

# CHAPTER 3.0 CAPITAL IMPROVEMENT PROGRAM PLAN

## 3.1 INTRODUCTION

A Capital Improvement Program (CIP) plan is used to implement the comprehensive plan. A CIP consists of a list of public facility projects that are needed to support the land use pattern set forth in the Plan Alternative, a schedule of when those projects may be funded, and from what revenue sources those projects might be funded.

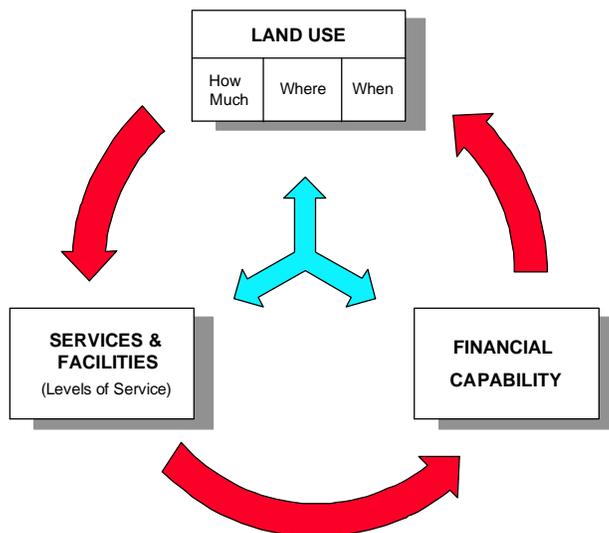
A CIP is a useful planning tool that stops short of final project authorization. Such authorization may only occur through the city's annual budget process. A CIP is a flexible program that seeks to identify how all of the project needs that are "on the table" can be funded in an orderly, long term fashion. The CIP should be annually reviewed and refined as projects are implemented and needs and issues change. The goals and policies of the capital facilities element provide the basis for a priority system. All cost estimates in the CIP are generalized based on accepted engineering and/or construction cost factors. These cost estimates are likely to change during the actual engineering and design phase.

### 3.1.1 Capital Facility Planning

The process of developing a CIP includes identifying the capital facilities and other services needed to support the land use plan. A vital part of the CIP is to determine whether sufficient revenues will be available to finance needed facilities and services. This

involves balancing three different elements into a coordinated system of planning. This balance is illustrated by Figure 3.1-1.

**Figure 3.1-1**  
**Capital Facilities Planning**



First, land use involves not only the consideration of how much development might occur, but also the timing and location of this development. This future commitment as established in a land use plan, determines the amount of public facilities that will be needed at any given level of service.

Second, these facilities must then be financed. If there is not enough financing to meet these commitments then a strategy is

needed to achieve a balance. The city could reduce the future land use commitment by changing the amount of development planned or its timing. Another strategy might be reducing the level of service provided by the capital facilities, lowering the amount of public facilities that will be required to support the land use plan. Also new financing strategies (such as raising a tax or increasing developer contributions) might be authorized.

Third, once total needs to support the plan are identified, it may become necessary to identify a more “realistic” list of potential needs. Often this may be achieved by reducing the levels of service. This may then be further refined to fit within available financing. Since this is a 20 year list of projects, it needs to be further narrowed to a list of projects that can be accomplished within six years. Finally, this six year list of projects forms the basis for the annual budget.

### **3.1.2 Organization**

Chapter 3 is comprised of the following three sections: 1) a discussion of long-term fiscal trends and needs, 2) a discussion of potential revenues and funding options, and 3) a discussion of facility needs and priorities. The first section presents a summary of the long term fiscal trends for the city and an identification of future needs. The long term revenue forecast is described based on the proposed Plan and the city’s forecasted population. Also included in this section is a summary of the capital facility, public utility (water, sewer and storm drainage system), and school needs and improvements required to support the proposed Plan, as well as an estimate of associated expenses.

The remaining sections outline the city’s funding strategy. This starts with a description of the capital resources available to the city, including financial and non-financial options. These available tools form the basis of a proposed funding strategy to meet anticipated need. This is followed by a description of the process for prioritizing the city’s list of anticipated short and long term capital facility needs.

In the final section the priorities form a capital improvement program plan -- a list of capital facility projects that are prioritized in terms of level of need and timing, and categorized by funding source over the next twenty years.

### **3.1.3 Summary of the Capital Facilities Funding Conditions**

The following observations can be made regarding the funding of capital facilities within Burien:

- Future capital facility needs and costs are greater than the city’s available revenues.
- Based on current revenue trends, the city will have difficulty supporting the capital facility needs of the Comprehensive Plan, even at current levels of service (LOS).

- In the long term, if moderate amounts of growth occur, the city will not be able to increase levels of service without additional taxes or other types of revenue enhancements.
- All of the city's operating revenue will be needed to support current operations. The financing of capital facilities will only be possible using dedicated revenue sources (such as REET or arterial street funds), grants, developer contributions, and bond levies.

### 3.2 SUMMARY OF LONG TERM FISCAL TRENDS & NEEDS

Financial forecasts prepared by the City's Finance Department anticipate continued adverse fiscal conditions over the next five years. During this time period, available revenues would not only limit the ability of the city to respond to additional needs, but also constrain its capacity to continue current levels of service.

The long range forecast anticipates that while growth in the Plan Alternative should, in the long run, produce sufficient revenue to support existing service levels, such growth can not be expected to support much expansion of existing levels of service until the end of the forecast period. Any significant increase in the existing levels of service would require additional taxing capacity or other revenue enhancements.

All of the city's operating revenue is needed to support current operations. Consequently, the financing of capital facilities will only be possible from dedicated revenue sources, (such as the Real Estate Excise Tax or the arterial street fund), grants, developer contributions or special bond issue levies. Care needs to be exercised in order to insure that any new capital facilities would be able to be supported by the constrained operating budget.

#### 3.2.1 Overall Revenues

Analysis prepared for adoption of the initial Plan estimated the total financial resources that might be available to the city over the 20-year planning period on the basis of the population forecast for the Plan<sup>1</sup>. These estimates are shown in Table 3.2-1. The city relies primarily on revenue from three distinct sources: internal, those generated from operations, external, such as those from the state, and bond issues.

The long-term revenue projections were based on assumptions that could easily change. For example, the most significant assumption is that the city and county voters will approve future bond issues (King County Open Space and City Voted Bond Issues) which account for almost half the potential revenue.

---

<sup>1</sup> More detailed information on this subject, including a comparison of the anticipated revenues from the plan alternatives, can be found in Background Report #21, *Fiscal Viability of Land Use Planning Alternatives*.

**Table 3.2-1 Capital Revenue**

Capital Revenue For Forecasted Population Growth	Initial-Adopted Plan
Total From Operations	\$1,176,844
Real Estate Excise Tax	\$13,500,281
Arterial Street Funds	\$5,681,908
Community Development Block Grant	\$5,018,991
Street Grants	\$11,887,084
County Open Space	\$6,530,576
Voted Bond Issues	\$23,916,074
<b>TOTAL</b>	<b>\$67,711,757</b>

The following observations can be made from Table 3.2-1:

- Capital financing that might be generated would supply a total of approximately \$67 million for capital purposes. While this is a substantial potential sum, it does assume significant voter approved financing.<sup>2</sup>
- Internal financing of capital needs at existing tax rates must rely only on the limited capacity of the Real Estate Excise Tax (REET) and the Arterial Gas Tax. These two dedicated sources of capital funds can only produce about \$19 million over the planning period.
- Other, less certain sources of capital financing (such as bond issues and grants) could reasonably be expected to provide \$33 million and \$37 million for capital projects over a 25 year period.

### 3.2.2 Overall Needs

Potential capital resources when compared to capital facilities necessary to support anticipated future development provides a picture of overall need. It should be noted that the land use strategy of the Plan reflects the city's limited financial resources for capital facility and service improvements by reducing the potential for development in residential neighborhoods, and thereby reducing the need for additional improvements.

Analysis undertaken during development of the initial adopted 20-year Plan identified the type and cost of the capital facilities and services needed to support the Plan. The identified needs are based on impacts identified in Chapter V , *Issues and Impacts* report for the initial adopted Plan over the 20-year planning period. The associated cost estimates were taken from actual projects within the city and neighboring jurisdictions. That analysis indicated total capital improvement costs in the area of \$132 million for the planning period with expected capital-directed revenue in the range of \$67-76 million.

