	-	-	-	-	-	-	
Expenses	-	-	-	-	-	-	-	-	
Net Impact	-	-	-	-	-	-	-	-	

BP Picnic Shelter/Restrooms



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

BP Picnic Shelter/Restrooms	310.061
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CIP Category: Park Facility Projects

Managing Department: Parks, Recr & Sr Services

<i>Summary Project Description:</i>
Rehabilitate the Picnic Shelter and Restroom including building a new stem wall, update mechanical, electrical and plumbing systems, fixtures, interior, exterior finishes and drainage to serve the high volume Beach Park and Des Moines Creek Trail Park users. The project is part of a multi-phased plan to rehabilitate the historic buildings. It is a high priority for the general public and for the full utilization of the Event Center to maximize rental revenues that are needed to sustain the park and its buildings.

Justification/Benefits: Des Moines Beach Park is listed on the State and National Historic Register. Expert analysis was completed in 2004 regarding the prioritized and phased rehabilitation of the park's assets. This project was rated as a priority one project in the 2010 - 2015 Parks, Recreation and Senior Services Master Plan.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	73	7	66						
Land & Right of Way	-	-							
Construction	446	-	446						
Contingency	104	-	104						
Total Expenditures	623	7	616	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
REET 1	41		171	(54)	(54)	(22)			
King County Park Levy	289	107	52	54	54	22			
State of Washington Grants	293		293						
Total Funding	623	107	516	-	-	-	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>					
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-

Parkside Playground



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Parkside Playground	310.062
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CIP Category: Park Facility Projects

Managing Department: Parks, Recr & Sr Services

Justification/Benefits:

<i>Summary Project Description:</i>
Redesign and upgrades to this park -- new paths, play equipment, sport court upgrades.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	103
Land & Right of Way	-
Construction	280
Contingency	58
Total Expenditures	441

<i>ANNUAL ALLOCATION</i>								
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>						
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
7	96							
-								
12	268							
-	58							
19	422	-	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>
REET 2	10
Local Grants (County, etc.)	36
Federal Grants	395
Total Funding	441

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>						
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
8	2							
11	25							
	395							
19	422	-	-	-	-	-	-	-

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>							
	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-						

Parkside Soil Remediation



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Parkside Soil Remediation	310.065
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CIP Category: Park Facility Projects

Managing Department: Parks, Recr & Sr Services

Justification/Benefits:

<i>Summary Project Description:</i>
Removal of contaminated soils and replacement with new clean soils as part of the Parkside Playground project.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	-
Land & Right of Way	-
Construction	115
Contingency	6
Total Expenditures	121

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
				-			
	115						
	6			-			
-	121	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>
REET 2	1
State of Washington Grants	120
Total Funding	121

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
	1						
	120						
-	121	-	-	-	-	-	-

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>						
	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-

Field House Tennis Court



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Field House Tennis Court	310
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CIP Category: Park Facility Projects

Managing Department: Parks, Recr & Sr Services

<i>Summary Project Description:</i>
Repaint the tennis court at the Field House.

Justification/Benefits: The court was last painted approximately 15 years ago.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	-
Land & Right of Way	25
Construction	-
Contingency	-
Total Expenditures	25

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-		25					
-							
-							
-							
-		25	-	-	-	-	-

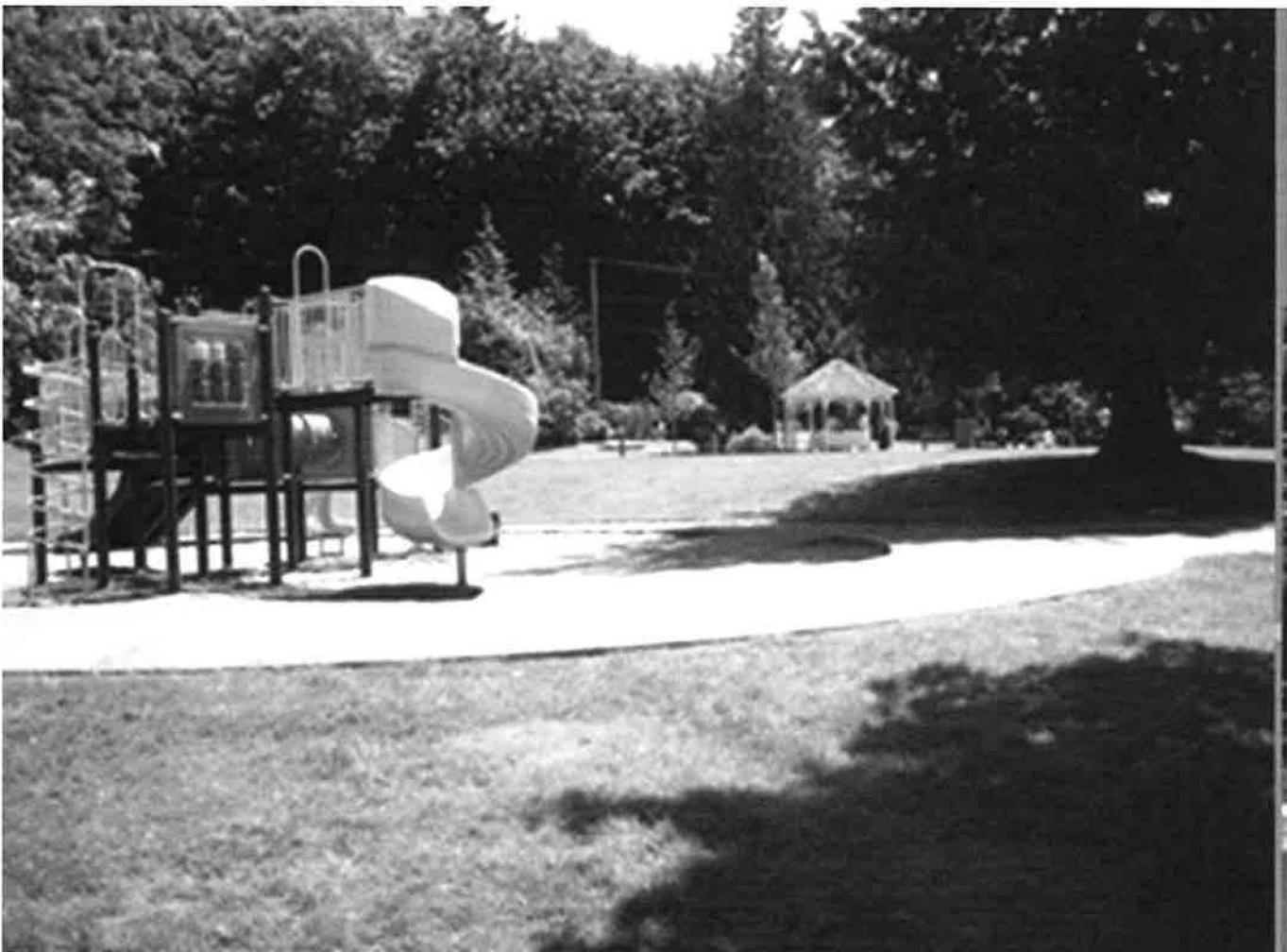
<i>Funding Sources</i>	<i>Total Budget</i>
REET 1	25
Total Funding	25

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
		25					
-	-	25	-	-	-	-	-

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>							
	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

Wooton Park



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Wooton Park	310
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CIP Category: Park Facility Projects

Managing Department: Parks, Recr & Sr Services

<i>Summary Project Description:</i>
Replace play equipment and picnic shelter. The park's play equipment is over 25 years old, outdated and replacement parts are not available. The park was assessed in 2008 as part of the 2010 Master Plan update. Findings identified that the play equipment needed replacement, the wooden gazebo was not sturdy and needs to be removed or replaced, the site furnishings need to be upgraded and the pathways need refurbishing.

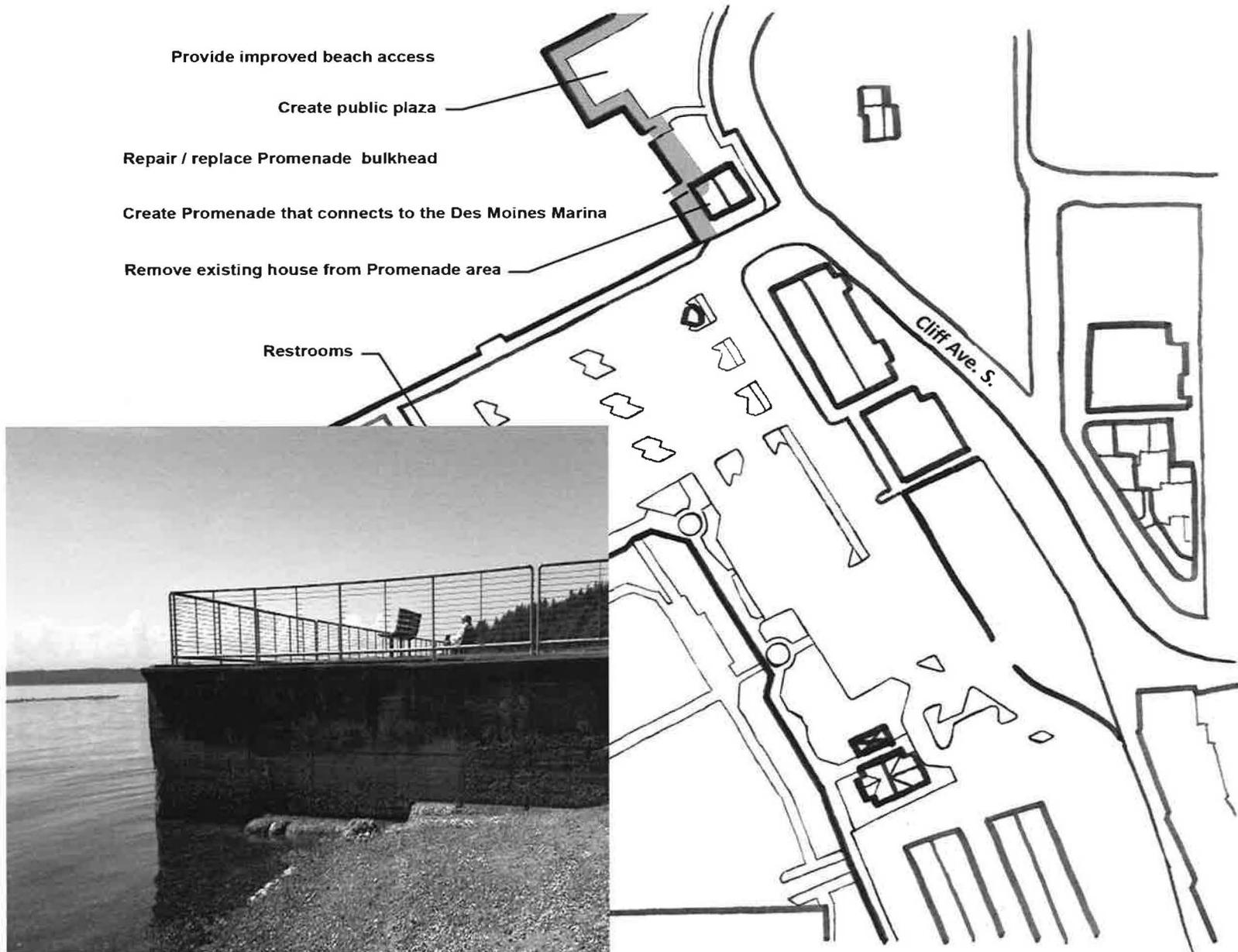
Justification/Benefits: Wooton Park was transferred to the City from King County due to annexation in 1997. Wooton Park is the park facility serving the Redondo neighborhood of 1,600 and thousands of visitors annually. This project was a number one project in the 2010 - 2015 Parks, Recreation and Senior Services Master Plan.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	15	-		15					
Land & Right of Way	-	-							
Construction	195	-		125			70		
Contingency	24	-		15			9		
Total Expenditures	234	-	-	155	-	-	79	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
REET 2	234			155			79		
Total Funding	234	-	-	155	-	-	79	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

Beach Park Promenade & Play Equipment



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Beach Park Promenade & Play Equip	310
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CIP Category: Park Facility Projects

Managing Department: Parks, Recr & Sr Services

<i>Summary Project Description:</i>
Beach Park Promenade along the waterfront to connect to the Marina and create a public plaza with play equipment or water feature.

Justification/Benefits: It is a high priority for the general public and for destination tourism for the full utilization of and access to the waterfront. These facilities will help to maximize revenues that are needed to sustain the Beach Park and its historic resources.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	30	-			30				
Land & Right of Way	-	-							
Construction	700	-			700				
Contingency	30	-			30				
Total Expenditures	760	-	-	-	760	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Park in-Lieu	380				380				
State of Washington Grants (Unconfirmed)	380				380				
Total Funding	760	-	-	-	760	-	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

DMBP Sun Home Lodge Rehab



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

DMBP Sun Home Lodge Rehab	310.056
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CIP Category: Park Facility Projects

Managing Department: Parks, Recr & Sr Services

<i>Summary Project Description:</i>
Rehabilitation of the Sun Home Lodge for its continued use as a recreation facility. Will include lifting the building, connecting new utilities (electrical, gas, phone, cable, water and sewer), constructing a new foundation, decking, exterior stairway and minor interior improvements. Additional interior building remodel work would be completed in future phases. This project relies on funding support from King County and Washington State. \$459K previously expended Picnic Shelter/Restroom funds will provide additional match for the project.

Justification/Benefits: King County has just announced that it will provide up to \$20M bonds for the rehabilitation of historic properties. These funds and past Beach Park expenditures could provide match for a Washington Heritage Capital Grant to lift and construct a new foundation for the Sun Home Lodge. The Sun Home Lodge is in desperate need of life and safety repairs for its continued use as a recreation facility. Funds available will not provide for major interior remodel work. The Des Moines Beach Park is listed on the State and National Historic Register.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	65				45	20			
Land & Right of Way	485					485			
Construction	-								
Contingency	67					67			
Total Expenditures	617	-	-	-	45	572	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Local Grants (County, etc.)	45				45				
State of Washington Grants (Unconfirmed)	572					572			
Total Funding	617	-	-	-	45	572	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

Field House Play Equipment



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Field House Play Equipment	310
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CIP Category: Park Facility Projects

Managing Department: Parks, Recr & Sr Services

<i>Summary Project Description:</i>
Replace the existing playground equipment, which is over 20 years old, excluding the pirate ship play structure.

Justification/Benefits: Existing play structure is now over 20 years old and a safety hazard.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	-	-							
Land & Right of Way	-	-							
Construction	70	-				70			
Contingency	7	-				7			
Total Expenditures	77	-	-	-	-	77	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
REET 2	77					77			
Total Funding	77	-	-	-	-	77	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

Westwood Play Equipment



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Westwood Play Equipment	310
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CIP Category: Park Facility Projects

Managing Department: Parks, Recr & Sr Services

<i>Summary Project Description:</i>
Replace the wooden play structure for safety reasons due to age and wood structure deterioration. Park renovation will include ADA compliance, picnic table and bench replacement.

Justification/Benefits: The wooden play structure needs to be replaced due to age and deterioration. Westwood Park was constructed by a developer in the early 2000's. The wooden play equipment is over 15 years old and becoming a safety hazard. The installation of new equipment will require meeting new ADA access requirements. Westwood Park is one of two small parks that serve the North Hill population of 5,100 residents.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	-	-							
Land & Right of Way	-	-							
Construction	65	-				65			
Contingency	3	-				3			
Total Expenditures	68	-	-	-	-	68	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
REET 2	68					68			
Total Funding	68	-	-	-	-	68	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

Water Tower Park Play Equipment



**CITY OF DES MOINES
2016 -2021 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Water Tower Park Play Equipment

CIP Category: Park Facility Projects

Managing Department: Parks, Recr & Sr Services

Summary Project Description:

Replace the existing playground equipment and surfacing that will be over 20 years old in 2020.

Justification/Benefits: The existing equipment was purchased and installed by the Des Moines Rotary Club in 1998. The typical life cycle of play equipment is 15-20 years.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	-
Land & Right of Way	-
Construction	75
Contingency	5
Total Expenditures	80

<i>ANNUAL ALLOCATION</i>								
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>						
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2022</i>
					75			
					5			
					80			

<i>Funding Sources</i>	<i>Total Budget</i>
REET 2	80
Total Funding	80

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>						
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2022</i>
					80			
					80			

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>								
	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2022</i>
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-

SJU Irrig and Landscape



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

SJU Irrig and Landscape 310

Summary Project Description:

Replace irrigation and add landscaping at one of the city's premier Community Parks.