---

<sup>2</sup> The forecast assumes a conservative approach to potential voted bond issues with property tax rates not exceeding \$0.35 per thousand assessed value.

Based on the analysis prepared for the initial adoption of the Burien Plan, the budgets identified for capital projects (refer to Tables 3.4-1 through 3.4-3 at the end of this chapter), and discussion in chapters 4 and 5, the following observations can be made:

- Anticipated capital facilities cost are greater than anticipated revenues.
- Any significant increase in level of service beyond either existing or minimal levels can only be reasonably achieved with a tax increase.
- Significant additional revenues can only be raised by utilizing unused taxing authorities such as a utility tax or bond issues. (For example, the City adopted utility taxes for the first time in 2002 to help offset an operational deficit and increase level of services for police and senior services).

### **3.2.3 Funding of Public Utilities**

Public Utilities include sanitary sewer systems, domestic water systems, and storm water drainage facilities. In the City of Burien, these are utilities that are owned and operated by a number of different governmental entities, known as utility districts. It is important to assess whether the city's proposed Plan, and the growth implicit in it, can be adequately supported by these districts facilities over the planning period.

The comprehensive plans of these districts set forth a list of identified needs, costs, and specific funding strategies for utility improvements.<sup>3</sup> More detail on these needs can be found in Chapter IV, *Existing Conditions* and Chapter V, *Issues and Impacts*, of the Comprehensive Plan. Each of the water and sewer utilities maintain their own comprehensive plans and capital improvement programs. These plans and programs are herein incorporated as implementing elements by reference to the extent that they are consistent with this Plan.

Unlike the general government capital facilities discussed above, public utilities are funded by the users, or rate payers. The cost, therefore, for maintenance, operation, upgrading and expansion falls entirely on those who use these utilities. The various purveyors, however, have a number of financing mechanisms in addition to user fees that they may employ. These methods include the use of utility local improvement districts (ULID), developer financing, bond and grant financing. These types of financial vehicles help to distribute the cost of improvements in a more equitable manner to the customer.

#### **Sewer Systems**

Sewer providers have a host of funding mechanisms from which they can choose from to finance operation, maintenance and capital projects. The most common source of funding for the extension of new sewer lines is done through Utility Local Improvement Districts

---

<sup>3</sup> Water is provided to the city by five separate water purveyors including Seattle Public Utilities, King County Water District No. 20, No. 49, No. 125, and Highline Water District. Sewer services in the city are provided by three separate providers – Southwest Suburban Sewer District, Midway Sewer District and Val Vu Sewer District.

(ULID). Through a ULID, property owners pay all or most of the cost of the collection systems. Other funding mechanisms include:

1. Grants: The Centennial Clean Water Fund and the State Revolving Fund both provide grants to support water pollution control facilities and other portions of sewage systems.
2. Loans: Public Works Trust Fund provides funds for repair, replacement, and rehabilitation of existing sanitary sewer systems.
3. Developer financing: A developer needing increased capacity would incur the cost of paying for the extension. Money could be recovered in part through the use of late comers agreements.
4. Bonds: The districts may fund capital improvements through the issuance of revenue bonds. These bonds are repaid through revenue generated by rate payers.
5. Connection fees: Connection fees are assessed for new residential or commercial development. These fees help offset the cost of providing these capital improvements.

### Water Systems

Funding for municipal water systems is primarily achieved through the assessment of monthly user fees and connection charges. Revenue collected is used for operation and maintenance, including minor capital improvements, and for debt service for bond issues and for loans on major capital improvements. In general the following funding sources are available to water purveyors:

1. Monthly User Charges and Connection Charges
2. Grants and Loans: A number of possible, although dwindling, sources are available for grants and loans for major capital improvements. These include the Municipal and Industrial Water Supply Grant and the Public Works Trust Fund.
3. Owner Extension: New development or redevelopment that needs water service and involves the extension of a line must request from the purveyor an owner's extension request. If the line will serve other properties in the future, the owner may get reimbursed at the time of future development.
4. Bonds: The water purveyors may incur debt through the issuance of bonds to provide needed money for long term capital projects. The bonds, typically revenue bonds, are repaid through the revenue generated by users.

### Storm Water Drainage

The City's Storm Drainage Master Plan provides an initial overview of potential program of improvements, along with regulatory actions and funding options to achieve a healthy and viable storm, surface water and drainage management system. As depicted in the Storm Drainage Master Plan, a considerable amount of money is needed to fund capital improvements, as well as operations and maintenance. The adoption of the Storm Drainage Master Plan by the City Council establishes it as an implementing element of this Plan.

Funding for surface water and drainage projects is done through the City's Surface Water Management Fund. The current annual fee for a single family residence is \$85.02 a year or \$7.08 a month. This particular fund holds money derived from annual fees charged to Burien property owners. The annual billings are based on the amount of impervious surface on each property. Revenues deposited into this fund provide for maintenance of surface water facilities such as detention ponds, pumps, and pipes. In addition to funding capital improvements, this fund also contracts with King County for maintenance and operation of the city's storm water system. The 2003 city budget assumed storm water user charge revenues of \$1,304,000. From this amount, approximately \$411,812 was available for capital improvement projects. In addition to this amount, the city has accumulated a fund balance in the Surface Water Management Fund that could be used to fund preliminary work needed to implement capital projects and/or land acquisitions.

### 3.2.4 Funding of Schools

The city is entirely served by the Highline School District No. 401. The District's six year Capital Facilities Plan identifies long-term capital facilities for the period 2002-2008. Like most school districts, Highline relies heavily on the passage of bond levies to pay for capital improvements. Other funding sources for capital projects comes from the State, and potentially the collection of impact fees. In order for Burien to assess impact fees on new residential development, it would have to adopt the District's Capital Plan and enact an ordinance for the collection of these fees.

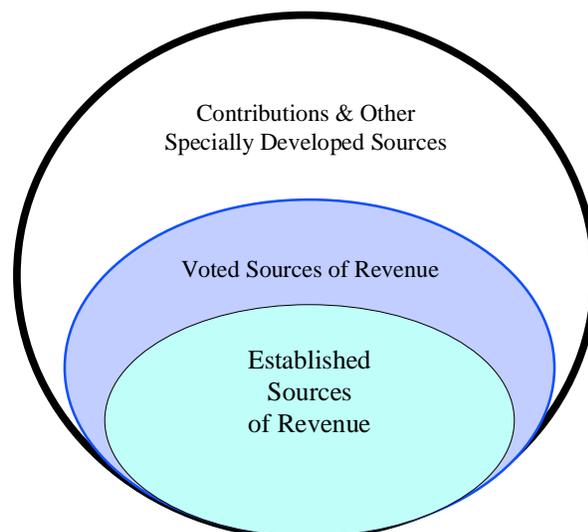
## 3.3 FUNDING STRATEGY FOR GOVERNMENTAL FUNCTIONS

### 3.3.1 Available Capital Resources and Options

Figure 3.3-1 illustrates a categorization of revenue sources available to the city to fund different types and priorities of capital facilities. A description of these revenue sources is provided in the following section.

- The *first* category consists of established revenue sources. These sources are more or less predictable and require no additional approval, although some monitoring of trends is necessary to forecast actual receipts. These revenues are particularly suited to finance basic needs that should be met to avoid signifi-

**Figure 3.3-1**  
**Financing Plan**  
**Making It Fit: Revenue**



cant problems.

- The *second* category consists of revenues that require voter approval, such as bonds. These revenues are especially appropriate to finance enhancement needs that could enjoy widespread popular support in the community. Traditionally, cities have relied particularly on these sources for parks, community centers, public safety buildings and transportation capacity enhancements. Voter approved sources can also be used for basic needs, although relying on this source can lead to difficulty in addressing these needs if voter approval is not obtained.
- Finally, the *third* category consists of more general and unpredictable sources of revenue consisting of a wide variety of mechanisms ranging from SEPA mitigation, impact fees, local improvement districts, voluntary agreements, special purpose grants, non-financial measures, etc. While these are more difficult to anticipate and quantify, they can be very significant sources of revenue. These sources also tend to match lower priority capital needs, or those that are necessary only if additional growth occurs. Matching of these needs with these resources will occur as site specific needs, opportunities or problems arise. While most of these projects are “needed” to fully achieve the comprehensive plan, in most cases failure to achieve the project will not lower the overall quality of the community.

### **3.3.2 Established Sources of Revenue**

Established sources of revenue provide the city with a stream of on-going funds or the opportunity to secure funds from established sources.

#### Operations

The financial analysis conducted for this plan (Background Report #21, *Alternatives Analysis: Fiscal Viability of the Land Use Planning Alternatives*) analyzed the potential revenue that may be available from operations. It concluded with current tax rates and revenue structure, all funds generated from operations (not dedicated for capital) will be required for maintaining existing levels of service. If any surpluses do occur, these revenues will probably be allocated to increasing levels of service to more desired levels.

#### Real Estate Excise Tax

In addition to the dedicated street funds and general operating funds, the City also levies the Real Estate Excise Tax (REET). The REET is dedicated for capital purposes and can only be used for capital projects in the Capital Facilities Plan as approved under the Growth Management Act. These revenues are the only significant internal source of funds available to support any city capital project.

## Street Fund

This fund is required by state law to account for dedicated state-shared revenue which is expended for street engineering, construction, and maintenance. Sources of funding include motor vehicle tax, franchise fee and a garbage utility tax. King County's ability to levy taxes on vehicle licenses was lost in 2003 with the passage of citizen initiative 776. A second source of funding is the motor vehicle fuel tax collected by the state. The state collects the tax, makes deductions, and shares 6.92% plus one-half cent per gallon with cities. These funds are also distributed on the basis of population, and must be spent on street maintenance.

In Burien, this funding has been used for a variety of items, including street maintenance, crosswalks, traffic and city signs, traffic signals, pavement marking and street construction projects. The financial forecast indicates that all of this source of funds will be required just for maintenance of the city street system including basic maintenance capital projects such as street overlays.

## Arterial Street Fund

Of the motor vehicle fuel tax collected by the state and distributed to the cities, 4.61% must be used for arterial street construction and maintenance. This fund accounts for the receipt and expenditure of the additional motor vehicle fuel tax. These funds are appropriated on a per capita basis.

It should be noted that the city's arterial street fund is the primary source for capital improvements for streets (all other city street funds are needed just for maintenance). The arterial street funds, as the name indicates, can only be used for arterial improvements. The arterial street fund is also important because it is used for matching funds as a requirement for grants and other alternative sources of funding. Arterial Street Funds, as used in this strategy includes several established grant programs for arterial street projects. In this funding strategy, these funds include the ISTEA Funds, the Urban Arterial Trust Account, and the Transportation Improvement Account. Revenue from these sources are forecasted according to our share of these funds spread over the next 25 years.

### **3.3.3 Voted Sources of Revenue & General Obligation Debt**

#### General Obligation Bonds

For a city that is fairly well developed, such as Burien, general obligation bonds are a potentially significant mechanism to finance needed or desired general improvements. This type of bond issue is usually reserved for municipal improvements that are of a general benefit to the public, such as arterial streets, bridges, lighting, municipal buildings, and parks. The money to pay off these bonds is raised by an assessment levied on property including commercial property.

There are two types of General Obligation bonds – inside and excess levies. The City may issue an inside or “councilmanic” levy which can finance almost any type of project of general benefit to the city. State law allows cities and counties to incur debt up to a limit of 1.5% of their assessed value without a vote of the people. The debt is not paid off by additional taxes, but retired using existing taxes or other revenue. Consequently, the use of this type of debt does not add new revenue but instead reduces by reallocation the amount of capital resources available for current operations.

Excess levies are taxes levied in addition to the statutory and constitutional limitations restricting the amount of property taxes a jurisdiction may collect. Excess levies can only be approved by a 60% majority vote in an election that had at least 40% of the number of registered voters voting at the last general election within the jurisdiction. Excess levies are usually proposed to incur a specific debt, for a set number of years, and for a specific purpose.

General obligation bonds supported by excess levies usually have the best market value and carry the lowest rate of interest of all types of bonds because they are backed by the good faith and credit of all of the city's property value.

The revenue estimated from this source is derived from assuming that periodic (once every six years) bond issues would be passed in the city with the property tax not exceeding \$0.35 per thousand assessed value.

### King County Parks Bond Program

Local jurisdictions can vote to put an open space bond issue on the ballot. Funds generated by an open space bond can be used for acquisition, development and stewardship purposes. To date there have been a number of King County parks and open space bond issues passed over the years. In 1968, King County voters approved \$118 million in funding for recreation improvements as part of the Forward Thrust initiative. The Farmlands Preservation Program was approved by voters in 1979. In 1989, another countywide bond measure was approved to preserve critical open space. In Burien funds from this bond were used to purchase the Salmon Creek Ravine. The plan's funding strategy assumes that these bond issues will continue to be proposed and passed by King County voters.

### **3.3.4 Contributions and Other Specially Developed Sources**

These sources of funding can be divided into three different categories – grants, developer contributions, and non-financial options:

#### Grants

Historically, grants were an important source of revenue for capital facilities. However, the demise of many federal grant programs has resulted in a dramatic reduction in the availability of these grant funds for capital projects. Grants are awarded on the basis of the

need for a particular project. As this source of funds declined, the criteria for the award of grants now tends to accent a need derived from a preexisting condition, or where growth may compound existing need problems. Projects needed to support new growth are more difficult to secure than a project designed to alleviate an existing problem.

Some of the more significant sources of grant revenue are described below.

### **Community Development Block Grants**

One example of a grant that the city receives is a Federal Department of Housing and Urban Development (HUD) Block Grants through the Community Development Block Grant (CDBG) program. King County Community Services Division administers and distributes the CDBG funds to its member cities. To qualify for a block grant, the applicant must show that the project benefits low and moderate income persons or households. The majority of the funds (over 70%) each year in the city is spent on capital projects. However, the ability to use these funds for street or park purposes is limited to a few qualifying neighborhoods. Community development block grants are a particularly appropriate source of funding smaller improvements for the community center where it can be demonstrated that low income residents are the beneficiaries of these services. These funds are also used to fund human service projects (such as day care centers, senior facilities, housing projects, and training facilities) that serve low income people. Another common use of these funds is to fund housing rehabilitation programs, an important step in implementing the housing element. The city has allocated approximately \$100,000 per year to this purpose.

### **Outdoor Recreation Grant-in-Aid Funding**

The State's Interagency Committee for Outdoor Recreation (IAC) provides grant-in-aid funding for the acquisition, development and renovation of outdoor recreation facilities. Park and boating program grants require 50 percent local match. In order to receive the funds, communities must have a park plan in place. Burien's park, recreation and open space element of our comprehensive plan will satisfy this requirement.

### **State Public Works Trust Fund**

The Public Works Trust Fund (PWTF) is a revolving loan fund designed to help local governments finance needed public works projects through low-interest loans and technical assistance. Interest rates are 1%, 2%, or 3%, with the lower interest rates providing an incentive for a higher local financial share. A 20 % local share qualifies the applicant for a 2 % interest rate and a 30% local share qualifies for a 1% PWTF loan. A minimum of 10% of project costs must be provided by the local community. The useful life of the project determines the loan term, with a maximum term of 20 years.

To be eligible, an applicant must be a local government or special purpose city and have a long-term plan for financing its public works needs. If the applicant is a county or city, it must adopt the optional 1/4% real estate excise tax dedicated to capital purposes. Eligible public works systems include streets and roads, bridges, storm sewers, sanitary sewers, and domestic water. Loans are offered only for purposes of repair, replacement,

rehabilitation, reconstruction or improvement of existing eligible public works systems, in order to meet current standards and to adequately serve the needs of existing service users. Ineligible expenses include public works financing costs that arise from forecasted, speculative or service area growth. Such costs do not make a project ineligible but must be excluded from the scope of their PWTf proposal.

### **Coastal Zone Management Grants**

The federal Coastal Zone Management Program provides a limited amount of funds to the state for public access and shoreline enhancement programs. These grants are highly competitive.