CIP Category: Park Facility Projects

Managing Department: Parks, Recr & Sr Services

Justification/Benefits: Steven J Underwood Park is a top priority Community Park which has heavy family use.

PROJECT SCOPE		ANNUAL ALLOCATION							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	40	-							40
Land & Right of Way	-	-							
Construction	145	-							145
Contingency	20	-							20
Total Expenditures	205	-	-	-	-	-	-	-	205

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
REET 1	-								
REET 2	145								145
State of Washington Grants (Unconfirmed)	60								60
Total Funding	205	-	-	-	-	-	-	-	205

OPERATING IMPACT		ANNUAL OPERATING IMPACT					
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-

Redondo Floats



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Redondo Floats	310
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CIP Category: Waterfront Facility Project

Managing Department: Marina

<i>Summary Project Description:</i>
Replace the last of the old floats. Demolish the old concrete brow and replace with a new one that would accommodate the new floats and increase the width of the ramp by 3 feet. Replace all the pile hoops with a better design and clean up rock revetment on both sides of the ramp.

Justification/Benefits: The Marina staff has been building new boarding floats for the Redondo Boat Launching Ramp for several years, replacing one or two a year. The new floats replace the original floats that were built in 1980. There is one more old float to replace, but it will also be necessary to remove and replace the concrete brow that anchors the floats to the shore because the new floats are narrower than the original floats. The new floats were designed to be narrower than the original floats in order to increase the width of the ramp to a true two lane launching ramp.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	-	-							
Land & Right of Way	-	-							
Construction	100	-				100			
Contingency	10	-				10			
Total Expenditures	110	-	-	-	-	110	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
REET 2	40					40			
State of Washington Grants (Unconfirmed)	70					70			
Total Funding	110	-	-	-	-	110	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>							
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
Revenue	-	-	-	-	-	-	-	-	
Expenses	-	-	-	-	-	-	-	-	
Net Impact	-	-	-	-	-	-	-	-	

Redondo Fishing Pier Replace Decking



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Redondo Fishing Pier Replace Decking **310**

CIP Category: Waterfront Facility Project

Managing Department: Marina

Summary Project Description:

Replace the wood decking with a concrete deck. Repair pile caps and additional piling where needed in conjunction with installation of the concrete deck.
12 New piles \$100,000; Demo and replace deck \$100,000 plus contingency.

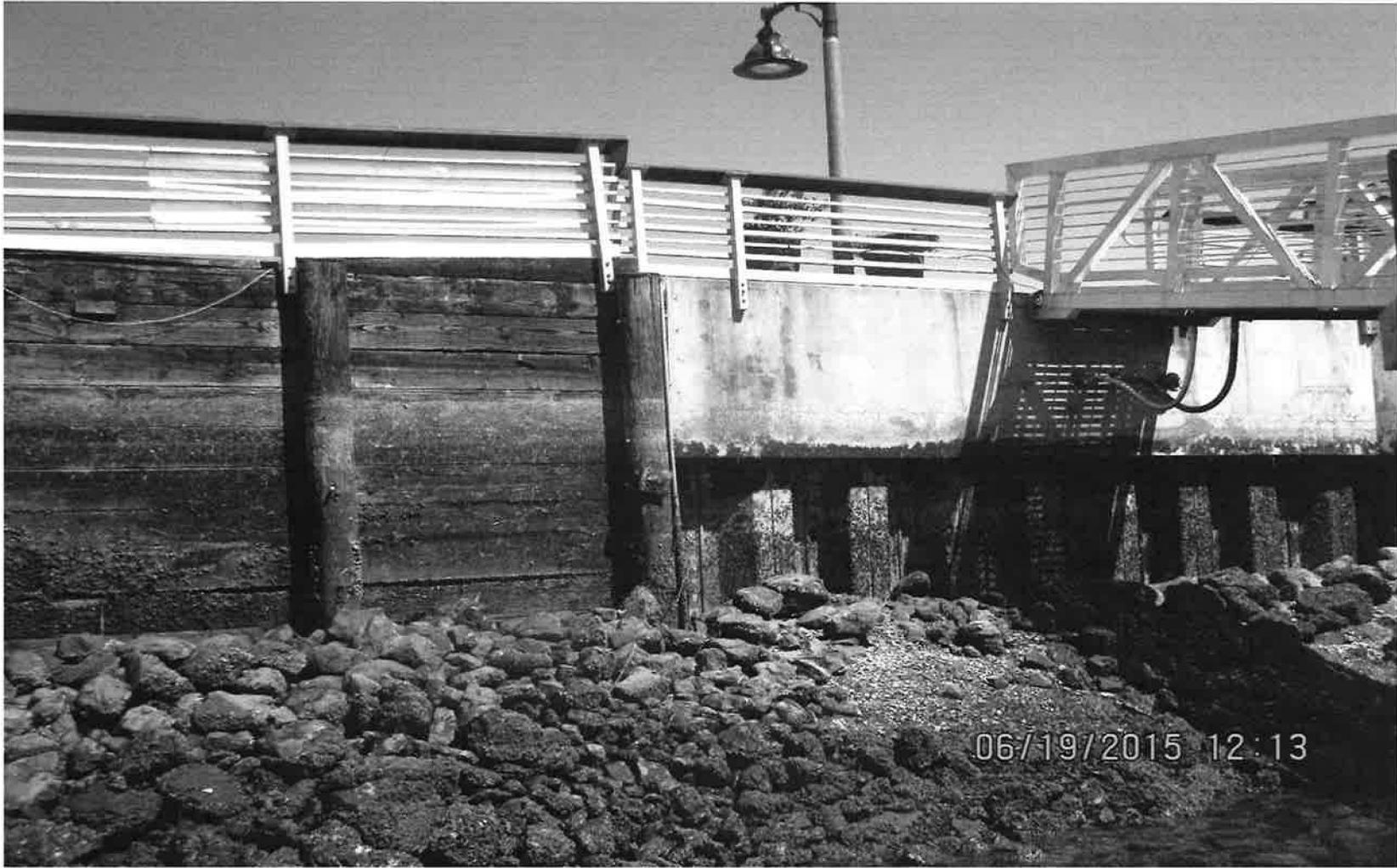
Justification/Benefits: The Pier is now 35 years old and the wood decking has reached the end of its useful life. Concrete decking is easier and cheaper to maintain as well as providing a much safer walking surface.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	-	-							
Land & Right of Way	-	-							
Construction	200	-				200			
Contingency	25	-				25			
Total Expenditures	225	-	-	-	-	225	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
REET 2	67					67			
State of Washington Grants (Unconfirmed)	158					158			
Total Funding	225	-	-	-	-	225	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

North Lot & Beach Park Bulkheads



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

North Bulkhead	310
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CIP Category: Waterfront Facility Project

Managing Department: Marina

<i>Summary Project Description:</i>
Replace the north bulkhead in the north parking lot and replace or repair sections of the bulkhead and revetment in front of the Beach Park. Remove unsuitable revetment material from the beach and include wider sidewalks and pedestrian amenities.

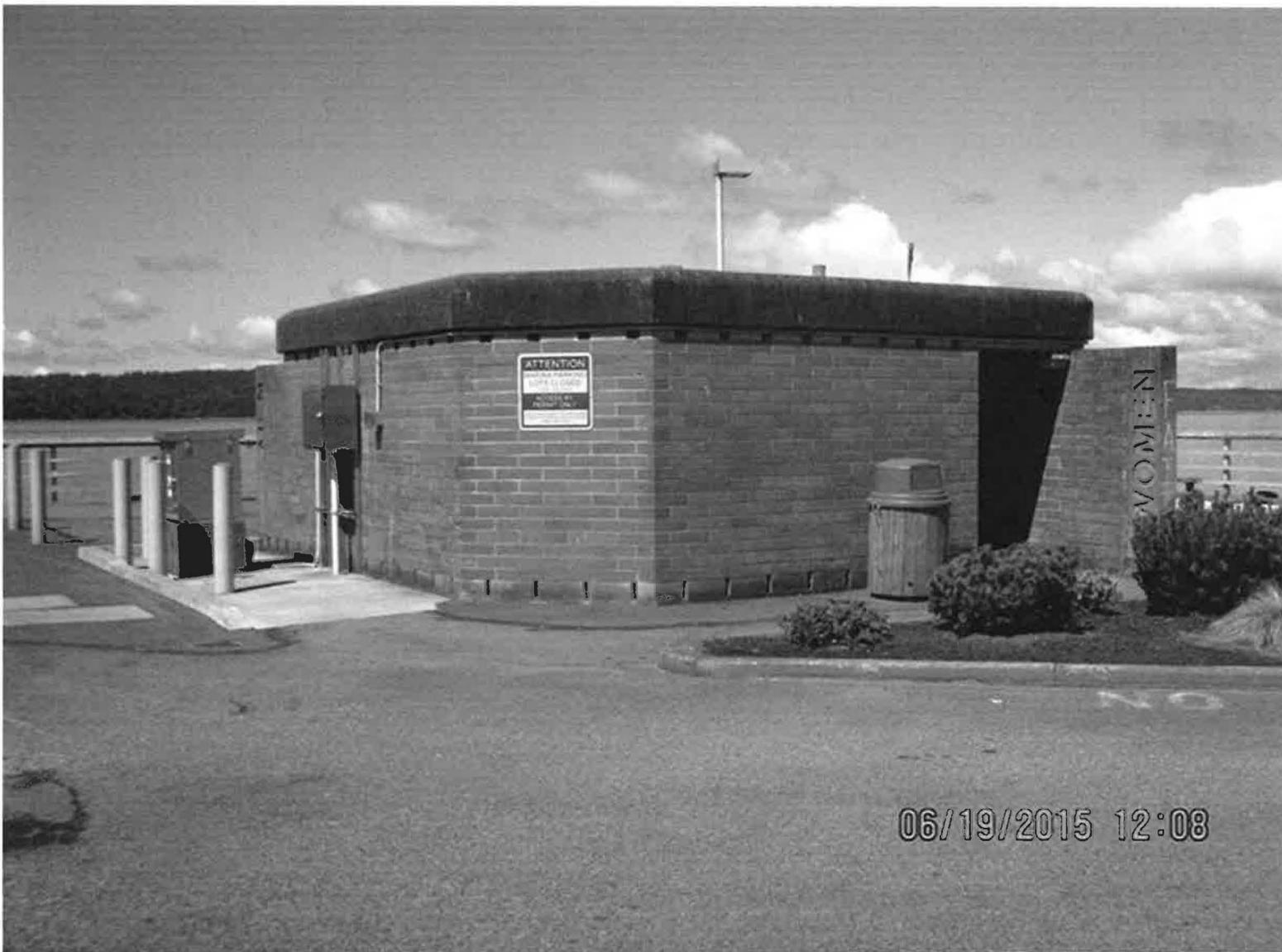
Justification/Benefits: Bulkheads are aged and damaged by storm activities which require periodic spot rebuilding. Replacing the bulkheads will provide long-term protection with lower maintenance costs. It would also improve public access to the beach from both the north parking lot and the Beach Park.

PROJECT SCOPE		ANNUAL ALLOCATION							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	100	-						100	
Land & Right of Way	-	-							
Construction	2,000	-							2,000
Contingency	-	-							
Total Expenditures	2,100	-	-	-	-	-	-	100	2,000

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
REET 1	1,100				200	200	200	200	300
REET 2	-								
Local Grants (County, etc.)	-								
State of Washington Grants (Unconfirmed)	1,000								1,000
Total Funding	2,100	-	-	-	200	200	200	200	1,300

OPERATING IMPACT		ANNUAL OPERATING IMPACT						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

N Pier Restrooms



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

N Pier Restrooms	310
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CIP Category: Waterfront Facility Project

Managing Department: Marina

<i>Summary Project Description:</i>
Demolish existing restroom and shower building located next to Marina office and the existing restrooms located near the fishing pier and replace them with 6 module unisex toilet, sink, shower units at a location centrally located to both areas but which will be outside (and therefore not conflict with) the Marina Zone 2 (Economic Development Zone). The unisex style units would include a toilet and sink and at least two units would also include a shower that would be operated with tokens issued by the Marina office.

Justification/Benefits: Existing restrooms are significantly deteriorated and need to be replaced. These restrooms are for public access (including patrons of the marina guest moorage).

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date</i> <i>12/31/15</i>	<i>Scheduled Year</i> <i>2016</i>	<i>Plan Year</i> <i>2017</i>	<i>Plan Year</i> <i>2018</i>	<i>Plan Year</i> <i>2019</i>	<i>Plan Year</i> <i>2020</i>	<i>Plan Year</i> <i>2021</i>	<i>Plan Year</i> <i>2022</i>
Design	-	-							
Land & Right of Way	-	-							
Construction	247	-							247
Contingency	3	-							3
Total Expenditures	250	-							250

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date</i> <i>12/31/15</i>	<i>Scheduled Year</i> <i>2016</i>	<i>Plan Year</i> <i>2017</i>	<i>Plan Year</i> <i>2018</i>	<i>Plan Year</i> <i>2019</i>	<i>Plan Year</i> <i>2020</i>	<i>Plan Year</i> <i>2021</i>	<i>Plan Year</i> <i>2022</i>
REET 2	250								250
Total Funding	250								250

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

Redondo Restroom & Plaza



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Redondo Restroom & Plaza	310
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CIP Category: Waterfront Facility Project

Managing Department: Marina

<i>Summary Project Description:</i>
Demolish existing restroom and replace with smaller pre-fab structure across the street. Replace restroom foundation with surface similar to rest of plaza and add railings. \$250,000 for pre-fab restroom and \$150,000 for ground restoration.

Justification/Benefits: The existing restrooms are 35 years old and are functionally obsolete. The restrooms are built on a pier with all of the plumbing hanging below the structure where it can and has been destroyed by storms.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date</i> <i>12/31/15</i>	<i>Scheduled Year</i> <i>2016</i>	<i>Plan Year</i> <i>2017</i>	<i>Plan Year</i> <i>2018</i>	<i>Plan Year</i> <i>2019</i>	<i>Plan Year</i> <i>2020</i>	<i>Plan Year</i> <i>2021</i>	<i>Plan Year</i> <i>2022</i>
Design	-	-							
Land & Right of Way	-	-							
Construction	400	-							400
Contingency	-	-							
Total Expenditures	400	-	-	-	-	-	-	-	400

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date</i> <i>12/31/15</i>	<i>Scheduled Year</i> <i>2016</i>	<i>Plan Year</i> <i>2017</i>	<i>Plan Year</i> <i>2018</i>	<i>Plan Year</i> <i>2019</i>	<i>Plan Year</i> <i>2020</i>	<i>Plan Year</i> <i>2021</i>	<i>Plan Year</i> <i>2022</i>
REET 2	200								200
State of Washington Grants (Unconfirmed)	200								200
Total Funding	400	-	-	-	-	-	-	-	400

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>					
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-

Arterial Street Pavement Preservation



CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Arterial Street Pavement Preservation	102.102
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CIP Category: Transportation - Operating Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Maintain and preserve the integrity of the City's existing roadway surfaces of approximately 5 centerline miles per year through a combination of pavement rehabilitation measures, such as chip seals, patches and overlays. See 2016 50,000 use for project 319.614 S 268th St Sidewalks.
POLICY QUESTION: Cost/benefit of paving every two years vs. public perception paving every year???

Justification/Benefits: The City's Comprehensive Transportation Plan has identified the Pavement Management Program as a high priority. A major component of this program is the yearly pavement maintenance and rehabilitation projects. These projects are intended to protect and preserve the surface condition, help maintain the structural integrity, and restore texture and skid resistance to the roadway surface. With proper maintenance, asphalt pavement has a design life of 20 to 25 years. There are approximately 100 centerline miles of roadway. Given the design life of pavement, the Pavement Management Program should strive to maintain at least 4 to 5 centerline miles of roadway each year.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	80	-	20		20		20		20
Land & Right of Way	-	-							
Construction	2,390	-		690		850		850	
Contingency	30	-		10		10		10	
Total Expenditures	2,500	-	20	700	20	860	20	860	20

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Transportation Benefit District	2,500		280	440	440	440	440	440	20
REET 2	-								
Total Funding	2,500	-	280	440	440	440	440	440	20

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

Arterial Traffic Calming Project



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Arterial Traffic Calming	319.609
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CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Install arterial traffic calming devices such as permanent radar speed signs, road rechannelization, speed cushions, and other appropriate devices for use on arterial streets. These devices are intended for higher volume roads and emergency response routes which have different characteristics than local roads. Locations are yet to be determined and based on operational characteristics.

Justification/Benefits: Arterial traffic calming devices have been shown to potentially reduce operational speeds and bring awareness to the motoring public. Lower operating speeds can improve the traffic safety for vehicle users as well as pedestrians using adjacent facilities.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	-
Land & Right of Way	-
Construction	75
Contingency	-
Total Expenditures	75

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
	15	15			15	15	15
-	15	15	-	-	15	15	15

<i>Funding Sources</i>	<i>Total Budget</i>
ASE (Automatic Speed Enforcement) GF X-fer	75
Total Funding	75

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
	15	15			15	15	15
-	15	15	-	-	15	15	15

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

Sidewalk Program



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Sidewalk Program	101.205
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CIP Category: Transportation - Operating Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Replace sidewalks throughout the City. This program targets locations that are in significant need of repair or which do not meet current standards. Typical locations for repair include curb, gutter, sidewalk, asphalt paths and driveway approaches. The program prioritizes projects near schools, in commercial areas, and locations with high amounts of pedestrian traffic. Special consideration is given to locations with past pedestrian accident history and where citizen complaints are received.

Justification/Benefits: Provides safer pedestrian mobility and reduces liability to City from substandard sidewalks.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	14	-	2	2	2	2	2	2	2
Land & Right of Way	-	-	-	-	-	-	-	-	-
Construction	126	-	18	18	18	18	18	18	18
Contingency	-	-	-	-	-	-	-	-	-
Total Expenditures	140	-	20	20	20	20	20	20	20

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
ASE (Automatic Speed Enforcement) GF X-fer	140	-	20	20	20	20	20	20	20
Total Funding	140	-	20	20	20	20	20	20	20

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>					
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-

Guardrail Program



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Guardrail Program	101.305
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CIP Category: Transportation - Operating Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Install new or replace outdated guardrail City wide.

Justification/Benefits: This program is specifically intended to target roadside safety on the City's street system. These locations are where guardrail is warranted (determined by the American Association of State Highway and Transportation Officials - AASHTO - Roadside Design Guide and City Policy) but where none exists, and where the existing guardrail does not meet current design standards and should be upgraded to enhance safety. Vehicle impact with substandard guardrail installations can potentially increase the severity of the collision.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	-	-							
Land & Right of Way	-	-							
Construction	100	-	25		25		25		25
Contingency	-	-							
Total Expenditures	100	-	25	-	25	-	25	-	25

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
REET 2	100		25		25		25		25
Total Funding	100	-	25	-	25	-	25	-	25

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>					
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-

SW Bridge Seismic Retrofit



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

SW Bridge Seismic Retrofit	319,326
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CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Repairs and seismic retrofitting of the bridge. Patch and repair spalling areas.

Justification/Benefits:

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	696	696							
Land & Right of Way									
Construction	3,684	3,639	45						
Contingency	32	32							
Total Expenditures	4,412	4,367	45	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Transport CIP Fund	528	528							
Federal Grants	3,884	3,839	45						
Total Funding	4,412	4,367	45	-	-	-	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

Midway SRTS 24th Ave Sidewalk



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Midway SRTS 24th Ave Sidewalk	319.606
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CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Install a sidewalk on the east side of 24th Ave S from South 224th Street to South 227th Street. This project will be done in conjunction with SWM's 24th Ave Pipeline replacement.

Justification/Benefits: Provides safer pedestrian mobility especially for school aged children. The east side of 24th Avenue South directly across from Midway Elementary and Pacific Middle School was identified as a top ranking priority project in the HEAL funded Safe Routes to School study/inventory.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	100	28	72						
Land & Right of Way	-	-							
Construction	241	-		241					
Contingency	54	-		54					
Total Expenditures	395	28	72	295	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
ASE (Automatic Speed Enforcement) GF X-fer	268	207		61					
Traffic Impact Fees - City Wide	127		72	55					
Total Funding	395	207	72	116	-	-	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>							
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
Revenue	-	-	-	-	-	-	-	-	
Expenses	-	-	-	-	-	-	-	-	
Net Impact	-	-	-	-	-	-	-	-	

24th Ave South Improvement



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

24th Ave South Improvement 319,300,040

CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

Summary Project Description:

Project contingency held for potential coordination with the City of SeaTac's 24th/28th Roadway Connection Project.

Justification/Benefits: Project infrastructure work completed in 2015.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	1,188	1,188							
Land & Right of Way	1,019	1,019							
Construction	5,069	5,069							
Contingency	1,224	1,194	30						
Total Expenditures	8,500	8,470	30						

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Traffic in-Lieu	4,166	4,166							
Federal Grants	3,000	3,000							
Private Contributions	823	823							
Debt Proceeds	330	330							
Total Funding	8,500	8,500							

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

Gateway - S 216th Segment 1A



CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

Gateway - S 216th Segment 1A 319,332

CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

Summary Project Description:
 South 216th St from R 99 to 24th Ave South. Widen roadway to 5 lanes with two additional travel lanes in each direction, a continuous left turn lane, a U-turn pocket (EN to WB) at SR 99, bicycle lanes, planter strips and sidewalks.

Justification/Benefits: Provides adequate access to support area development especially as it relates to the Des Moines Business Park and future development along the north side of South 216th Street and east side of 24th Ave South.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	902	902							
Land & Right of Way	944	828	116						
Construction	4,391	80	4,311						
Contingency	648	7	641						
Total Expenditures	6,885	1,817	5,068						

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Traffic in-Lieu	850	259	591						
Transport CIP Fund	894	688	206						
Traffic Impact Fees - City Wide	366	50	316						
Local Grants (Metro)	30	7	23						
State of Washington Grants (Confirmed)TIB, FMSIB	3,692		3,692						
Federal Grants (STP)	613	488	125						
Private Contributions (Utilities)	115		115						
Debt Proceeds	325	325							
Total Funding	6,885	1,817	5,068						

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>					
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-

Barnes Creek Trail



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Barnes Creek Trail	319.345
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CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
A 2 mile multi-use trail connecting to the Des Moines Creek Trail in the north and Highline College at the south end.

Justification/Benefits: The need for extension of roadways, the Barnes Creek Trail, storm water improvements and other public facilities along the Historic SR509 right of way between Kent Des Moines Road and S. 216th Street is identified in the City of Des Moines Comprehensive Transportation Plan, 2009 and the City of Des Moines Highest and Best Use Analysis of the Historic SR 509 Corridor, 2009. The analysis divided the corridor into three segments assessing the City's future needs.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	1,038
Land & Right of Way	-
Construction	3,455
Contingency	376
Total Expenditures	4,869

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
464	524			50			
-					2,073	1,382	
76					180	120	
540	524	-	-	50	2,253	1,502	-

<i>Funding Sources</i>	<i>Total Budget</i>
REET 1	644
King County Park Levy	288
Transport CIP Fund	69
Traffic Impact Fees - City Wide	200
Local Grants (County, etc.)	44
State of Washington Grants (Unconfirmed)	-
Federal Grants (2015-16 Secured)	3,624
Total Funding	4,869

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
39	248			50	204	103	
288							
69							
44					100	100	
274	102				1,949	1,299	
714	350	-	-	50	2,253	1,502	-

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>							
	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-						

Redondo Board Walk Replacement



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Redondo Board Walk Replacement	319.615
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CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Replace Boardwalk with improved design. FHWA 86.5% for grant funding total of \$285K is confirmed. The rest of the grant funding is still in application status.

Justification/Benefits: In late November of 2014, the Boardwalk was severely damaged by a storm and has been closed until permanent repairs can be made. The Boardwalk is one of the highest pedestrian use locations in the City with peak hour counts as high as 600 pedestrians per hour. The Boardwalk is a regional attraction for tourists and waterfront activity.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	453
Land & Right of Way	-
Construction	3,810
Contingency	432
Total Expenditures	4,695

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
453							
-	3,810						
5	427						
458	4,237	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>
REET 1	500
State of Washington	1,808
Federal Grants	2,387
Total Funding	4,695

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
30	470						
143	1,665						
285	2,102						
458	4,237	-	-	-	-	-	-

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2022</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

South 268th Street Sidewalk



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

South 268th Street Sidewalk	319.614
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CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Install sidewalks on the north side of South 268th Street between 16th Ave South and Pacific Highway South, with a portion of sidewalk on the south side from 18th Ave South to Pacific Highway South. This project does not underground the utilities.

Justification/Benefits: S. 268th Street is a Neighborhood Collector Arterial connecting Pacific Highway South and 16th Avenue South. Currently there are open ditch sections on the north and south sides of 268th and no existing sidewalks west of 19th Ave South. South 268th Street is also used by elementary students to walk to Woodmont Elementary on 16th Ave South.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	97
Land & Right of Way	-
Construction	723
Contingency	60
Total Expenditures	880

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-	97						
-							
-	723						
-	60						
-	880	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>
ASE (Automatic Speed Enforcement) GF X-fer	38
Transportation Benefit District	50
REET 2	94
Transport CIP Fund	182
Federal Grants	431
Private Contributions	85
Total Funding	880

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
	38						
	50						
	94						
	182						
	431						
	85						
-	880	-	-	-	-	-	-

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>							
	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

S 224th St Improvements



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

S 224th St Improvements	319.336
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CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Improvements identified for South 224th Street are for a "Type A" street including curbs, gutters, wide sidewalks, and bike lanes. This project includes design, environmental analysis, and preparation of plans, specifications, and estimates by a consultant. In-lieu fees have been obtained and will fund the design as well as the construction.

Justification/Benefits: This project has been identified as one of the Pacific Ridge Neighborhood Mitigation Project. Sidewalks are lacking completely on the north side of 224th Street and there is currently an incomplete section of sidewalk on the south side. This sidewalk will provide a safer pedestrian connection between 30th Ave South and Pacific Highway South.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	113	-	113						
Land & Right of Way	35	-		35					
Construction	366	-		366					
Contingency	101	-		101					
Total Expenditures	615	-	113	502	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Transport CIP Fund (Prior x-fer TIF -Pac Ridge)	615	606	9						
Total Funding	615	606	9	-	-	-	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

Adrianna Sidewalk Vacation Placeholder



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Adrianna Sidewalk Vacation Placeholder 319

Summary Project Description:

This is a placeholder for the \$105,825 funding received in 2015.

CIP Category:

Managing Department:

Justification/Benefits:

PROJECT SCOPE	
<i>Expenditures</i>	<i>Total Budget</i>
Design	-
Land & Right of Way	-
Construction	-
Contingency	106
Total Expenditures	106

ANNUAL ALLOCATION							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
		106					
-	-	106	-	-	-	-	-

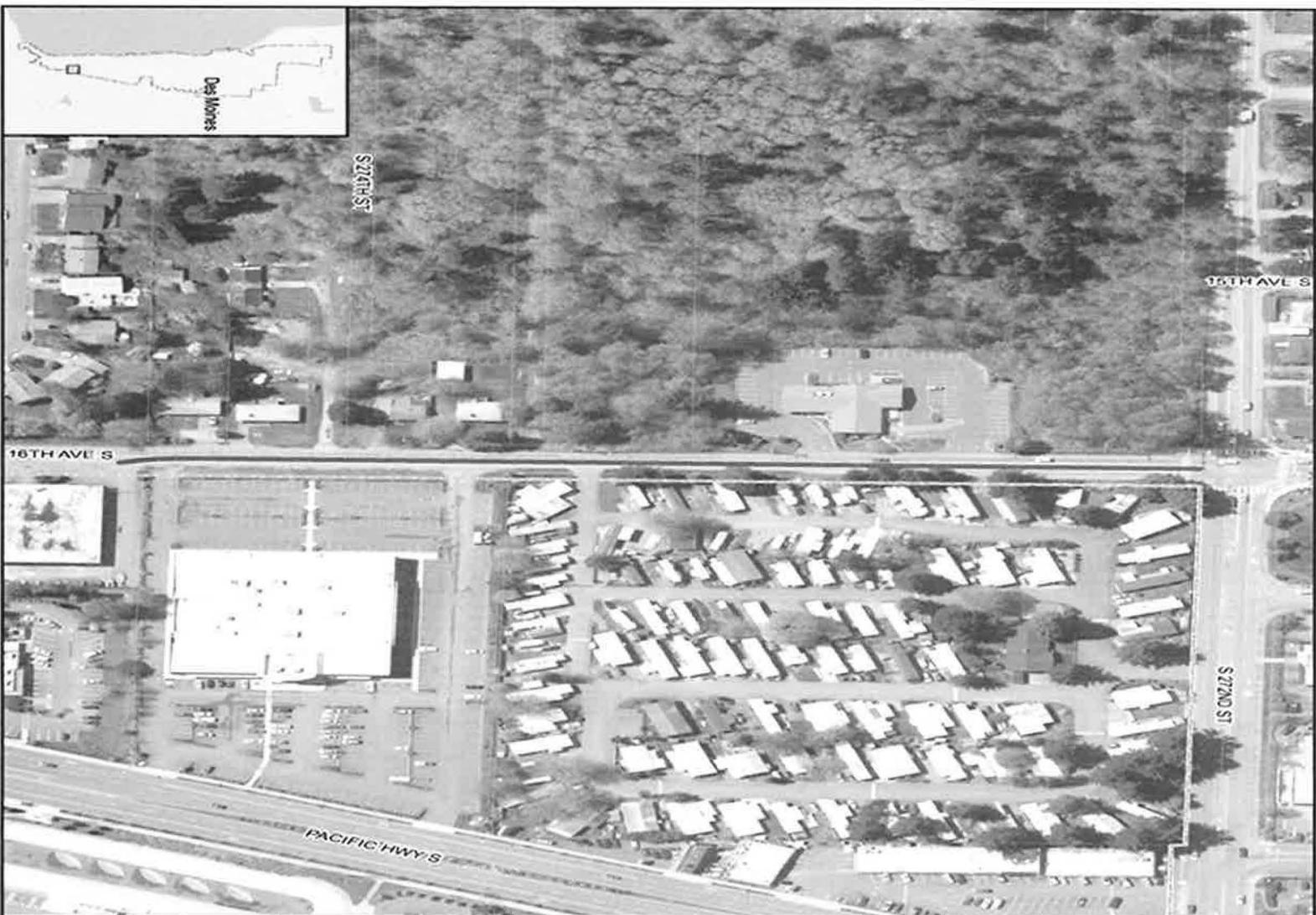
<i>Funding Sources</i>	<i>Total Budget</i>
Traffic in-Lieu	106
Total Funding	106

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
106							
106	-	-	-	-	-	-	-

OPERATING IMPACT	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	(36)
Net Impact	(36)

ANNUAL OPERATING IMPACT							
	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-
Expenses	-	-	(6)	(6)	(6)	(6)	(6)
Net Impact	-	-	(6)	(6)	(6)	(6)	(6)

16th Ave - Seg 5A



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

16th Ave - Seg 5A	319.301
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CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
South 272nd Street to approximately 1000 feet south of S 272nd Street. Install curbs, gutters, sidewalks, enclosed drainage system and bike lanes along both sides of the street. Improve existing lighting and install left turn lane. Cost estimates reflect overhead utilities. Undergrounding utilities would be a significant increase. This project coordinates with Segment 5B.