### **Department of Health Water Grants**

State grants available for upgrading existing water systems, ensuring effective management, and achieving maximum conservation of safe drinking water. Grant funds can be used for technical assistance for upgrading current water systems.

### **Aquatic Land Enhancement Account (ALEA)**

Grants program administered by the Department of Natural Resources. ALEA funds are limited to water dependent public access/recreation projects or on-site interpretive projects. A 25 percent local match is required.

### **State Revolving Loan Fund**

The State's Department of Ecology administers low interest loans and loan guarantees for water pollution control projects. Applicants must show a water quality need, have a facilities plan for treatment works, and demonstrate the ability to pay back the loan through a dedicated source of funding. Funds must be used for construction of water pollution control facilities (wastewater treatment plants, storm water treatment facilities, etc.).

### **Centennial Clean Water Fund**

State grants and loans administered by the Department of Ecology for the design, acquisition, construction, and improvement of Water Pollution Control Facilities and related activities to protect water quality. State grants and loans are available based on a 50% - 25 % local matching share range.

### **Developer Contributions**

As discussed earlier, the city does not have sufficient operating revenues to support the costs of new capital improvements associated with new growth. The city may use its substantive authority under the State Environmental Policy Act (SEPA) to require developer contributions to mitigate the impact of new development. Developers also may be required to pay their share (pro-rata) toward the cost of capital projects, such as roadway improvements and traffic signals identified in the city's capital improvement program. Finally, new development may need to form a Local Improvement Districts (LIDs), to extend water and sewer facilities. The use of later comers agreements and delay

agreements may be used to pay back the cost of providing these services to a particular area. The use of SEPA, mitigation, LIDs, and Impact fees are discussed in greater detail below.

### **SEPA Mitigation**

Since the 1970's SEPA has required that new development (over a specified size), be evaluated in order to determine whether there will be adverse impacts that will result if a development proposal is approved. If (and only if) there are specific impacts created by the development, the permitting agency can require that these impacts be mitigated before the project is approved. Such adverse environmental impacts include inadequate public facilities. Usually this evaluation process then becomes the basis of an agreement by the developer to finance improvements necessary to mitigate such impacts.

### **Local Improvement Districts**

The formation of Local Improvement Districts (LIDs) involves a lien against the property collected through assessment made on properties benefited by the improvements. LID financing is frequently applied to street, water, sewer, and storm water drainage system extensions into previously unserved areas. Another common use of the LID method is to finance sidewalks.

Typically, LIDs are formed by a city at the written request (by petition) of the property owners within a specific geographic area of the city. Upon receipt of a sufficient number of signatures on petitions, the local improvement area is defined, and a system is designed for that particular area in accordance with the city's general comprehensive plan. Each separate property in the LID is assessed in accordance with the special benefits the property receives from the system improvements. While LIDs can also be initiated by resolution of the city council, such formation is rare and is usually only applied to remedy serious problems, such as a threat to public health or safety.

### **Impact Fees**

Impact Fees are authorized under the provisions of the GMA to allow local governments to shift the costs of supporting growth to the project proponent. As authorized by GMA impact fees:

1. Are imposed for system improvements that are reasonably related to the new development;
2. Do not exceed a proportionate share of the costs that are reasonably related to the new development; and
3. Will be used for system improvements that will reasonably benefit the new development.<sup>4</sup>

Any impact fees collected may only be spent on public facilities owned or operated by government entities and that are identified in the capital facilities element of a city's

---

<sup>4</sup> RCW 82.02.50.

comprehensive plan. These facilities include public streets and roads, public parks, open spaces and recreation facilities, school facilities, and fire protection facilities in jurisdictions which are not part of a fire district.

While impact fees and mitigation are similar in concept they vary significantly in how they operate. Mitigations are intended to remedy project specific impacts associated with a development project. As such, they capture the incremental (or marginal) costs associated with each development. Impact fees are based on the total cost of supplying needed facilities to support new development within a general area. Impact fees are a fixed fee per unit of new development (such as number of dwelling units). Cities are also authorized to collect impact fees for schools and parks.

### Non-financial Options

In addition to the financial options discussed above there are also a number of non-financial options available to achieve a balance between financial resources and the land use commitment made in the comprehensive plan.

1. Adjusting the land use plan to better match the city's financial position.

Selecting a land use alternative with a lower growth potential will reduce future development, resulting in a reduction in the total financial burden associated with providing needed facilities to support anticipated growth. Reducing allowable densities will avoid exacerbating the city's limited financial position.

Matching the densities allowed in the future to current densities of development, as well as directing more growth to areas with available infrastructure and service capacity, achieves a better match between the city's limited funding for capital improvements and the opportunities for improvements. Consequently, the city can focus on investing its resources where they can provide the most benefit, and in turn, generate more investment from private sources -- in the downtown core. This option can be most effective for those facilities or services that are sensitive to buildout.

2. Demand Management

Demand management strategies try to reduce service or facility costs by maximizing use. This is typically done by affecting how a particular service or facility is accessed. For example, transportation demand strategies include high occupancy vehicle lanes and transit service as means of maximizing the use of roadway capacity. This can be achieved using a mix of incentives and/or disincentives. All of the costs associated with the land use plan can be effected by demand management strategies.

### 3. Reducing the Level of Service

Reducing the level of service standards for services and facilities reduces the cost of providing services or improving facilities. In most cases, a reduction in the level of service should accompany a reduction in allowable densities. Otherwise, the level of service may fall resulting in a decline in the quality of life acceptable to the community or potentially the creation of health or safety hazards.

### 4. Lease Option

An alternative to financing the construction of new facilities can be accomplished through a lease option. In this option, the city enters into a long term lease to use a building with the option of buying the building at the end of the lease. This approach is especially appropriate for office space. This arrangement can be structured so that at the end of the lease period little money may be required to purchase the building. At least one city (Kent) has combined this strategy with a private development project to facilitate the construction of a building as part of its downtown rehabilitation strategy.

### 5. Volunteers and volunteer fund raising

The use of volunteers may be a source of community involvement for various community projects undertaken by the city or in cooperation with other organizations.

## 3.3.5 Financing Strategy for the City

The Capital Financing strategy should incorporate all the tools available to the city. Funding decisions should reflect the capacities and constraints associated with each tool or source of revenues. The capital facility financing strategy includes:

- Implementing the Plan. The Plan's more focused development potential will reduce the amount of improvements necessary in the future, and does not exacerbate the city's limited funding abilities. Future costs are also decreased by focusing new development into areas with available infrastructure capacity. Consequently, the city can invest its resources where they can provide the most benefit, and in turn, generate more investment from private sources, such as in the downtown area.
- Using the available local and regional funding sources, grants, and other sources of revenue to finance projects that provide the most benefit – in the downtown core. As stated above, these types of public investments will attract private investment in this area.
- The community development block grant (CDBG) program should be used to supplement other eligible sources of revenue.

- Taking advantage of on-going revenue flows, which provide most of the financial resources for the city. Most of these are earmarked by state law for transportation projects.
- The arterial gas tax should be used in coordination with major state and federal programs to support improvement of the city arterial street system consistent with the policies of the transportation element. A portion of REET is also allocated to streets.
- Using the Real Estate Excise Tax (REET) funds to finance improvements identified in the comprehensive plan. The REET funds, because of their flexibility, should be spread out over many different types of projects. Consequently, the REET should be directed at meeting small project capital needs or to address capital needs that can be met on an incremental basis.
  - Projects which support basic comprehensive plan policies such as on-going park maintenance or improvement projects, supporting small downtown improvements such as murals (other improvements will be outlined in the downtown plan), financing links in the community path system, and financing gateway improvements are especially appropriate for the REET. These funds can also be used to supplement the arterial gas tax funds for transportation projects and improvements.
- Consider using general obligation bonds sparingly, but on a regular basis for municipal improvements that are of general benefit to the public, such as arterial streets, bridges, lighting, municipal buildings, general maintenance facilities, community centers, and parks.
- Community support should be evident for any major project that increases capacity of an existing facility, increases level of service, or provides other major enhancement to the community. Voter approved bond issues are appropriate for these types of projects. Such projects include major transportation improvements, new parks, or downtown improvements.
- Using more alternative and creative sources of funding to finance projects where a nexus or impact can be demonstrated for new development. These sources could include developer financing, impact fees, and in-lieu of fees, and could be used to pay for facilities and services such as parks or street improvements.
- Maximizing the use of non-financial options to meet public facility development needs. These options could include contracted services, rent or lease options, implementing demand management strategies, and adjusting planned levels of service.
- Due to the constrained operating budgets of the city, pursuing capital improvements that significantly reduce maintenance costs wherever possible, consistent with other

priorities in this plan. Debt financing may be particularly useful if debt service is less than annual maintenance costs.