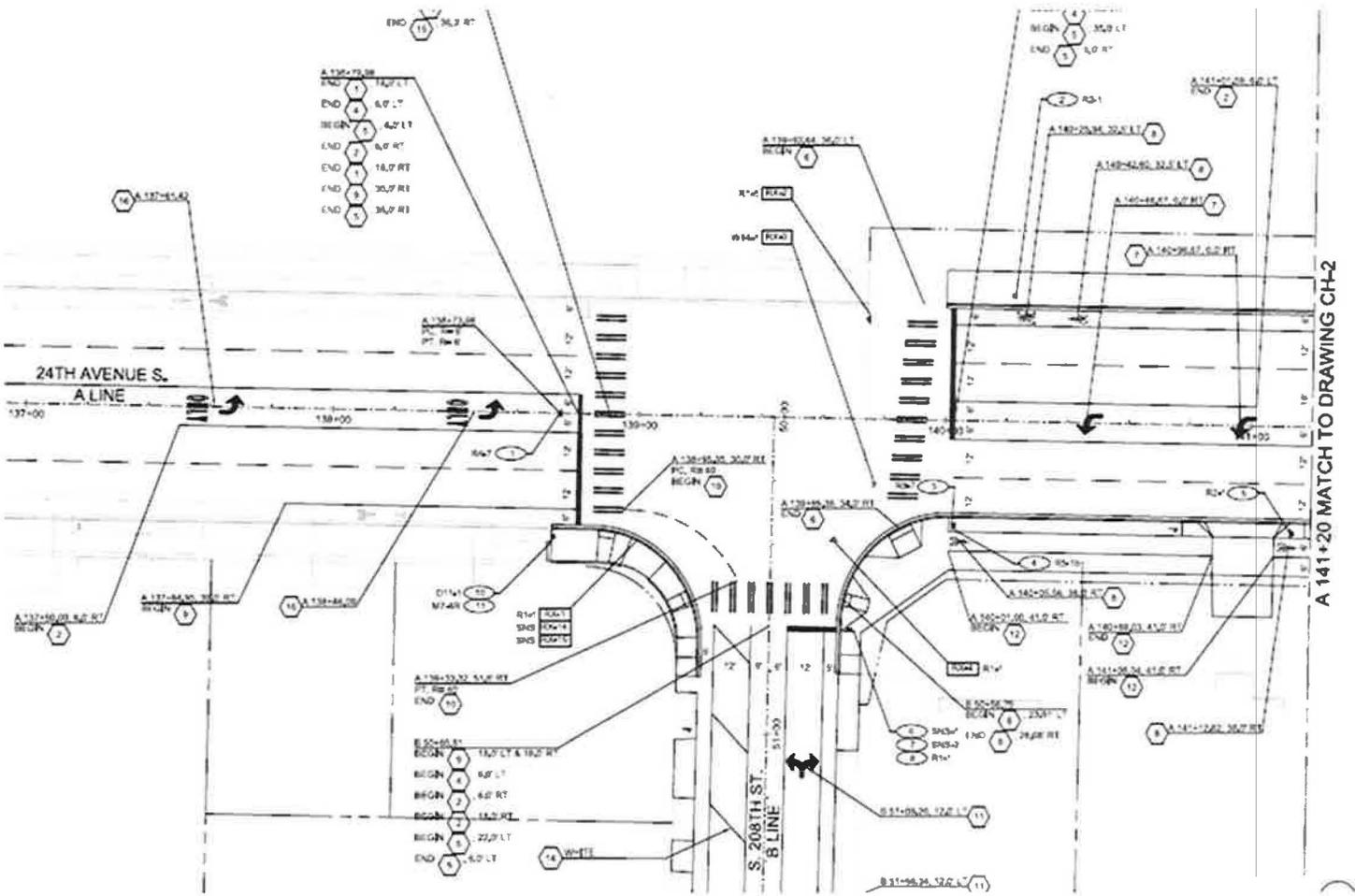
Justification/Benefits: The need for pedestrian facilities is identified in the City's Comprehensive Transportation Plan and 6 Yr TIP. This corridor has numerous single-family developments that generate pedestrian traffic along the shoulder of the road. It is used to access schools, parks, churches and shopping areas. 16th Ave is classified as a principal arterial and is identified as a pedestrian walkway route. Future growth will highlight the need for separated pedestrian facilities. This project also improves mobility and safety by adding left turn lanes and improving street lighting.

PROJECT SCOPE		ANNUAL ALLOCATION							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date</i> 12/31/15	<i>Scheduled Year</i> 2016	<i>Plan Year</i> 2017	<i>Plan Year</i> 2018	<i>Plan Year</i> 2019	<i>Plan Year</i> 2020	<i>Plan Year</i> 2021	<i>Plan Year</i> 2022
Design	128	-		128					
Land & Right of Way	-	-							
Construction	-	-							
Contingency	1	-		1					
Total Expenditures	129	-	-	129	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date</i> 12/31/15	<i>Scheduled Year</i> 2016	<i>Plan Year</i> 2017	<i>Plan Year</i> 2018	<i>Plan Year</i> 2019	<i>Plan Year</i> 2020	<i>Plan Year</i> 2021	<i>Plan Year</i> 2022
Traffic in-Lieu	129	129							
Transport CIP Fund	-								
Total Funding	129	129	-	-	-	-	-	-	-

OPERATING IMPACT		ANNUAL OPERATING IMPACT							
<i>Operating Impact</i>	<i>6 Year Total</i>		<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-

24th Ave/Sea-Tac Intersection



**CITY OF DES MOINES
2016 -2021 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

24th Ave/Sea-Tac Intersection	319.302
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CIP Category:
Managing Department:

<i>Summary Project Description:</i>
Costs to cover construction coordination/tie-in efforts at the intersection of 24th Ave S/South 208th Street

Justification/Benefits: The City of SeaTac is widening 24th Ave South north of South 208th Street and there will be the need to potentially cover asphalt and concrete work at the intersection to create a smooth roadway transition between jurisdictions. The City of Des Moines is responsible for most of the intersection, including the NW and SW corners.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	-
Land & Right of Way	-
Construction	30
Contingency	-
Total Expenditures	30

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
		30					
-	-	30	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>
Traffic Impact Fees - City Wide	30
Total Funding	30

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
		30					
-	-	30	-	-	-	-	-

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>							
	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-

Downtown Alley Improvement



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Downtown Alley Improvement	319
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CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Project will underground general utilities, overlay alley between 223rd and 225th, provide for urban design features and elements to create a vibrant, pedestrian friendly corridor.

Justification/Benefits: An active pedestrian alley provides economic benefit to the city by generating additional sales for local businesses which increases sales tax and B&O tax revenues to the city.

PROJECT SCOPE		ANNUAL ALLOCATION							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date</i> 12/31/15	<i>Scheduled Year</i> 2016	<i>Plan Year</i> 2017	<i>Plan Year</i> 2018	<i>Plan Year</i> 2019	<i>Plan Year</i> 2020	<i>Plan Year</i> 2021	<i>Plan Year</i> 2022
Design	70			70					
Land & Right of Way	-								
Construction	330				330				
Contingency	30				30				
Total Expenditures	430	-	-	70	360	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date</i> 12/31/15	<i>Scheduled Year</i> 2016	<i>Plan Year</i> 2017	<i>Plan Year</i> 2018	<i>Plan Year</i> 2019	<i>Plan Year</i> 2020	<i>Plan Year</i> 2021	<i>Plan Year</i> 2022
Transportation Benefit District	-								
Traffic in-Lieu	330			70	260				
Private Contributions (Utilities)	100				100				
Total Funding	430	-	-	70	360	-	-	-	-

OPERATING IMPACT		ANNUAL OPERATING IMPACT					
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-

S 223rd Walkway Improvements



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

S 223rd Walkway Improvements	319
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CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Installation of missing sidewalk on the north and south sides of S 223rd St and west of 6th Ave. The project will install curbs, ramps and landings at the intersection of 6th Ave and 223rd Ave.

Justification/Benefits: The city has identified missing sidewalk needs in the Downtown area. This location is a key connection from the Downtown area to the Marina/Beach Park.

PROJECT SCOPE		ANNUAL ALLOCATION							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	25			15	10				
Land & Right of Way	-								
Construction	152				152				
Contingency	14				14				
Total Expenditures	191	-	-	15	176	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
ASE (Automatic Speed Enforcement) GF X-fer	30				30				
State of Washington Grants (Unconfirmed)	161			15	146				
Total Funding	191	-	-	15	176	-	-	-	-

OPERATING IMPACT		ANNUAL OPERATING IMPACT					
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-

S 200th St Safe Routes to School



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

S 200th St Safe Routes to School	319
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CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Install sidewalk on the north side of the S 200th St between 8th Ave South and Des Moines Memorial Dr.

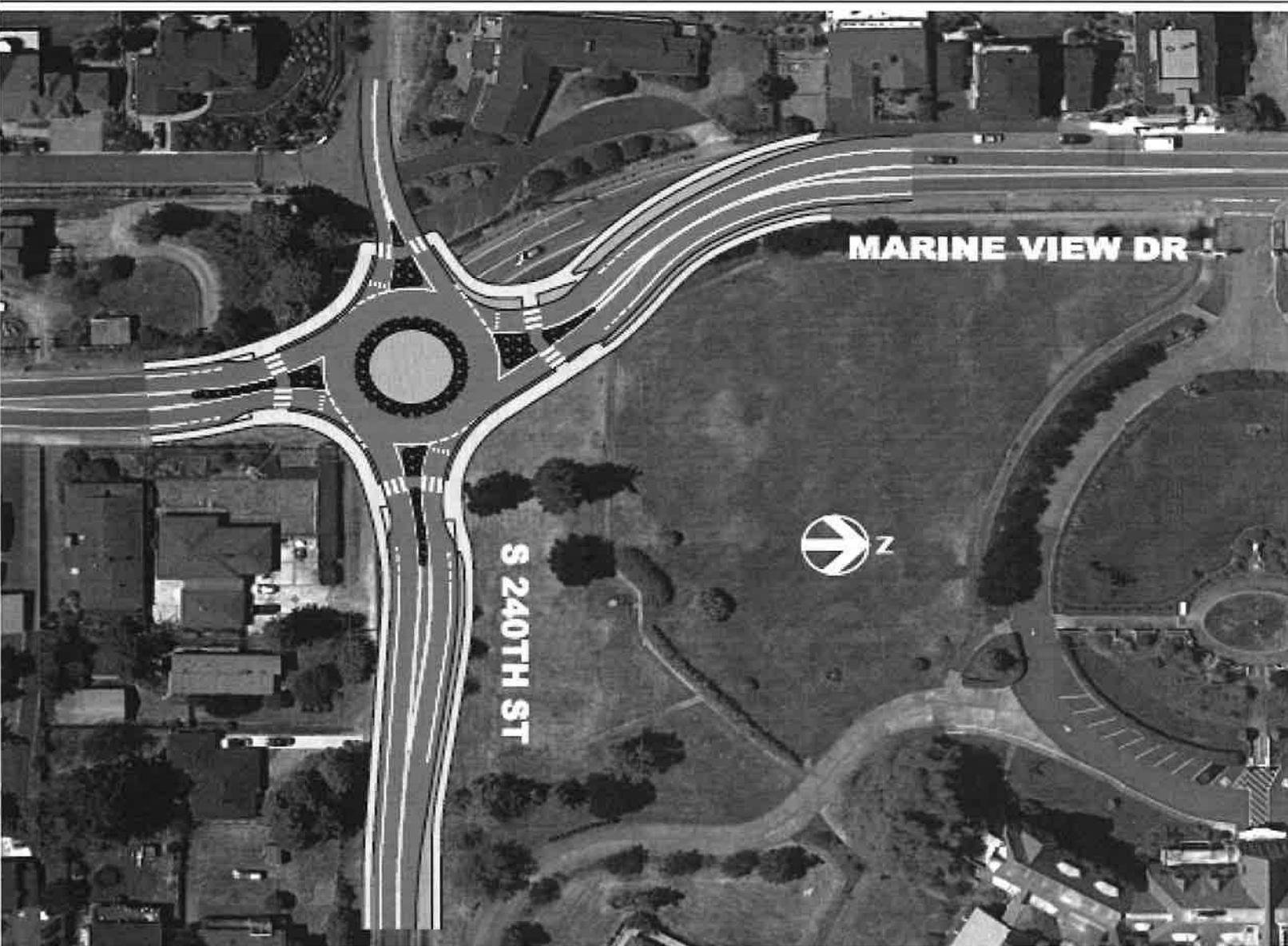
Justification/Benefits: Currently no sidewalk exists along the S 200th Street arterial. This route is identified as a high priority in the city's school walk route evaluation.

PROJECT SCOPE		ANNUAL ALLOCATION							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date</i> 12/31/15	<i>Scheduled Year</i> 2016	<i>Plan Year</i> 2017	<i>Plan Year</i> 2018	<i>Plan Year</i> 2019	<i>Plan Year</i> 2020	<i>Plan Year</i> 2021	<i>Plan Year</i> 2022
Design	75			75					
Land & Right of Way	-								
Construction	550				550				
Contingency	95				95				
Total Expenditures	720	-	-	75	645	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date</i> 12/31/15	<i>Scheduled Year</i> 2016	<i>Plan Year</i> 2017	<i>Plan Year</i> 2018	<i>Plan Year</i> 2019	<i>Plan Year</i> 2020	<i>Plan Year</i> 2021	<i>Plan Year</i> 2022
ASE (Automatic Speed Enforcement) GF X-fer	75			25	50				
State of Washington Grants (Unconfirmed)	645			50	595				
Total Funding	720	-	-	75	645	-	-	-	-

OPERATING IMPACT		ANNUAL OPERATING IMPACT						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

Marine View Dr Roundabout



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Marine View Dr Roundabout	319.608
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CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Re-align intersection and install roundabout at the intersection of Marine View Drive and S 240th Street.

Justification/Benefits: The project will install a modern roundabout at this intersection which will reduce crash severity for all users, allowing safer mergers into circulating traffic, and provide more perception time for all users due to the lower vehicle speeds. There will be fewer overall conflict points and no left-turn conflicts. An environmental benefit minimizes delays with infrequent stops being required during off-peak periods. The improvement will provide an opportunity for pedestrian crossings of Marine View Drive under slower vehicle speed conditions. The circular island provides an opportunity for landscaping and/or gateway feature to enhance the community.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	160
Land & Right of Way	200
Construction	1,500
Contingency	212
Total Expenditures	2,072

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
		160					
-			200				
-			500	1,000			
-			112	100			
-	-	160	812	1,100	-	-	-

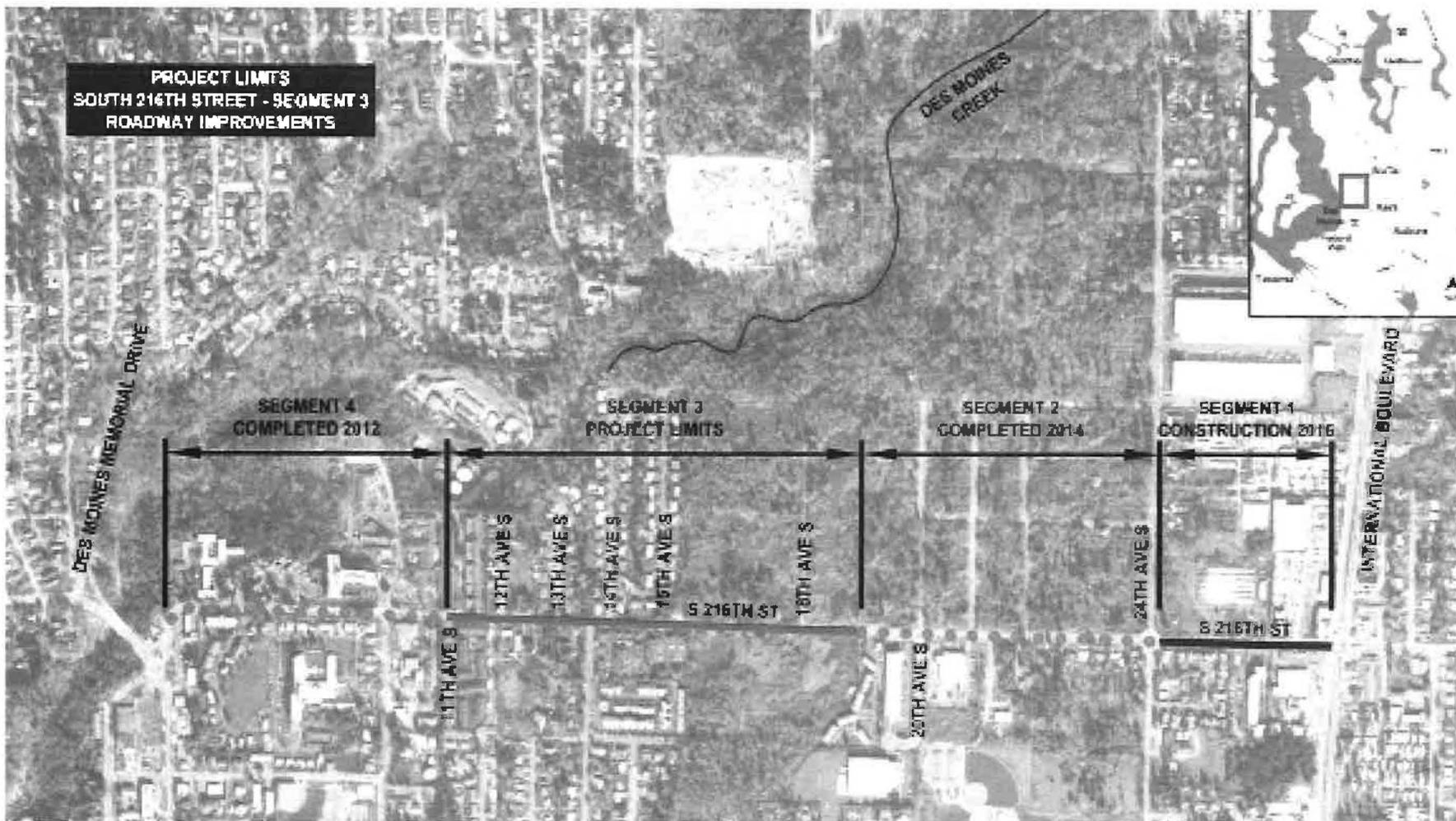
<i>Funding Sources</i>	<i>Total Budget</i>
Traffic in-Lieu	783
Traffic Impact Fees - City Wide	160
State of Washington Grants (Unconfirmed)	1,129
Total Funding	2,072

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
		-	343	440			
		160		-			
			469	660			
-	-	160	812	1,100	-	-	-

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>							
	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

South 216th - Segment 3



City of Des Moines
South 216th Street - Segment 3
11th Avenue S to 19th Avenue S



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

South 216th - Segment 3	319.334
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Summary Project Description:

Widen roadway to provide center turn lane, bike lanes, curb, gutter and sidewalks between 11th Ave South and 19th Avenue South. If grant is unavailable then debt financing would be required or project schedule would need to be adjusted.

CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

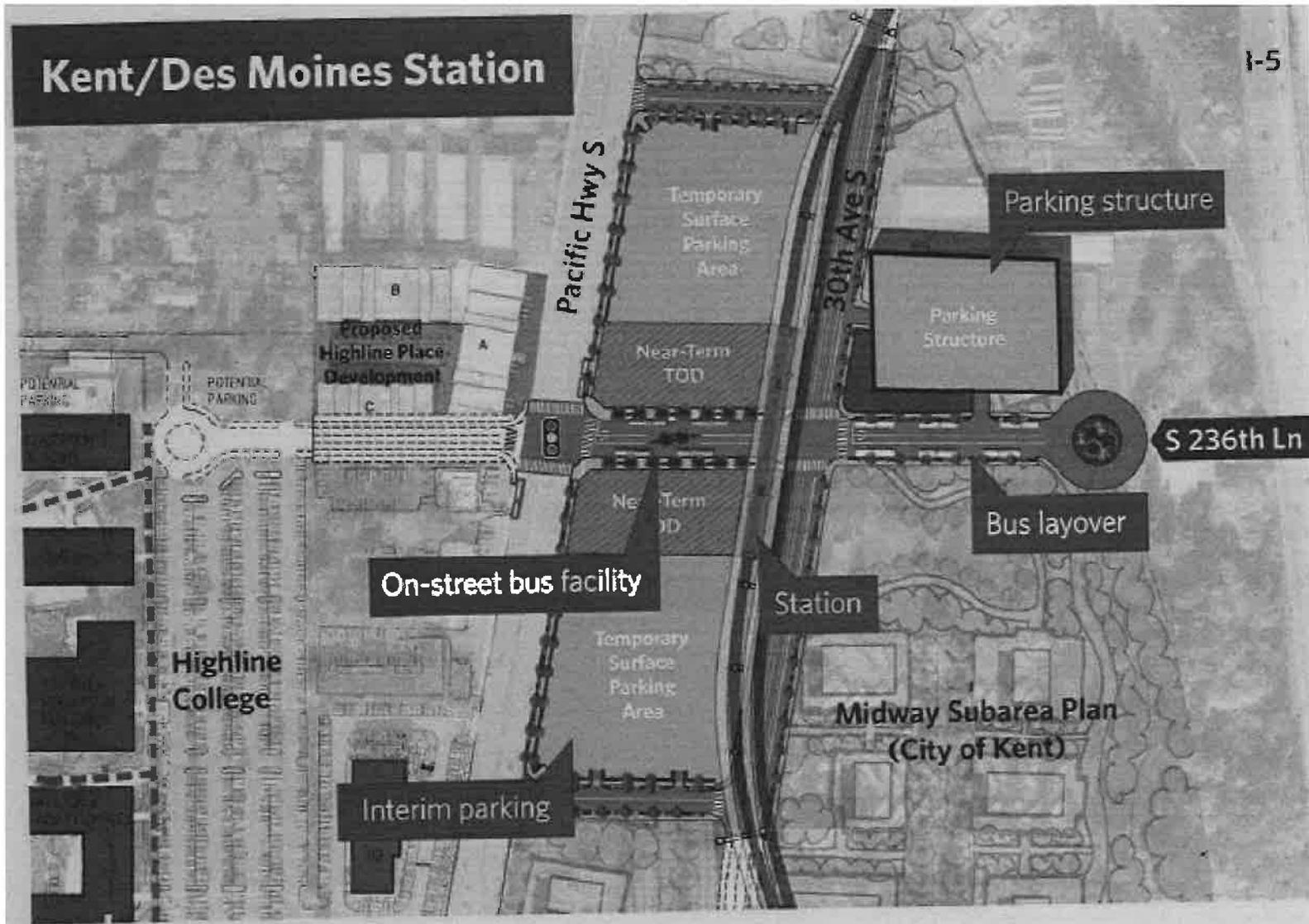
Justification/Benefits: The need for pedestrian facilities along South 216th Street is identified in the City's Comprehensive Transportation Plan and the Six Year Transportation Improvement Plan. South 216th Street has numerous multi-family developments that generate pedestrian traffic along the shoulder of the road. Pedestrians use this route to access bus stops, city buildings, and the Pacific Highway and Marine View Drive corridors.

PROJECT SCOPE		ANNUAL ALLOCATION							
Expenditures	Total Budget	Project to Date 12/31/15	Scheduled Year 2016	Plan Year 2017	Plan Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022
Design	530	-	-	159	371	-	-	-	-
Land & Right of Way	130	-	-	-	130	-	-	-	-
Construction	4,540	-	-	-	-	4,540	-	-	-
Contingency	450	-	-	-	-	450	-	-	-
Total Expenditures	5,650	-	-	159	501	4,990	-	-	-

Funding Sources	Total Budget	Project to Date 12/31/15	Scheduled Year 2016	Plan Year 2017	Plan Year 2018	Plan Year 2019	Plan Year 2020	Plan Year 2021	Plan Year 2022
Traffic in-Lieu (Port)	1,300	-	-	-	-	1,300	-	-	-
Traffic Impact Fees - City Wide	420	-	-	24	75	321	-	-	-
State of Washington Grants (Unconfirmed)	3,009	-	-	135	426	2,448	-	-	-
Federal Grants	921	-	-	-	-	921	-	-	-
Total Funding	5,650	-	-	159	501	4,990	-	-	-

OPERATING IMPACT		ANNUAL OPERATING IMPACT							
Operating Impact	6 Year Total	2016	2017	2018	2019	2020	2021	2022	
Revenue	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-

South 236th Lane



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

South 236th Lane	319
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<i>Summary Project Description:</i>
A 330 foot section of improved roadway between SR-99 and Highline College. Will include a two way left turn lane and pedestrian facilities.

CIP Category:

Managing Department:

Justification/Benefits: Capacity need for two-way traffic, pedestrian facilities and connection to future traffic signal at South 236th Lane and SR-99.

PROJECT SCOPE	
<i>Expenditures</i>	<i>Total Budget</i>
Design	200
Land & Right of Way	200
Construction	1,600
Contingency	191
Total Expenditures	2,191

ANNUAL ALLOCATION							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/14</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>
				200			
					200		
						1,600	
						191	
-				200	200	1,791	-

<i>Funding Sources</i>	<i>Total Budget</i>
Traffic in-Lieu	1,091
Traffic Impact Fees - City Wide	1,100
Total Funding	2,191

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/14</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>
		517		574			
				1,100			
-		517	-		1,674	-	

OPERATING IMPACT	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

ANNUAL OPERATING IMPACT							
	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
-							-

Redondo Area Street Improvement



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Redondo Area Street Improvements	319.610
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CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Project will install approximately nine street lights in the Redondo neighborhood area. The power will need to be extended underground to serve these new lights. The lights will be installed and maintained by Intolight (lighting division of PSE).

Justification/Benefits: The need for street lighting was identified in the Redondo Parking Management Study as a safety enhancement. There were several existing streets that had little to no lighting.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	10	-					10		
Land & Right of Way	-	-							
Construction	60	-					60		
Contingency	-	-							
Total Expenditures	70	-	-	-	-	-	70	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Redondo Zone Parking	70						70		
Total Funding	70	-	-	-	-	-	70	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

South 240th Street Improve - Seg 1



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

South 240th Street Improve - Seg 1	319.206
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CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Widen roadway to three lanes between 16th Ave S and the East City limits and provide a continuous center turn lane, bike lanes, transit stops, curb, gutter and planters.

Justification/Benefits: The need for pedestrian and bicycle facilities along South 240th Street is identified in the City's Comprehensive Transportation Plan and the Six Year Transportation Improvement Plan. South 240th Street has residential properties and Highline College that generate pedestrian and bicycle traffic along the shoulder of the road. Pedestrians use this route to access bus stops, Highline College, and the Pacific Highway Corridor. Roadway widening is needed to increase capacity as well as develop a complete street serving vehicles pedestrians, bicycles and transit.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	435	-					435		
Land & Right of Way	200	-					200		
Construction	5,265	-						5,265	
Contingency	400	-					100	300	
Total Expenditures	6,300	-	-	-	-	-	735	5,565	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Local Grants (County, etc.)	3,380						365	3,015	
State of Washington Grants (Unconfirmed)	2,670						370	2,300	
Private Contributions	250							250	
Total Funding	6,300	-	-	-	-	-	735	5,565	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>							
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
Revenue	-	-	-	-	-	-	-	-	
Expenses	-	-	-	-	-	-	-	-	
Net Impact	-	-	-	-	-	-	-	-	

South 240th Street Improve - Seg 2



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

South 240th Street Improve - Seg 2	319,207
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CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Widen roadway to three lanes between Marine View Drive and 16th Ave South and provide a continuous center turn lane, bike lanes, transit stops, curb, gutter and planters.

Justification/Benefits: The need for pedestrian and bicycle facilities along South 240th Street is identified in the City's Comprehensive Transportation Plan and the Six Year Transportation Improvement Plan. South 240th Street has residential properties and Highline College that generate pedestrian and bicycle traffic along the shoulder of the road. Pedestrians use this route to access bus stops, Highline College, and the Pacific Highway Corridor. Roadway widening is needed to increase capacity as well as develop a complete street serving vehicles pedestrians, bicycles and transit.

PROJECT SCOPE		ANNUAL ALLOCATION							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	335	-					335		
Land & Right of Way	50	-					50		
Construction	4,165	-						4,165	
Contingency	300	-					50	250	
Total Expenditures	4,850	-	-	-	-	-	435	4,415	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Traffic in-Lieu	2,900						235	2,665	
State of Washington Grants (Unconfirmed)	1,750						200	1,550	
Private Contributions	200						200		
Total Funding	4,850	-	-	-	-	-	635	4,215	-

OPERATING IMPACT		ANNUAL OPERATING IMPACT						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

Kent Des Moines Rd Segment 2



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Kent-Des Moines Rd - Seg 2	319,344
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<i>Summary Project Description:</i>
Widen roadway to 5 lanes between 24th Avenue South and Pacific Highway South and provide a continuous center turn lane, bike lanes, transit stops, curb, gutter and planters.

CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

Justification/Benefits: The need for pedestrian and bicycle facilities along Kent-Des Moines Road is identified in the City's Comprehensive Transportation Plan and the Six Year Transportation Improvement Plan. Kent-Des Moines Rd has numerous multi-family developments, that generate pedestrian and bicycle traffic along the shoulder of the road. Pedestrians use this route to access bus stops, Highline College, and the Pacific Highway Corridor. Roadway widening is needed to increase capacity as well as develop a complete street serving vehicles pedestrians, bicycles and transit.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	485	-						485	
Land & Right of Way	500	-						500	
Construction	5,815	-							5,815
Contingency	400	-							400
Total Expenditures	7,200	-	-	-	-	-	-	985	6,215

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Traffic in-Lieu	20							20	
Local Grants (County, etc.)	3,600							635	2,965
State of Washington Grants (Unconfirmed)	3,000								3,000
Private Contributions	250								250
Total Funding	7,200	-	-	-	-	-	-	985	6,215

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>							
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
Revenue	-	-	-	-	-	-	-	-	
Expenses	-	-	-	-	-	-	-	-	
Net Impact	-	-	-	-	-	-	-	-	

SeaTac Signal Improvements



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

SeaTac Signal Improve ments	319.613
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CIP Category: Transportation - Capital Project

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Des Moines Memorial Dr and South 200th Street. 1/4th cost of total improvements to install left turn lanes at all four approaches with curb, gutter and sidewalk. City of SeaTac is lead agency; project represents Des Moines share payable to SeaTac.

Justification/Benefits: Des Moines Memorial Dr and South 200th Street lack left turn pockets on all four legs as well as sidewalks and bike lanes.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	50
Land & Right of Way	-
Construction	300
Contingency	-
Total Expenditures	350

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
12/31/15	2016	2017	2018	2019	2020	2021	2022
-	-	-	-	-	-	-	50
-	-	-	-	-	-	-	300
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	350

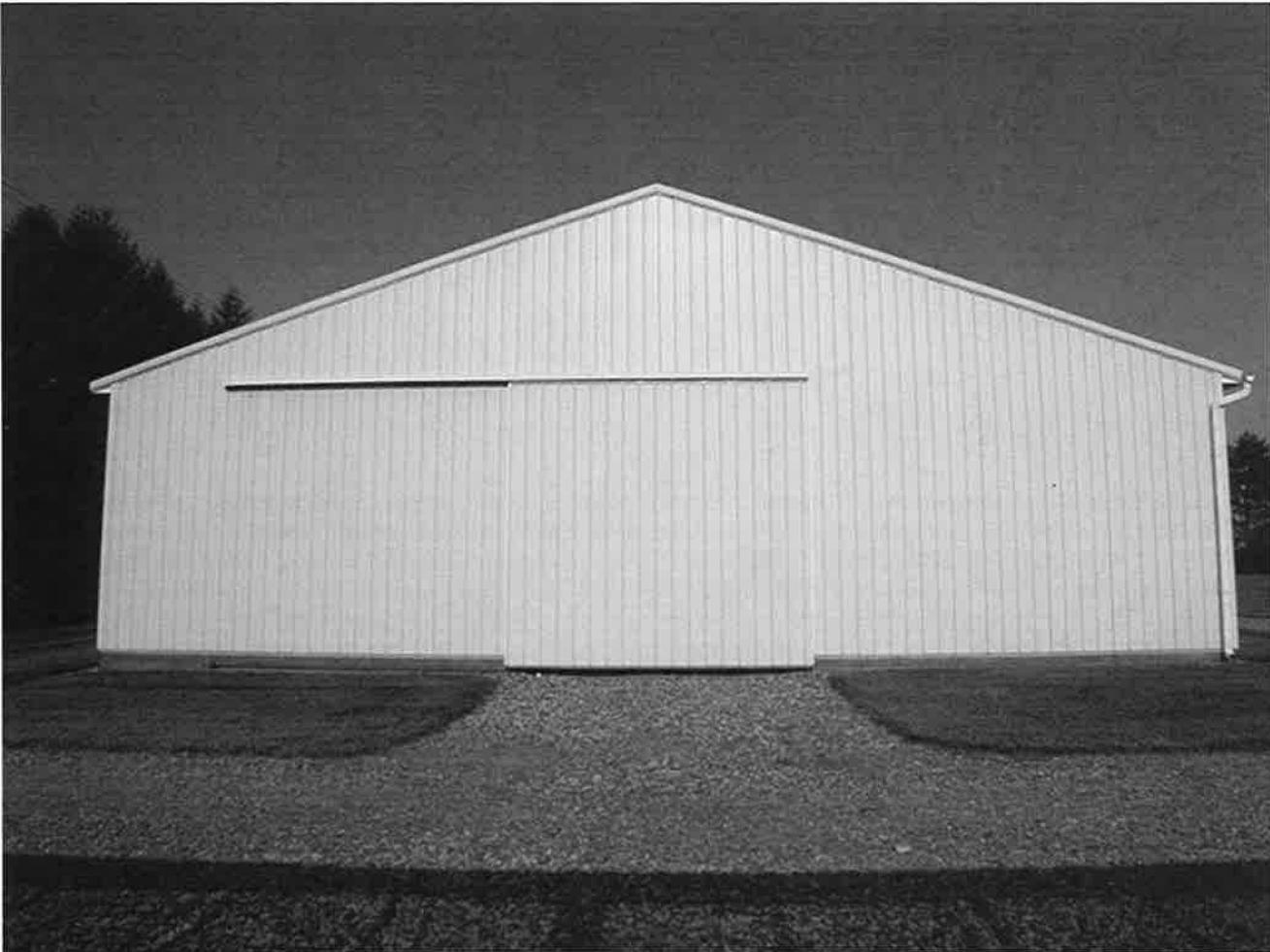
<i>Funding Sources</i>	<i>Total Budget</i>
Traffic Impact Fees - City Wide	350
Total Funding	350

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
12/31/15	2016	2017	2018	2019	2020	2021	2022
-	-	-	-	-	-	-	350
-	-	-	-	-	-	-	350

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>							
2016	2017	2018	2019	2020	2021	2022	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	

Marina Boat Yard Building



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Marina Boat Building	403
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CIP Category: Marina Capital Improvements

Managing Department: Marina

<i>Summary Project Description:</i>
Build 10,000 sq foot building to provide space for current boat yard tenant to expand and provide retail space for new boat sale show room.