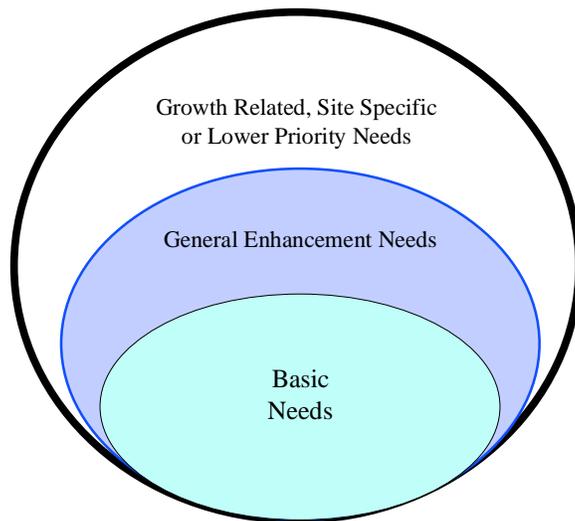
### 3.4 SHORT & LONG TERM NEEDS AND PRIORITIES

#### 3.4.1 Balancing Needs and Capital Revenues

The overall funding strategy assists in applying various resources to various types of needs. The balancing of the long range capital financing needs with potential revenue and financing options involves matching various types of funding options and capital resources

with different levels of need, as described below (Figure 3.4-1).

**Figure 3.4-1**  
**Financing Plan**  
**Making It Fit: Needs**



#### Overall Capital Needs Priorities

The *first* level of need (as well as the smallest subset of needs) are basic needs that must be met or significant hazards, inefficiencies, greater costs or problems will result. These include removing traffic hazards, severe points of congestion, replacing inadequate facilities in parks and public buildings, rehabilitating or restoring deteriorating streets or facilities, and providing appropriate office space.

The *second* level of need are those projects that enhance the general quality of life and improve the overall community. These projects may include street improvements to remove congestion, provide additional transportation options, enhance the appeal of downtown, provide new parks or add new features to existing parks. It also could include a new community center or city hall. In this strategy this category corresponds to the voted sources of revenue identified in Figure 3.3-1. As such it includes projects that require considerable public support.

The *third* type of need consists of less definite, site specific or lower priority needs. There are several types of projects included in this category. First are those projects needed to directly support growth. Therefore, the financing of these supporting facilities can be incorporated into the development process. Another category are projects that benefit identifiable areas. These site specific needs can be financed through site specific financing mechanisms such as local improvement districts, delay agreements, late comers agreements etc. These projects include a wide variety of street enhancement projects to

raise the street standards to adopted levels. Finally, there are projects that may be desired, but also may be of a low priority. These types of needs correspond to the Contributions and Other Specially Developed Sources identified in Figure 3.3-1. As such these are projects that might be best funded by means of special purpose grants, LIDs and other forms of developer contributions, or alternative financing mechanisms. While implementation of these projects would better achieve many aspects of the plan, they generally are not totally necessary to achieve the basic aspects of the plan. Without these projects the existing, as opposed to improved, levels of service would be maintained.

Of particular importance in implementing the strategy is the priority of projects to be funded in the first level of need from established funding sources, and the second level of need funding from potential voted bond issues. The following describes the additional considerations that went into prioritizing specific street, general government office, and parks projects.

### **Streets**

Table 3.4-1 titled City of Burien Long Range Transportation Improvement Program identifies various city transportation projects that have been developed through the transportation element update. The transportation project list is categorized by project types (such as safety, capacity, preservation, economic development, non-motorized and interjurisdictional projects) and ranked according to priority. These are identified on Figure 3.4-2.

- **High priority projects**

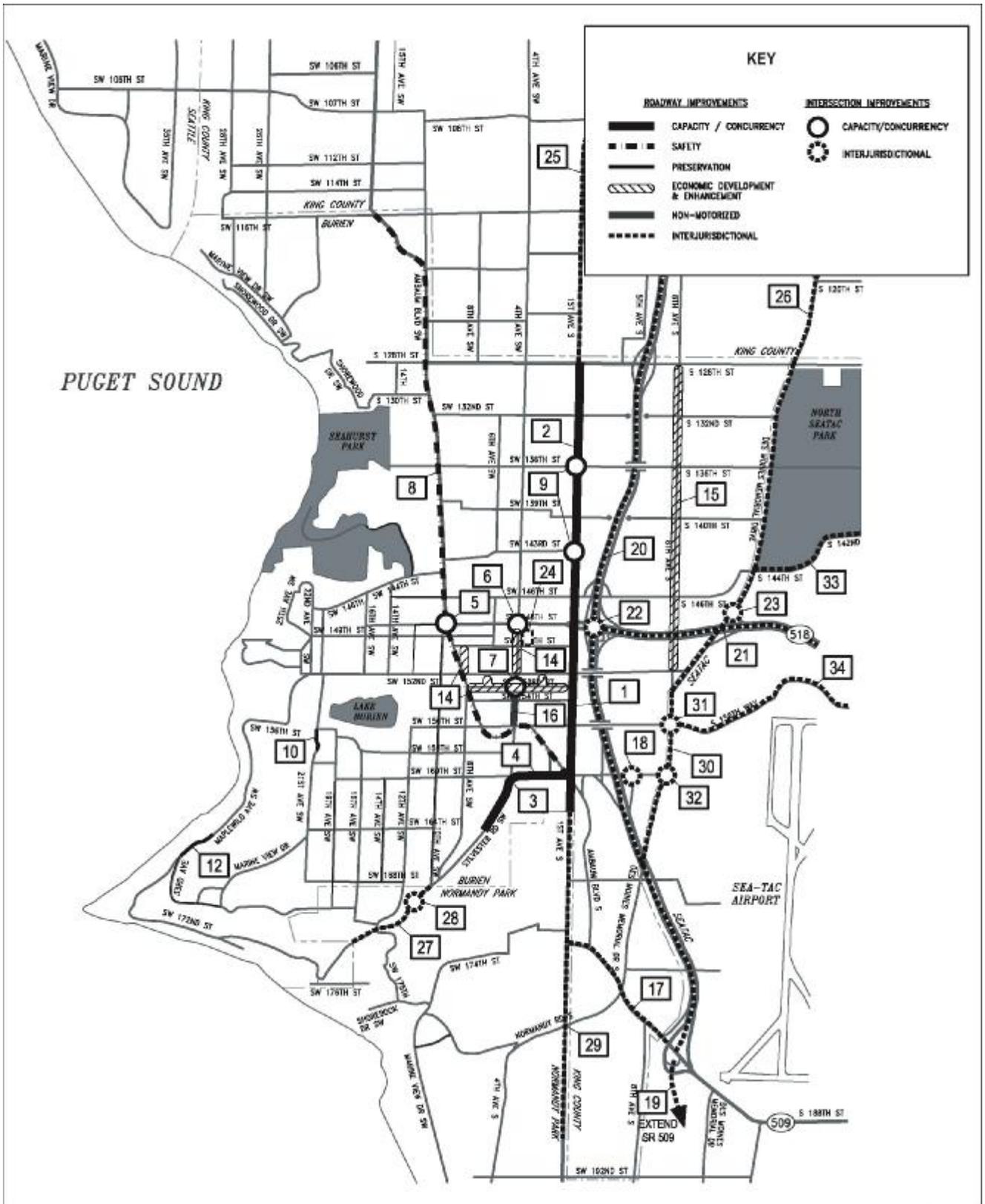
Includes projects that provide significant community-wide benefit, usually focused on downtown, or principal and minor arterials. These projects may be primarily safety oriented, although capacity improvement projects, especially those that also provide safety benefits or reduce maintenance needs, are also appropriate. This category also includes projects that may be needed to address inadequate levels of service. Larger capacity improvements of a similar character, or projects that enhance the roadway, are designated as bond issues candidates. Most of these projects provide good potential for grant support. High priority capacity improvement projects may improve, not just maintain, existing level of service. These types of projects, including interjurisdictional projects, represent building capacities in the transportation system. If additional capacity to improve levels of service is to be added, it will most likely require street bond issues to be considered. Such projects will need to address city wide transportation needs if they are to be supported by voters.

- **Lower Priority Levels (Low & Medium Priority)**

Projects provide either significant improvements serving local neighborhoods or projects that are similar to those described above, except of significantly less urgency or need.

Projects having relatively low or moderate cost benefit potentials, provide limited benefits, or are of primarily a local character are next down in terms of priority. While these projects may provide benefits or improvements, no significant deterioration in safety or

level of service would occur if they are not funded. These projects may be appropriate for more localized funding such as Local Improvement Districts.



 **Figure 3.4-2 - Transportation Improvements** November 2003 

Source: The Tranpo Group 2003  
 p:\11e\066-01\_Burien\_Crit\_Comp\Graphics\Figures\FinalPDFs\Figure342.pdf

Insert back of figure 3.4-2.

## **Parks & Recreation/General Government**

The proposed park plan places priority on meeting existing needs before expanding the city's park system. As such, maintaining and improving this system utilizes all of the available on-going revenue. However, growth within the city will require some expansion of the park and recreation system in order to maintain existing levels of service. Also particular deficiencies in the existing system have been noted in public review; including active youth sport fields, and environmental protection of critical resources.

The only way these needs might be addressed is through new bond issues. One advantage of connecting bond issues to these potential expansion needs is that it ensures that voter support is present for the projects through the voting process.

As such, three types of potential park projects are identified:

- Rehabilitation of Existing Parks (along with small scale enhancement projects in existing city or school facilities): These projects are not prioritized since they can be addressed in the annual budget process for funding from the REET, see below.
- Passive Parks: Open space projects, generally of generic character, separated into "phases" for scheduling purposes.
- Active Projects: Initial projects are based on actual potentials, but not listed.

In each category except rehabilitation, the purpose is to identify lists of potential *types* of projects that would be suitable for county or city bond issues in the future. Since these types of projects need to accommodate changing opportunities for purchasing property, specific projects can not be anticipated in advance. Nonetheless, estimated project costs are based on current opportunities in order to obtain a realistic estimate for financing purposes, and can be targets upon which to base bond issue planning.

Bond issue planning will specify the actual projects that will be proposed, based on potential public support. Most of the passive projects are best considered county bond issue candidates, while active (such as youth sport fields) are good city bond candidates. This separation is made for planning purposes and these relationships may change as particular bond issues proposals are discussed or proposed.

Table 3.4-2 identifies the City's Parks & Recreation/General Government CIP. It includes potential park & recreation project needs along with general governmental needs discussed below. General Government needs include:

- Potential park and recreational space needs are potentially REET funded in phases.
- Bond issues late in the planning period are anticipated to finance a new community center.

- Park acquisition and improvements as well as cultural improvements are planned for the next six years based on a mixture of un-obligated REET, banked property tax and grant funding.

### **Storm Drainage**

The City's Surface Water Management Capital Improvements Program is shown Table 3.4-3. It identifies capital projects required to address immediate drainage needs. During the implementation of these projects, additional study will be undertaken to identify other neighborhood improvement projects. Included in this list are residential drainage improvements that will be part of the City's Residential Drainage Improvement Program (RDIP). It is anticipated that the RDIP program will include additional projects that are partnerships between individual property owners and the City to solve neighborhood drainage problems.

In the process of further developing the Draft Storm Drainage Master Plan for adoption, the large projects identified for intergovernmental funding, such as the Miller Creek Diversion and the Salmon Creek Diversion, should be considered as proposals to be examined through an intergovernmental planning process. This will ensure that the proposed projects are jointly agreed to and funded.

The City's recommended strategy for managing storm water drainage includes:

1. Reducing overall need by:
  - Adopting the land use element of the Plan to reduce the development potential in steep sloped areas,
  - Adopting and implementing Low Impact Development (LID) standards and best management practices for storm water management to maximize storm water infiltration and reduce reliance on more costly engineered drainage mitigation measures, and
  - Examining the opportunities for implementing Low Impact Development (LID) standards and best management practices for storm water management in order to maximize storm water infiltration and reduce reliance on more costly engineered drainage mitigation measures, and
  - Continuing to enforce sensitive areas regulations for natural protection of streams, wetlands that convey and detain storm waters.
2. Continuing to require private developers to mitigate their impacts on the storm water management system.
3. Designating a percentage of the total City storm drainage fees annually to implement smaller projects not identified in the CIP, but that improve storm drainage flow. These projects could include bio retention, stream buffer enhancements, grading work, establishing easements for localized areas of flooding, and bio swales. Designating

funds to implement these types of projects will provide the City with greater flexibility and improve their ability to respond to unplanned or localized storm drainage issues.

4. Obtaining the participation of other governments that contribute to Burien's drainage and drainage problems. Many of the drainage problems in the city will require intergovernmental coordination funding and cooperation. While the Draft Storm Drainage Master Plan has identified potential projects to address these needs, the ultimate solution, design and implementation will be the result of interjurisdictional agreement. In this process the city will explore the potential for joint participation and joint cost sharing before proceeding with any capital project. In conjunction with other agencies the City should seek available grant funding for these projects.
5. Authorizing the Residential Drainage Improvement Program and using the fund balance in the Surface Water Management Fund. If necessary, some of the projects could be included in a future revenue or general obligation bond.
6. Considering using revenue bonds to cover the cost of design and construction for improvements in sub-basins M-2A and M-2B (refer to Table 3.4-3) and the city's share of any of the large inter-jurisdictional projects that may be developed through future inter-governmental agreements.

The Surface Water Management CIP illustrates the type of projects included in the Residential Drainage Improvement Program, in that it provides an initial project list for storm drainage improvements for residential areas. As with the other lists of proposed capital projects, this list is subject to change and reprioritization. As projects are implemented new projects will be added to the program as they are identified in the city's on-going maintenance program.

### The CIP Schedule

The list of capital facility projects identified in the comprehensive plan were prioritized in terms of level of need and timing, and categorized by funding source. The results are depicted in the attached tables. For specific explanation of individual projects and funding sources, please refer (under separate cover) to the City of Burien adopted 2003-2008 Financial Plan & Capital Improvement Program (and as hereafter amended and updated to represent the City's Six-Year CIP). The Six-Year CIP is amended and re-adopted annually as a part of the City's annual budget review and adoption process. It is also adopted by reference annually as a component of the Comprehensive Plan.

As described above, the CIP schedule is intended to be a flexible planning tool that matches long term revenue resources with long term needs. It should be reviewed and revised in each annual budget cycle to account for changing circumstances and to respond to newly identified needs and conditions. The relationship between the six year and long term schedule is important. The six year list should include projects that are ready for design, and feasibility studies, or as potential candidates for developing grant proposals.

As such it should remain relatively short to include projects that can be effectively managed for development. As this six year list evolves, higher priority projects should be those projects that are closer to implementation, so that they can be the primary candidates for inclusion in an annual budget for development.