Justification/Benefits: A new building and expanded open space provides for expanded economic development on the Marina floor engaging businesses compatible with an operating Marina. New building and open space lease provides for on-going revenue source for the Marina and additional on-going tax base enhancements for the general fund.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	-								
Land & Right of Way	-								
Construction	300		300						
Contingency	-								
Total Expenditures	300	-	300	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Marina Rates	300		300						
Total Funding	300	-	300	-	-	-	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>					
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-

Dock Electrical Replacements



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Dock Electrical Replacements	403
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CIP Category: Marina Capital Improvements

Managing Department: Marina

<i>Summary Project Description:</i>
Install new shore power pedestals and distribution wiring on docks H,I,J,K and L.

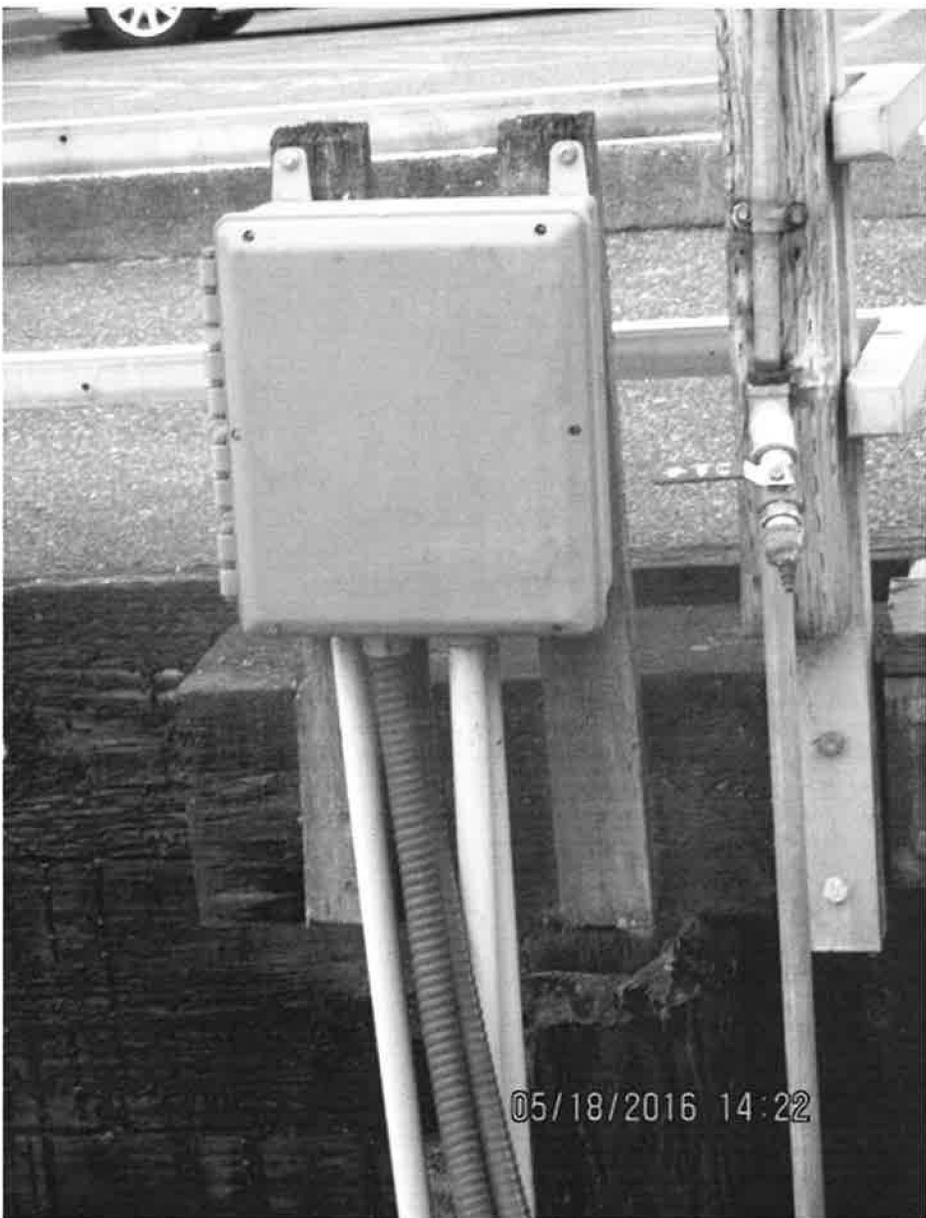
Justification/Benefits: The new electrical wiring will reduce the risk of fire as well as provide upgraded service to Marina tenants. These docks are 45 years old and still have the original shore power boxes and wiring. Most of the shore power boxes have been upgraded to 30 amps from the original 15 amp service to meet the demands of the new boats but the wiring has not been replaced with larger wire size to accommodate the increased demand.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	-	-			-				
Land & Right of Way	-	-			-				
Construction	360	-	60	60		60	60	60	60
Contingency	-	-			-				
Total Expenditures	360	-	60	60	-	60	60	60	60

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Marina Rates	360		60	60		60	60	60	60
Total Funding	360	-	60	60	-	60	60	60	60

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>							
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
Revenue	-	-	-	-	-	-	-	-	
Expenses	-	-	-	-	-	-	-	-	
Net Impact	-	-	-	-	-	-	-	-	

Marina Gate Security



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Marina Gate Security	403.453
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CIP Category: Marina Capital Improvements

Managing Department: Marina

<i>Summary Project Description:</i>
This project will replace the current gate security system with a new card reader system. The current system was installed in 1998 and many of the hardware components are no longer being manufactured. A new system will incorporate the latest security hardware and software and will be serviceable for another 15 to 20 years.

Justification/Benefits: The new electrical wiring will reduce the risk of fire as well as provide upgraded service to Marina tenants. These docks are 45 years old and still have the original shore power boxes and wiring. Most of the shore power boxes have been upgraded to 30 amps from the original 15 amp service to meet the demands of the new boats but the wiring has not been replaced with larger wire size to accommodate the increased demand.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	-
Land & Right of Way	-
Construction	40
Contingency	-
Total Expenditures	40

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
				-			
	40						
	40						

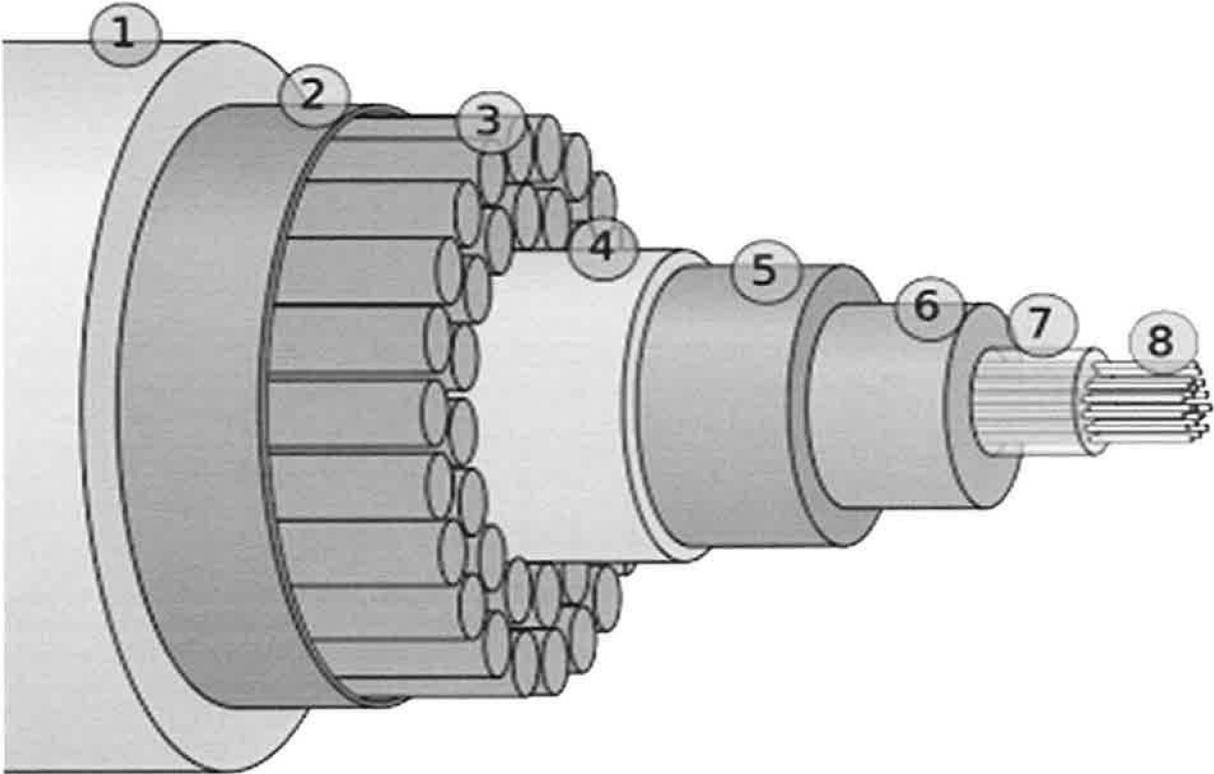
<i>Funding Sources</i>	<i>Total Budget</i>
Marina Rates	40
Total Funding	40

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
	40						
	40						

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>							
	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-

Marina Fiber Optic Cable



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Marina Fiber Optic Cable	403
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CIP Category: Marina Capital Improvements

Managing Department: Information Technology

<i>Summary Project Description:</i>
This project will install a fiber optic cable from the Public Works Service Center to the Marina office, connecting the Marina's network to the City's network.

Justification/Benefits: Connecting the Marina network to the City's network will allow for the cancellation of the separate Comcast internet and phone service to the Marina office, will facilitate moving separate Marina servers to a consolidated location, will provide remote viewing of security cameras by the Police Department and will allow for remote management of parking equipment.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	-
Land & Right of Way	-
Construction	150
Contingency	-
Total Expenditures	150

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
		150					
-	-	150	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>
Marina Rates	150
Total Funding	150

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
		150					
-	-	150	-	-	-	-	-

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	(36)
Net Impact	(36)

<i>ANNUAL OPERATING IMPACT</i>							
	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
	-	-	-	-	-	-	-
	-	(6)	(6)	(6)	(6)	(6)	(6)
-	-	(6)	(6)	(6)	(6)	(6)	(6)

Fuel Dispenser



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Fuel Dispenser	403
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CIP Category: Marina Capital Improvements

Managing Department: Marina

<i>Summary Project Description:</i>
Replace fuel dispensers.

Justification/Benefits: By 2018 the fuel dispensers will be 20 years old. The dispensers are essentially a small computer in a stainless steel box. They are now obsolete. New dispensers will allow the Marina to take advantage of the latest technology and software for controlling fuel inventory.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	-	-			-				
Land & Right of Way	-	-			-				
Construction	60	-			60				
Contingency	-	-			-				
Total Expenditures	60	-	-	-	60	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Marina Rates	60				60				
Total Funding	60	-	-	-	60	-	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact		-	-	-	-	-	-	-

Marina Dock Replacement



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Marina Dock Replacement	403
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CIP Category: Marina Capital Improvements

Managing Department: Marina

Justification/Benefits:

<i>Summary Project Description:</i>
This project creates a set aside to accumulate funds for the purchase of a full dock replacement. When sufficient funds are accumulated a replacement dock will be installed.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	-
Land & Right of Way	-
Construction	1,200
Contingency	-
Total Expenditures	1,200

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-	-	-	-	-	-	-	1,200

<i>Funding Sources</i>	<i>Total Budget</i>
Marina Rates	1,200
Total Funding	1,200

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
	116	125	125	125	125	125	459
-	116	125	125	125	125	125	459

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>						
	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
	-	-	-	-	-	-
	-	-	-	-	-	-
	-	-	-	-	-	-

Barnes Crk/Kent-Des Moines Rd Culvert



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Barnes Crk/Kent-Des Moines Rd Culvert	451
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CIP Category: Surface Water Mgmt

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Project improvements will include the installation of 80 to 100 feet of 48-inch or 60-inch diameter culvert or possibly the construction of a box culvert, depending on the method of construction and current fisheries requirements. Due to the depth of culvert and the high traffic of Kent-Des Moines Road, use of boring or other trench-less technology will be explored. The dramatic elevation change from upstream to downstream and the need to moderate velocity for fish passage may require that a special energy dissipater and/or fish ladder be installed at the culvert outlet.

Justification/Benefits: This culvert replacement is needed to convey peak predicted flows without flooding Kent-Des Moines Road. At this point a new 42- to 48-inch reinforced concrete pipe culvert is planned to replace the existing undersized culvert. However, the new pipe size will need to be designed to meet current Hydraulic Code to allow both high- and low-flow fish passage. An energy dissipater will be included at the downstream end of the culvert (with a fish ladder). This project was identified in the Lower Massey Creek Basin Plan and Alternative Analysis. A culvert survey made in 2015 indicated the existing culvert is in poor condition.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	423	20	225	178					
Land & Right of Way	-	-							
Construction	1,155	-			1,155				
Contingency	300	300							
Total Expenditures	1,878	320	225	178	1,155	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Surface Water Utility	1,878	304	241	178	1,155				
Total Funding	1,878	304	241	178	1,155	-	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>							
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
Revenue	-	-	-	-	-	-	-	-	
Expenses	-	-	-	-	-	-	-	-	
Net Impact	-	-	-	-	-	-	-	-	

Lower Massey Creek Channel Modifications



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Lower Massey Creek Channel Modifications 451.821

CIP Category: Surface Water Mgmt

Managing Department: Plan, Build & PW Admin

Summary Project Description:

This project involves widening the Massey Creek channel between 10th Avenue South and the Taco Time property east of Marine View Drive, berming the north side of the creek, constructing a sheetpile floodwall on the south side of the creek, installing a small pump station, installing native plantings along the stream, removing invasive species and installing stream fish habitat features such as woody debris, stream boulders and bank logs. External funding is provide from King County with two grants: \$200K Flood Reduction Grant and \$196 Regional Opportunity Grant.