**Table 3.4-1. City of Burien Long Range Transportation Improvement Program**

Type	ID	Project Name	Project Limits	Project Type					Project Description	In Existing CIP?	Cost	Timing	Priority	Jurisdiction
				Capacity	Safety	Enhancement	Economic Development	Preservation						
CAPACITY	1	1st Ave S - Phase 1	SW 146th St to SW 163rd Pl	X	X	X			Design and construct improvements to 1st Avenue S. including consolidation of driveways, landscaping, street trees, signal improvements and interconnections, and gateway treatments. Reconstruct intersections at SW 148th St., SW 160th St., and install a traffic signal at SW 150th Street.	Yes	\$6,751,000	2003-2005	High	Burien
	2	1st Ave S - Phase 2	SW 128th St to SW 146th St	X	X	X			Reconstruct roadway to Principal Arterial standards, including pedestrian and bicycle facilities, stormwater detention and water quality facilities, center medians and left-turn lanes, signal improvements and interconnections, landscaping and irrigation, and driveway consolidation where feasible. Reconstruct intersection at SW 128th St. and add protected left-turn phasing at SW 136th St. intersections.	Yes	\$9,000,000	2003-2008	High	Burien
	3	Sylvester Rd SW	SW 160th St to 6th Ave SW		X	X			Reconstruct roadway to add curb, gutters, sidewalks, and on-street parking. Upgrade existing signal to provide northbound right-turn overlap phase.	Yes	\$1,000,000	2003-2008	High	Burien
	4	SW 160th St.	Sylvester Rd SW to 1st Ave S	X					Reconstruct roadway to minor arterial standards and add a center two-way left-turn lane. Restrict east to north left-turn movement from SW 160th Street onto Ambaum Cut-Off SW. Add eastbound left-turn lane at the 1st Ave. S/SW 160th St. intersection and modify signal.	No	\$1,480,000	2003-2004	High	Burien

**Table 3.4-1. City of Burien Long Range Transportation Improvement Program**

Type	ID	Project Name	Project Limits	Project Type					Project Description	In Existing CIP?	Cost	Timing	Priority	Jurisdiction
				Capacity	Safety	Enhancement	Economic Development	Preservation						
CAPACITY	5	Ambaum Blvd SW/SW 148th St	Intersection	X	X				Upgrade existing signal to include a westbound right-turn overlap phase.	No	\$100,000	2015-2020	Low	Burien
	6	4th Ave SW/SW 148th St	Intersection	X					Upgrade existing signal to add protected left-turn phasing on all approaches. Coordinate signal with 1st Ave. and Ambaum Blvd. Construct northbound right-turn lane with overlap phase.	No	\$240,000	2009-2014	Med	Burien
	7	4th Ave. SW/SW 153rd St.	Intersection	X					Install traffic signal, when warranted.	Yes	\$210,000	2015-2020	Med	Burien
SAFETY	8	Ambaum Blvd SW Corridor Study	SW 116th St. to 1st Ave. S (116th, 126th, 128th, 136th, 156th)	X	X				Ambaum Corridor Study of safety, capacity, & nonmotorized issues.	No	\$150,000	2003-2008	Med	Burien
	9	1st Ave S Interim Left-Turn Signals	SW 136th St. & SW 143rd St. Intersections	X	X				Add protected NB and SB left-turn phasing at the SW 136th Street and SW 143rd Street intersections. The project would be an interim solution until Phase 2 of the 1st Avenue S project is completed.	No	\$150,000	2003-2008	High	Burien
PRESERVATION	10	21st Ave SW	15700 Block of 21st Ave S					X	Design and construct a retaining wall and pavement to repair road failure.	Yes	\$550,000	2003-2008	High	Burien
	11	16th Ave S						X	Pavement Repair Pre-design Study. Cost of repair will be estimated in the pre-design.	No	\$40,000	2003-2004	Med	Burien

**Table 3.4-1. City of Burien Long Range Transportation Improvement Program**

Type	ID	Project Name	Project Limits	Project Type					Project Description	In Existing CIP?	Cost	Timing	Priority	Jurisdiction
				Capacity	Safety	Enhancement	Economic Development	Preservation						
PRESERVATION	12	Maplewild Ave SW	29th Pl SW to 33rd Ave SW					X	Repair two sections of roadway damaged in the 2/28/01 earthquake. The repairs include 88' of soldier pile structural wall on the west slope of the roadway, drainage facilities, and surface repairs to the roadway.	Yes	\$5,700,000	2003-2008	Med	Burien
	13	OVERLAY PROJECTS	CITYWIDE - Arterials and Neighborhood Streets					X	Yearly \$300,000 program to overlay City streets.	Yes	\$5,100,000	2003-2020	High	Burien
ECONOMIC DEVELOPMENT & ENHANCEMENT	14	Downtown Street and Sidewalk Improvements	Downtown Burien		X	X	X		Reconstruct and replace existing streets and sidewalks in the downtown area. Priority improvement will be established by the City Council. Potential locations include: 4th SW(between SW 148th and SW 152nd); 2nd Avenue SW (between SW 152nd and SW 153rd); 6th Avenue SW (between SW 152nd and SW 153rd); 8th SW (between SW 150th and SW 152nd) and SW 153rd (between 1st Avenue S. and Ambaum Blvd.)	Yes	\$6,500,000	2004-2009	Med	Burien
	15	8th Ave S	S 128th St to S 152nd St		X	X	X		Reconstruct road to include curb and gutter, sidewalks, bicycle lanes, parking, drainage, landscaping, and illumination. Reconstruct intersections at SW 128th St, SW 136th St, SW 140th St, and SW 146th St. Add left-turn pockets at SW 136th St intersection and upgrade existing signal to add protected left-turn phasing.	No	\$4,500,000	2015-2020	Low	Burien

**Table 3.4-1. City of Burien Long Range Transportation Improvement Program**

Type	ID	Project Name	Project Limits	Project Type					Project Description	In Existing CIP?	Cost	Timing	Priority	Jurisdiction
				Capacity	Safety	Enhancement	Economic Development	Preservation						
NONMOTORIZED	16	4th Ave SW Pedestrian Safety Project, Phase 2	SW 153rd St to SW 156th St (east side of street)		X	X	X	X	Reconstruct roadway to collector arterial standards to provide sidewalks, curbs, gutter, storm drainage, utility adjustments, street lights and transit stops on the east side of the street.	Yes	\$1,763,000	2010	Med	Burien
		SEE NON-MOTORIZED PLAN												
INTERJURISDICTIONAL	17	Old SR 509	1st Ave S to SeaTac City Limits	X	X				Reconstruct roadway. Project to coincide with extension of SR 509 to I-5.		\$4,500,000	2009-2014	Low	WSDOT Burien
	18	SR 509	S 160th St Northbound Ramps	X					Provide center median refuge for northbound left onto S 160th St. Revise channelization along S 160th St to include median taper into westbound lane.		\$100,000	2015-2020	Low	WSDOT Burien
	19	SR 509	S 177th Pl to I-5/SW 210th St (MP 21.8 - 24.3)	X					Construct NEW freeway - SR 509 extension with HOV lanes. NEW interchange with I-5 at South 210th Street. Widen I-5 for auxiliary lanes in each direction between S 172nd Street and S 204th Street.		\$578 - \$783 million	2009-2014	High	WSDOT
	20	SR 509	Seattle to Des Moines Memorial Dr	X					Widen to 6 lanes with HOV.		\$81 - \$109 million	2015-2020	Med	WSDOT
	21	SR 518	SR 509 to I-5 (MP 0 - 3.8)	X					Add HOV lanes and construct an urban interchange at SR 99. See preferred alternative in the SR 518 Route Development document.		\$85 - \$115 million	2015-2020	Med	WSDOT

**Table 3.4-1. City of Burien Long Range Transportation Improvement Program**

Type	ID	Project Name	Project Limits	Project Type					Project Description	In Existing CIP?	Cost	Timing	Priority	Jurisdiction
				Capacity	Safety	Enhancement	Economic Development	Preservation						
INTERJURISDICTIONAL	22	SR 518	SR 509 @ SR 518	X	X				Construct fly-over ramp from southbound SR 509 to eastbound SR 518. See preferred alternative in the SR 518 Route Development document.		\$15 - \$21 million	2015-2020	High	WSDOT SeaTac
	23	SR 518	Des Moines Memorial Dr @ SR 518 Ramps	X					Install traffic signal at the westbound off-ramp.		\$172,000	2003-2008	High	WSDOT Port of Seattle
	24	Burien Transit Center/Transit Oriented Development	Downtown		X	X	X		Reconfigure passenger loading at the park & ride lot to enhance safety and efficiency. Redevelop parcels around transit center into a mixed-use development.		\$6,000,000	2003-2008	High	King County Metro
	25	1st Ave S	Myers Way to SW 128th St (Seattle C.L. to Burien C.L.)	X	X	X			Provide curb, gutter, sidewalk, drainage and landscaping on east and west sides of Myers Way S. / 1st Avenue S. from S. 99th Street to SW 128th Street.		\$3,000,000	2003-2008	High	King County
	26	Des Moines Memorial Dr	South 99th Street to S 128th Street	X	X	X			Reconstruct roadway to include curb, gutter, sidewalk, bicycle lanes, signal modifications, landscaping, and street trees.		\$4,079,000	2003-2008	High	King County
	27	Sylvester Road SW	Normandy Park West City Limits to East City Limits		X				Install sidewalks to improve pedestrian mobility and safety.		\$1,600,000	2003-2008	Med	Normandy Park
	28	Sylvester Road SW	Sylvester Rd Bridge					X	Railing Improvements and Bridge Assessments		\$1,450,000	2003-2008	Low	Normandy Park
	29	1st Ave S	S 163rd Street to S 216th Street	X	X	X			Reconstruct four-lane roadway to standards including curb, gutter, sidewalk, bicycle facilities, and bus pullouts.		\$11,500,000	2003-2008	High	Normandy Park