Justification/Benefits: The purpose of the improvements is to enhance habitat along this portion of Massey Creek, improve flood capacity of the channel and reduce intersection flooding at Kent-Des Moines Road and Marine View Drive. Land for this project was purchased in 1998. This project is identified in the 1992 Massey Creek Basin Plan and the 1994 Lower Massey Creek Flood Alternative Analysis.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	371	364	7						
Land & Right of Way	1	1							
Construction	1,129	-	1,129						
Contingency	407	1	406						
Total Expenditures	1,908	366	1,542	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Surface Water Utility	1,512	335	1,177						
Local Grants (County, etc.)	396		396						
Total Funding	1,908	335	1,573	-	-	-	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>					
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-

S. 251st Street Storm Outfall



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

S. 251st Street Storm Outfall	451
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CIP Category: Surface Water Mgmt

Managing Department: Public Works

<i>Summary Project Description:</i>
This project proposes to extend the 24-inch outfall pipe downslope away from the existing MSE wall and install a dissipator at the terminus.

Justification/Benefits: This project is a retrofit to a storm outfall improvement made in 2014 which failed following heavy rains in October 2015.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	106		106						
Land & Right of Way	-								
Construction	200		200						
Contingency	64		64						
Total Expenditures	370	-	370	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Surface Water Utility	370		370						
Total Funding	370	-	370	-	-	-	-	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

24th Ave Pipeline Replacement/Upgrade



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

24th Ave Pipeline Replacement/Upgrade	451.815
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CIP Category: Surface Water Mgmt

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Replacement of existing 12-inch storm drainage system on 24th Avenue from S. 224th to S. 227th Street with approximately 1100 feet of 36-inch pipe.

Justification/Benefits: During major storms the drainage system along the east side of 24th Avenue between S. 226th and S.227th overflows to the pipe system on the west side. These overflows bypass the trunk system which conveys flows to the City Park detention facility and flood properties south of 227th south of Pacific Middle School. This project is recommended in the 1992 Massey Creek Basin Plan.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	30
Land & Right of Way	-
Construction	192
Contingency	41
Total Expenditures	263

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
	30	-					
-		192					
-		41					
-	30	233	-	-	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>
Surface Water Utility	263
Total Funding	263

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
		263					
-	-	263	-	-	-	-	-

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>							
	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

Pipe Replacement Program



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Pipe Replacement Program	451.826
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CIP Category: Surface Water Mgmt

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Replacement of existing pipes based on customer request and video based condition assessment. This program is scheduled to be finished in 2022.

Justification/Benefits: A video assessment of existing storm drain pipes is scheduled to begin in 2016. From the assessment a prioritized list of pipes needing replacement will be developed along with estimated costs.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	227
Land & Right of Way	-
Construction	1,120
Contingency	293
Total Expenditures	1,640

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-		38	38	38	38	38	37
-							
-			230	230	230	230	200
-		11	60	60	60	60	42
-	-	49	328	328	328	328	279

<i>Funding Sources</i>	<i>Total Budget</i>
Surface Water Utility	1,640
Total Funding	1,640

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
		49	328	328	328	328	279
-	-	49	328	328	328	328	279

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

1st Ave Pond Expansion



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

1st Ave Pond Expansion	451.823
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CIP Category: Surface Water Mgmt

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Expand existing pond at 1st Ave and 4th Ave S, North Hill Area by 1.9 acre feet.

Justification/Benefits: The existing 199th trunk line was reviewed for capacity in the Normandy Park Comprehensive Plan - Normandy Creek/Upper Basin. The trunk line was found to be undersized (for most storms) for 200 feet, aged for the remaining sections and does not meet current design standards. The increased size will alleviate local flooding that occurs in the upper basin of Normandy Creek. In order to provide mitigation for downstream impacts, the 1st Avenue Pond that is currently owned by Normandy Park will need to be expanded. An interlocal agreement will need to be made with Normandy Park for the expansion project as well as for the long-term maintenance of the facility. Roughly 50% of the basin area is within Des Moines city limits. The cost for the land (\$42,500 purchased in 2000) has been deducted from Des Moines' share of the cost.

PROJECT SCOPE		ANNUAL ALLOCATION							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date</i> 12/31/15	<i>Scheduled Year</i> 2016	<i>Plan Year</i> 2017	<i>Plan Year</i> 2018	<i>Plan Year</i> 2019	<i>Plan Year</i> 2020	<i>Plan Year</i> 2021	<i>Plan Year</i> 2022
Design	47	-			47				
Land & Right of Way	-	-							
Construction	259	-				259			
Contingency	79	-			13	66			
Total Expenditures	385	-	-	-	60	325	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date</i> 12/31/15	<i>Scheduled Year</i> 2016	<i>Plan Year</i> 2017	<i>Plan Year</i> 2018	<i>Plan Year</i> 2019	<i>Plan Year</i> 2020	<i>Plan Year</i> 2021	<i>Plan Year</i> 2022
Surface Water Utility	150				30	120			
Local Grants (County, etc.)	235				30	205			
Total Funding	385	-	-	-	60	325	-	-	-

OPERATING IMPACT		ANNUAL OPERATING IMPACT						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

5th Ave/212th Street Pipe Upgrade



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

5th Ave/212th Street Pipe Upgrade 451

CIP Category: Surface Water Mgmt

Managing Department: Plan, Build & PW Admin

Summary Project Description:

Replacement of approximately 2,630 feet of cmp pipe with new 1,700 feet of 12-inch pipe and 930 feet of 18-inch pipe in the North Hill area in the vicinity of 212th Street and 5th Avenue South.

Justification/Benefits: This project will replace over 2,000 feet of aged corrugated metal pipe and upgrade over 900 feet of pipe to 18-inch pipe that has inadequate capacity during major storms. During two major storm events in 2013 and 2014, the pipe system overflowed creating significant erosion near the stairway at 212th Street and Des Moines Memorial Drive. The project will connect to the DMMD pipe upgrade installed in 2014. This project is identified as a high-priority project (CIP-16) in the 2015 Stormwater Comprehensive Plan.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	161
Land & Right of Way	-
Construction	529
Contingency	125
Total Expenditures	815

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-				161			
-				529			
-				125			
-	-	-	-	815	-	-	-

<i>Funding Sources</i>	<i>Total Budget</i>
Surface Water Utility	815
Total Funding	815

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
				815			
-	-	-	-	815	-	-	-

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>							
	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

N. Fork McSorley Ck Diversion



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

N. Fork McSorley Ck Diversion	451
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CIP Category: Surface Water Mgmt

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
This project proposes to install a diversion structure on 20th Ave. S. between S. 244th Pl. and 245th Pl. From the diversion structure a new 24-in storm bypass pipe will be installed on the west side of 20th Avenue, turn west and follow the south side of 245th Pl and then to McSorley Creek. This project also includes pavement restoration, replacement of curb and gutter and minimal dredging of McSorley Creek and bank stabilization near the discharge point of the bypass pipe.

Justification/Benefits: When the Des Moines Trace Subdivision was developed in the early 1980's a segment of the north fork of McSorley Creek was relocated to a narrow rock lined channel within a 15-foot wide drainage easement along the north side of the subdivision (lots 14 through 25). Over time this channel has filled in with sediment and is overgrown with canary reed grass causing the channel to overtop and flood both the subdivision lots and the adjacent properties to the north. This project will provide a flow diversion whereby normal flows will continue into the creek section but high flows are bypassed to a lower point in the channel. As part of this project, the channel section across lots 17-25 will be dredged. This is a high-priority project (CIP-30) identified in the 2015 SWM Comprehensive Plan.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	85	-					85		
Land & Right of Way	-	-							
Construction	281	-					281		
Contingency	66	-					66		
Total Expenditures	432	-					432		

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Surface Water Utility	432						432		
Total Funding	432						432		

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>							
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
Revenue	-	-	-	-	-	-	-	-	
Expenses	-	-	-	-	-	-	-	-	
Net Impact	-	-	-	-	-	-	-	-	

6th Ave/239th Pipe Replacement



CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
 (Amount in Thousands)

6th Ave/239th Pipe Replacement	451
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CIP Category: Surface Water Mgmt

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
This project proposes to replace the existing 8-inch drainage system on the west side of 6th Ave S. and connect to the drainage system on 239th Street. This project will also install a new 18-inch HDPE storm drain outfall from 239th St. to Puget Sound. The stairway above the outfall pipe will be replaced as part of this project.

Justification/Benefits: During major storms the drainage system the small 8-inch conveyance system within 6th Avenue S. is overcome and overflows into the properties on the west side of the street. In addition, the outfall pipe from S. 239th is comprised of coated corrugated steel pipe that has separated in the lower section of the pipe that leads over the bank to the Sound. This project proposes to upgrade the 8-inch pipe on 6th Avenue to standard 12-inch and replace the corrugated steel outfall pipe with HDPE pipe. This project also proposes to replace the stairway that is located above the outfall pipe. This is a high-priority project (CIP-39) listed in the 2015 SWM Comprehensive Plan.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date</i> <i>12/31/15</i>	<i>Scheduled Year</i> <i>2016</i>	<i>Plan Year</i> <i>2017</i>	<i>Plan Year</i> <i>2018</i>	<i>Plan Year</i> <i>2019</i>	<i>Plan Year</i> <i>2020</i>	<i>Plan Year</i> <i>2021</i>	<i>Plan Year</i> <i>2022</i>
Design	38	-					38		
Land & Right of Way	-	-							
Construction	124	-					124		
Contingency	29	-					29		
Total Expenditures	191	-	-	-	-	-	191	-	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date</i> <i>12/31/15</i>	<i>Scheduled Year</i> <i>2016</i>	<i>Plan Year</i> <i>2017</i>	<i>Plan Year</i> <i>2018</i>	<i>Plan Year</i> <i>2019</i>	<i>Plan Year</i> <i>2020</i>	<i>Plan Year</i> <i>2021</i>	<i>Plan Year</i> <i>2022</i>
Surface Water Utility	191						191		
Total Funding	191	-	-	-	-	-	191	-	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

14th Ave (268th to 272nd) Pipe Upgrade



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

14th Ave (268th to 272nd) Pipe Upgrade 451

CIP Category: Surface Water Mgmt

Managing Department: Plan, Build & PW Admin

Summary Project Description:
This project proposes to upgrade the ditch and driveway culvert system along the west side of 14th Avenue with a new storm pipe as well as replace the existing culverts below 272nd Street and 268th Street. This project includes 900 linear of 36-inch diameter pipe, 6 manhole structures, an outfall dissipator, and minimal road restoration.

Justification/Benefits: The culvert below 272nd Street is not sufficiently sized and is too shallow. During major storms the pipe system leading from the Redondo Riveria subdivision (south of 272nd) backs up creating significant flooding within the subdivision particularly in the vicinity of 275th Place and 15th Place. North of 272nd St., the drainage system on 14th Avenue is comprised of a shallow ditch system with driveway culverts that are easily blocked exacerbating the problem south of 272nd Street. There is also significant erosion due to a drop of grade at the downstream end of the culvert at S. 268th Street. This project proposes to replace the culverts at 272nd Street and 268th Street and install a new 36-inch pipe system on the west side of 14th Avenue from 272nd Street to 270th Street. This project is a high-priority project (CIP-36) listed in the 2015 SWM Comprehensive Plan.

<i>PROJECT SCOPE</i>	
<i>Expenditures</i>	<i>Total Budget</i>
Design	94
Land & Right of Way	-
Construction	310
Contingency	74
Total Expenditures	478

<i>ANNUAL ALLOCATION</i>								
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>						
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
-					94			
-					310			
-					74			
-	-	-	-	-	478	-	-	-

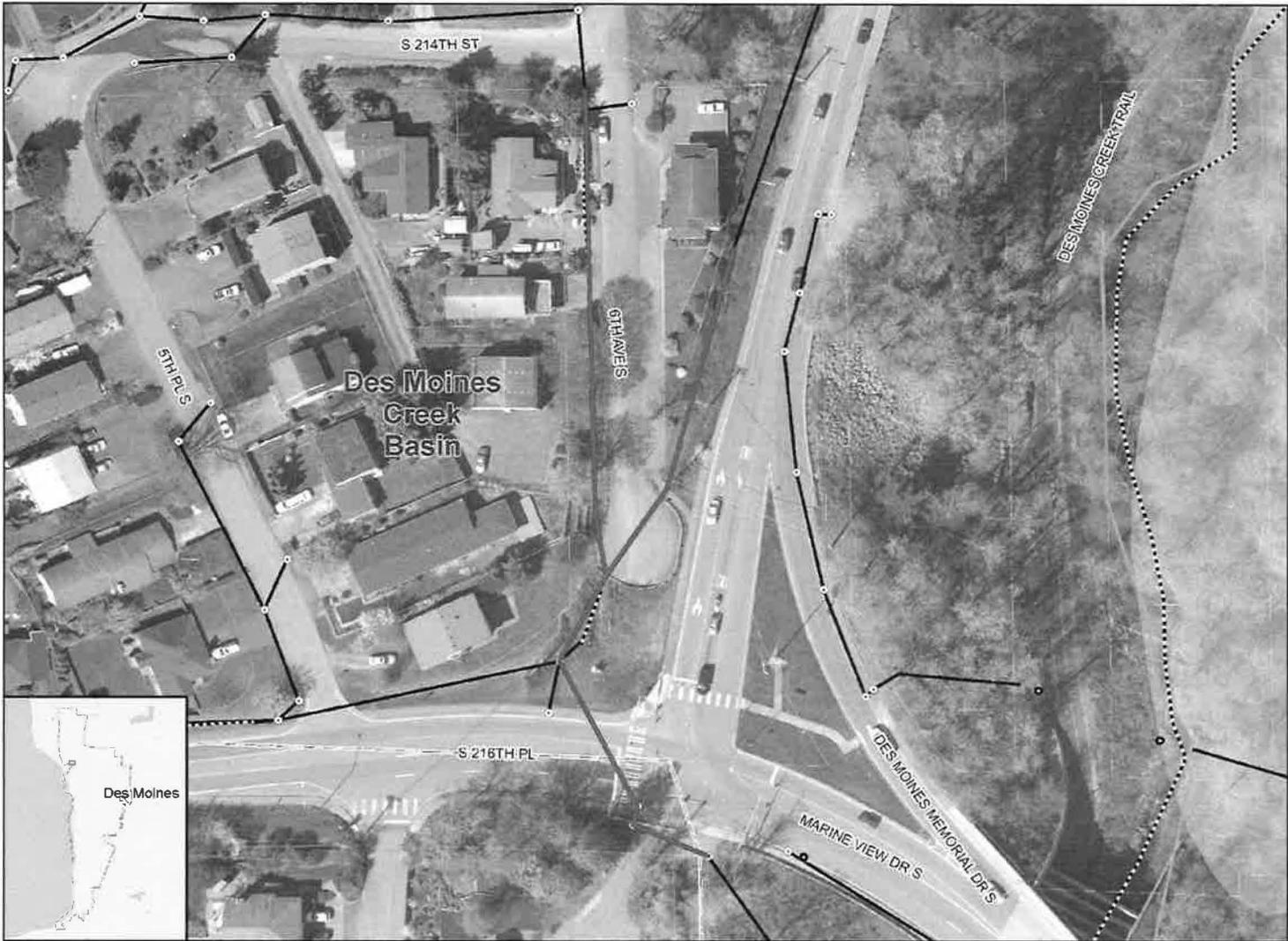
<i>Funding Sources</i>	<i>Total Budget</i>
Surface Water Utility	478
Total Funding	478

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>						
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
					478			
-	-	-	-	-	478	-	-	-

<i>OPERATING IMPACT</i>	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

<i>ANNUAL OPERATING IMPACT</i>						
	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-

216th Pl./ Marine View Dr. Pipe Upgrade



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

216th Pl./ Marine View Dr. Pipe Upgrade	451
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CIP Category: Surface Water Mgmt

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
This project proposes to upgrade the ditch along Des Moines Memorial Drive with 300 linear feet of new 18-inch diameter pipe and connecting to 170 linear feet of new larger 24-inch diameter storm system crossing the intersection of MVD (216th Place). The project also proposes to pipe the ditches on the west side of 6th Avenue connecting to the new pipe system on DMMD.

Justification/Benefits: Previous upgrades have occurred within the storm system downstream of the project and west of the project along 216th Place. This project proposes to upsize the 18-inch crossing at Marine View Drive to 24-inch as well as pipe the ditch along Des Moines Memorial Drive. Along the storm segment below MVD near the border of Normandy Park and Des Moines is a buried inaccessible structure that may become blocked with debris and cause backup and flooding of the intersection and overflow to areas of recent landslide activity. This project will be coordinated with the City of Normandy Park (cost share for the portion of project within Normandy Park not shown). This is a high-priority project (CIP-17) listed in the 2015 SWM Comprehensive Plan.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	61	-						61	
Land & Right of Way	-	-							
Construction	200	-						200	
Contingency	48	-						48	
Total Expenditures	309	-	-	-	-	-	-	309	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Surface Water Utility	309							309	
Total Funding	309	-	-	-	-	-	-	309	-

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>							
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
Revenue	-	-	-	-	-	-	-	-	
Expenses	-	-	-	-	-	-	-	-	
Net Impact	-	-	-	-	-	-	-	-	

KDM /16th Avenue Pipe Replacement



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

KDM /16th Avenue A Pipe Replacement	451
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CIP Category: Surface Water Mgmt

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Replace approximately 300 feet of existing roadside ditch (east of 16th Avenue) along KDM Road with 24-inch storm pipe and connect to existing 18-inch culvert crossing KDM Rd at 16th Avenue. Install 50 feet new 24-inch storm drain southwest of KDM Road connecting to existing 18-inch culvert crossing and replace 350 feet of existing 24-inch corrugated metal pipe with larger 36-inch pipe downstream of the culvert crossing.

Justification/Benefits: During major storm events the capacity of the existing drainage system along Kent-Des Moines Road and the highway crossing will be exceeded causing runoff to overflow across KDM and flood the property downstream. In addition, the system on that property (located within a public drainage easement) that intercepts flows is also insufficiently sized and is prone to overtopping. This project proposes to replace the undersized pipes with 24-inch and 36-inch diameter pipes. This is a high-priority project (CIP-25A) listed in the 2015 SWM Comprehensive Plan and to be coordinated with projects CIP-4 and CIP-25B that would take a portion of the flows west to a new outfall pipe at Barnes Creek (rather than upsizing the 18-inch corrugated aluminum crossing below KDM Road.)

PROJECT SCOPE		ANNUAL ALLOCATION							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date</i> <i>12/31/15</i>	<i>Scheduled Year</i> <i>2016</i>	<i>Plan Year</i> <i>2017</i>	<i>Plan Year</i> <i>2018</i>	<i>Plan Year</i> <i>2019</i>	<i>Plan Year</i> <i>2020</i>	<i>Plan Year</i> <i>2021</i>	<i>Plan Year</i> <i>2022</i>
Design	54	-						54	
Land & Right of Way	-	-							
Construction	176	-						176	
Contingency	42	-						42	
Total Expenditures	272	-	-	-	-	-	-	272	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date</i> <i>12/31/15</i>	<i>Scheduled Year</i> <i>2016</i>	<i>Plan Year</i> <i>2017</i>	<i>Plan Year</i> <i>2018</i>	<i>Plan Year</i> <i>2019</i>	<i>Plan Year</i> <i>2020</i>	<i>Plan Year</i> <i>2021</i>	<i>Plan Year</i> <i>2022</i>
Surface Water Utility	272							272	
Total Funding	272	-	-	-	-	-	-	272	-

OPERATING IMPACT		ANNUAL OPERATING IMPACT							
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	
Revenue	-	-	-	-	-	-	-	-	
Expenses	-	-	-	-	-	-	-	-	
Net Impact	-	-	-	-	-	-	-	-	

DMMD 208th to 212th Pipe Project



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

DMIMD 208th to 212th Pipe Project	451
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CIP Category: Surface Water Mgmt

Managing Department: Plan, Build & PW Admin

Summary Project Description:
Replace approximately 1500 feet of existing roadside ditch and corrugated metal pipe along the west side of Des Moines Memorial Drive from 208th Street to 212th Street. Includes installation of 14 manhole structures and minimal road restoration.

Justification/Benefits: The ditch and culvert system along the west side of Des Moines Memorial Drive is insufficient to convey a 25-year storm causing water to pool in the south bound lane of Des Moines Memorial Drive. This project proposes to replace the existing corrugated metal pipe and ditch system with approximately 1500 feet of new 18-inch pipe that would connect to the pipe replacement work made on Des Moines Memorial Drive in 2014. This project is a high priority project (CIP-18) listed in the 2015 SWM Comprehensive Plan.

PROJECT SCOPE		ANNUAL ALLOCATION							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	119	-						119	
Land & Right of Way	-	-							
Construction	391	-						391	
Contingency	93	-						93	
Total Expenditures	603	-	-	-	-	-	-	603	-

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Surface Water Utility	603							603	
Total Funding	603	-	-	-	-	-	-	603	-

OPERATING IMPACT		ANNUAL OPERATING IMPACT					
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-

8th Avenue (264th to 265th)



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

8th Ave (264th to 265th)	451
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CIP Category: Surface Water Mgmt

Managing Department: Public Works

<i>Summary Project Description:</i>
This project proposes to install approximately 910 feet of 12 inch storm pipe, 9 catch basins along the west side of 8th Avenue and replace an existing manhole at the intersection of S 265th Place and 8th Avenue where the new storm drain system connects to the existing system.

Justification/Benefits: Presently most of the runoff from 8th Avenue sheetflows on the properties west of 8th Avenue and is not collected into the existing system located on the east side of the road. The purpose of this project is to collect and prevent runoff from 8th Avenue from exacerbating a landslide hazard located west of the project. This is a high priority project listed in the 2015 SWM Comprehensive Plan.

PROJECT SCOPE	
<i>Expenditures</i>	<i>Total Budget</i>
Design	30
Land & Right of Way	-
Construction	210
Contingency	30
Total Expenditures	270

ANNUAL ALLOCATION							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
							30
							210
							30
-	-	-	-	-	-	-	270

<i>Funding Sources</i>	<i>Total Budget</i>
Surface Water Utility	270
Total Funding	270

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>					
<i>12/31/15</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
							270
-	-	-	-	-	-	-	270

OPERATING IMPACT	
<i>Operating Impact</i>	<i>6 Year Total</i>
Revenue	-
Expenses	-
Net Impact	-

ANNUAL OPERATING IMPACT							
	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

KDM/16th Ave B Pipe Replacement



**CITY OF DES MOINES
2017 -2022 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

KDM/16th Ave B Pipe Replacement	451
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CIP Category: Surface Water Mgmt

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Install a new stormwater conveyance system on the west side of 16th Avenue S consisting of approximately 1220 feet of 12 inch pipe and 6 catch basins. Replace the existing ditch along the north side of Kent-DesMoines Road (KDM) with approximately 935 feet of 36 inch pipe and 9 storm drain manholes. The new 16th Ave S storm system will connect to the new system on KDM and outfall to Barnes Creek.

Justification/Benefits: During periods of heavy rainfall, runoff from 16th Avenue will overtop Kent-Des Moines Road (KDM) and erode/flood the properties on the south side of the road. This project will better collect the runoff from the west side of 16th Avenue and the north side of KDM and allow the abandonment of at least one KDM storm crossing. The project will also enclose the existing ditch system along KDM for vehicle and pedestrian safety. This project is a high priority project (CIP-25B) listed in the 2015 SWM Comprehensive Plan.

<i>PROJECT SCOPE</i>		<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Design	176								176
Land & Right of Way	-								
Construction	572								572
Contingency	132								132
Total Expenditures	880	-	-	-	-	-	-	-	880

<i>Funding Sources</i>	<i>Total Budget</i>	<i>Project to Date 12/31/15</i>	<i>Scheduled Year 2016</i>	<i>Plan Year 2017</i>	<i>Plan Year 2018</i>	<i>Plan Year 2019</i>	<i>Plan Year 2020</i>	<i>Plan Year 2021</i>	<i>Plan Year 2022</i>
Surface Water Utility	880								880
Total Funding	880	-	-	-	-	-	-	-	880

<i>OPERATING IMPACT</i>		<i>ANNUAL OPERATING IMPACT</i>						
<i>Operating Impact</i>	<i>6 Year Total</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Revenue	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-

GLOSSARY OF TERMS

ADA: Acronym for “Americans with Disabilities Act.”

ARRA: Acronym for “American Recovery and Reinvestment Act” or commonly referred to as *The Stimulus* or *The Recovery Act*

ASARCO: Acronym for “American Smelting and Refining Company.”

ASE: Acronym for “Automated Speed Enforcement” Program, which addresses traffic safety in school zones: 1) Woodmont Elementary School (16th Avenue South); and 2) Midway Elementary School and Pacific Middle School (24th Avenue South).

BFP: Boating Facilities Program state grant, administered by the Washington State Recreation and Conservation Office (RCO).

BRAC: Acronym for “Bridge Replacement Advisory Committee,” which advises WSDOT’s Highways and Local Programs (H&LP) Director to help inform the selection of bridge projects for funding from WSDOT’s Highway Bridge Program (HBP).

CDBG: Acronym for “Community Development Block Grant.”

CIP: Acronym for “Capital Improvement Plan.”

CMAQ: Acronym for “Congestion Mitigation and Air Quality.”

CTED: Acronym for “Community, Trade and Economic Development.”

Capital Expenditure: An expenditure which leads to the acquisition of a physical asset with a cost between \$5,000 and \$25,000 and a useful life of at least one year. Such expenditures are charged through an individual department’s operating budget and do not include those provided for in the Capital Improvement Plan project budget.

Capital Facility: A structure, improvement, piece of equipment or other major asset, including land, which has a useful life of at least five years. Capital facilities are provided by or for public purposes and services.

Capital Improvement: A project to create, expand, or modify a capital facility. The project may include design, permitting, environmental analysis, land acquisition, construction, landscaping, site improvements, initial furnishings and equipment and studies related to need and implementation. The project cost must exceed \$25,000 and have a useful life of five years.

Capital Improvement Plan: An approach or technique for identifying and forecasting capital outlay decisions that a government expects to make over a six year period.

Capital Outlay: Expenditures that result in the acquisition of or addition to capital assets.

Capital Project: The largely one-time cost for acquisition, construction, improvement, replacement or renovation of land structures and improvements thereon.

Comprehensive Plan: A method to utilize and strengthen the existing role, processes, and powers of local governments to establish and implement comprehensive planning programs which guide and control future development.

Contingency: A budgetary reserve set aside for emergency or unanticipated expenditures.

DMLF: Acronym for “Des Moines Legacy Foundation.”

DMMD: Acronym for “Des Moines Memorial Drive.”

Debt: An obligation resulting from the borrowing

Debt Service: The payment of principal and interest on borrowed funds and required contributions to accumulate monies for future retirement of bonds.

Debt Reserve: Monies restricted for the payment of principal and interest on outstanding bonds, usually based on the average annual debt service due on the outstanding bonds. A bond covenant that provides additional security for bond holders.

DOE: Acronym for “Department of Ecology.”

EDA: Acronym for “Economic Development Administration.”

EECBG: Acronym for “Energy Efficiency and Conservation Block Grant Program” which provides funds used for energy efficiency and conservation programs and projects community wide, as well as renewable energy installations on government buildings.

Expenditure/Expense: This term refers to the outflow of funds paid for an asset obtained or goods and services obtained.

FEMA: Acronym for “Federal Emergency Management Agency.”

FHWA: Acronym for “Federal Highway Administration.”

Fund: A fiscal/accounting entity that is established to accomplish specific objectives and carry out specific activities. The operation of each fund is accounted for by providing a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues and expenditures.

Fund Balance: Fund equity that reflects the accumulated excess of revenues and other financing sources over expenditures and other uses.

General Fund: The General Fund accounts for all revenues and expenditures not required to be accounted for in another fund. As is usual in state and local governments, it is the largest and most important accounting entity of the City.

General Governmental: The term describes funding and programs related to activities such as public safety, parks, transportation, and public health. Revenues to support such activities are generated primarily from taxes and user fees.

General Obligation Bonds: Bonds that finance a variety of public projects that are backed by the full faith and credit of the issuing government.

GIS: Acronym for “Geographical Information System.”

GO: Acronym for “General Obligation” Bonds.

Grant: A contribution by Federal, State, and other jurisdiction or organization to support a particular function.

HES: Acronym for “Hazard Elimination Safety.”

HOV: Acronym for “High Occupancy Vehicle.”

HSPF: Acronym for “Hydrological Simulation Program – Fortran.”

HVAC: Acronym for “Heating, Ventilating, and Air Conditioning.”

IAC: Acronym for Washington State Interagency Committee for Outdoor Recreation. This agency now is called Recreation and Conservation Office (RCO).

ILA: Acronym for “Interlocal Agreement”.

Impact Fees: A payment of money imposed by the City upon development activity as a condition of issuance of a building permit to pay for public facilities needed to serve new growth and development, and to mitigate the impacts of the development activity on the existing public facilities.

Infrastructure: The physical assets of a government (e.g., streets, bridges, water, sewer, storm systems, public buildings, parks, etc.).

In-Lieu: A payment alternative for funding capital expenditures.

Interfund Transfer: The movement of monies between funds of the same government entity.

ISTEA: Acronym for “Intermodal Surface Transportation Efficiency Act of 1991”.

KDM: Acronym for “Kent Des Moines” Road.

Level of Service: A quantifiable measure of the amount of public facility that is provided. Typically, measure of levels of service are expressed as ratios of facility capacity to demand.

LID: A Local Improvement District, or special assessments made against certain properties to defray part or all of the cost of a specific improvement or service deemed to primarily benefit those properties.

MCI: Acronym for “Municipal Capital Improvement” Fund.”

Ordinance: A formal legislative enactment by the governing body of a municipality. If it is not in conflict with any higher form of law, such as a state statute or constitutional provision, it has the full force and effect of law within the boundaries of the municipality to which it applies.

POS: Acronym for “Port of Seattle.”

PSE: Acronym for “Puget Sound Energy.”

Pac Hwy: Pacific Highway South.

Park In-Lieu Fees: A voluntary payment of money from a subdivision or multi-family development as an alternative to providing open space or park land for recreation purposes.

Pay-As-You-Go Basis: A term used to describe the financial policy of a government that finances all of its capital outlays from current revenues rather than borrowing. A government that pays for some improvements from current expenses and by borrowing is said to be on a modified pay-as-you-go basis.

Program: A distinct function of city government provided to the public or a function providing support to the direct services of other city departments.

Proprietary: The term describes funding and programs related to government owned public facilities that serve the public such as water, sewer, and surface water utilities, or recreation facilities such as marinas. Revenues to support such activities are generated primarily from user rates.

Public Facilities: Streets, roads, highways, bridges, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, and parks and recreational facilities, including the necessary ancillary and support facilities under the ownership of the City of Des Moines or other government entity.

Public Services: Fire protection and suppression, law enforcement, public health, education, recreation, environmental protections, and other governmental services.

PWTF Loan: Acronym for “Public Works Trust Fund Loan”.

RAB: Acronym for “Round-a-bout.”

RCO: The Washington State Recreation and Conservation Office (formerly the Office of the Interagency Committee, also known as IAC).

REET: Acronym for “Real Estate Excise Tax”.

ROW: Right-of-Way

Resolution: A special or temporary order of a legislative body; an order of a legislative body requiring less legal formality than an ordinance or statute.

Revenue: Money that flows into the local government. It is recurring if it is received on a consistent basis (e.g., sales taxes and property taxes) and nonrecurring if it is received irregularly (e.g., federal and state grants).

Revenue Bonds: Revenue bonds are used for such public projects that will generate revenue producing facilities. Unlike general obligation bonds, revenue bonds are not backed by the full financial resources of the jurisdiction. Instead, security is offered by pledging revenues generated from the new facility.

SJUM: Acronym for “Steven J. Underwood Memorial” Park.

SRTS: Acronym for “Safe Routes to School.”

STP: Acronym for “Surface Transportation Program.”

SWM: Acronym for “Surface Water Management” Fund.”

Tax: Compulsory charge levied by a government to finance services performed for the common benefit.

TEA21: Acronym for “Transportation Equity Act for the 21st Century.”

TIA: Acronym for “Transportation Improvement Account.”

TIB: Acronym for “Transportation Improvement Board,” an independent state agency that makes and manages street construction and maintenance grants throughout Washington State.

TPP: Acronym for “Transportation Partnership Program.”

User Fee: The payment of a fee for a direct receipt of a public service by the party benefiting from the service.

WRIA: Acronym for “Water Resource Inventory Area.”

WSDOT: Acronym for “Washington State Department of Transportation.”

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