**Table 3.4-1. City of Burien Long Range Transportation Improvement Program**

Type	ID	Project Name	Project Limits	Project Type					Project Description	In Existing CIP?	Cost	Timing	Priority	Jurisdiction
				Capacity	Safety	Enhancement	Economic Development	Preservation						
INTERJURISDICTIONAL	30	Des Moines Memorial Dr	S 128th St to SeaTac City Limits	X	X	X			Reconstruct and widen roadway to 36 feet to include storm drainage, landscaping, bicycle lanes, street lighting, channelization, signal modification, paving, and modification to overhead utility lines. Install curb, gutter and sidewalks. Construct center two-way left turn lane and consolidate driveways in commercial area.		\$20,600,000	2009-2014	High	SeaTac
	31	S 156th S @ Des Moines Memorial Dr	Intersection	X	X				Upgrade traffic signal and install sidewalk, curb and gutter at intersection.		\$250,000	2003-2008	High	SeaTac
	32	S 160th S @ Des Moines Memorial Dr	Intersection	X	X				Construct southbound right turn lane and restripe westbound approach to 1 left-turn lane, 1 through/right-turn lane. Upgrade signal on S 160th for protected left-turn phasing.		\$240,000	2009-2014	Med	SeaTac
	33	S 142nd/144th St	Des Moines Memorial Dr to 24th Ave S			X			Reconstruct and widen roadway to 36 feet to provide for drainage, bicycle lanes and pedestrian facilities along the roadway.		\$5,187,000	2009-2012	Med	SeaTac
	34	S 154th St	24th Ave S to Des Moines Memorial Dr	X					Relocate roadway to accommodate expansion of the runway clear zones. Improvements include curb, gutter, pedestrian walkway, drainage, and underground electrical facilities.		\$11,000,000	2003-2008	High	SeaTac Port of Seattle

**Table 3.4-2. 2004 - 2009 Capital Improvement Program**

Parks & General Government

Funded Projects	Total Project Cost	Prior Years	2003	2004	2005	2006	2007	2008	2009	Six-Year CIP
Branson Property	\$1,758,721	\$1,150,549	\$30,000	\$578,172	\$ -	\$ -	\$ -	\$ -	\$ -	\$578,172
Chelsea Park	221,446	137,263	84,183	-	-	-	-	-	-	-
Community Center/Senior Center	11,568,714	-	150,000	-	-	-	-	183,288	11,235,426	11,418,714
Community Theatre and Art Gallery	81,693	-	30,000	-	-	-	-	-	51,693	51,693
Des Moines Memorial Park	232,032	-	-	-	-	-	31,756	200,276	-	232,032
Dottie Harper Park - Play Equipment	83,160	-	-	-	-	7,560	75,600	-	-	83,160
Environmental Science Center at Seahurst Park	500,000	271,251	53,749	175,000	-	-	-	-	-	175,000
Lake Burien School Park	127,701	455	-	18,139	109,107	-	-	-	-	127,246
Manhattan Woodside Property	252,093	223,826	28,267	-	-	-	-	-	-	-
Mathison-Carver Property	190,000	-	40,000	-	150,000	-	-	-	-	150,000
North Ambaum Property	1,238,289	18,964	469,325	-	750,000	-	-	-	-	750,000
Olde Burien Triangle Park	-	-	-	-	-	-	-	-	-	-
Park Acquisition & Development	2,879,693	7,687	225,000	26,563	900,000	700,000	1,020,443	-	-	2,647,006
Public Paths, Sidewalks & Bikeways Plan	100,000	1,176	98,824	-	-	-	-	-	-	-
Public Paths & Trails Implementation	699,449	-	-	-	233,149	233,150	233,150	-	-	699,449
Seahurst Park	79,720	79,720	-	-	-	-	-	-	-	-

**Table 3.4-2. 2004 - 2009 Capital Improvement Program**

Parks & General Government

Funded Projects	Total Project Cost	Prior Years	2003	2004	2005	2006	2007	2008	2009	Six-Year CIP
Seahurst Seawall Removal and South Shoreline Rehabilitation	982,000	167,536	814,464	-	-	-	-	-	-	-
Seattle City Light/Kennedy HS Soccer Field	20,047	15,047	5,000	-	-	-	-	-	-	-
Shoreline Access	-	-	-	-	-	-	-	-	-	-
Shorewood Park	32,137	-	32,137	-	-	-	-	-	-	-
Town Square	9,161,774	4,664,788	400,000	551,681	3,545,305	-	-	-	-	4,096,986
<b>Total</b>	<b>\$30,208,669</b>	<b>\$6,738,262</b>	<b>\$2,460,949</b>	<b>\$1,349,555</b>	<b>\$5,687,561</b>	<b>\$940,710</b>	<b>\$1,360,948</b>	<b>\$383,564</b>	<b>\$11,287,119</b>	<b>\$21,009,458</b>

Projects Ranked by Cost/Benefit

Rank	Cost/Benefit Ratio	Project ID	Basin	Project Title	Project Cost	Benefit Points
1	\$0.00	CIP-M03	Miller Creek	SW 132nd St Flooding	\$0.00	93
2	\$902.63	CIP-M11	Miller Creek	SW 155th St Storm Drain System Improvements	\$61,000.00	76
3	\$1,206.33	CIP-P007	Puget Sound	SW 172nd St Outfall	\$20,000.00	23.5
4	\$1,700.00	CIP-S01	Salmon Creek	Overflow Replacement at Salmon Creek Bypass	\$51,000.00	30
5	\$2,071.43	CIP-M14	Miller Creek	SW 165th St Drainage System	\$290,000.00	148
6	\$3,204.30	CIP-M27	Miller Creek	Century Apartments Drainage System	\$265,000.00	93
7	\$2,921.05	CIP-M28	Miller Creek	Drainage System at SW 120th St	\$111,000.00	38
8	\$3,325.30	CIP-M01A	Miller Creek	New Storm Drainage System at 1st Ave S and SW 132nd St	\$276,000.00	82.95
9	\$4,117.65	CIP-M02	Miller Creek	Acquisitions of Local Depressions at 4th Ave S and SW 132nd St	\$70,000.00	17
10	\$6,696.67	CIP-M08	Miller Creek	142nd St Depression	\$740,000.00	126
11	\$6,696.67	CIP-M26	Miller Creek	21st Ave SW Storm Drainage System	\$165,000.00	30
12	\$8,594.85	CIP-M01B	Miller Creek	New Storm Drainage System at 1st Ave S and SW 132nd St	\$670,000.00	102.95
13	\$7,864.86	CIP-M09	Miller Creek	146 Ave S	\$562,000.00	74
14	\$8,062.90	CIP-M13	Miller Creek	18th Ave SW Drainage Systems	\$258,000.00	32
15	\$8,300.00	CIP-M05A	Miller Creek	142nd St Depression	\$996,000.00	120
16	\$10,000.00	CIP-P002	Puget Sound	30th Ave SW Outfall Repair	\$200,000.00	20
17	\$12,759.26	CIP-P004	Puget Sound	25th Ave SW Drainage System	\$662,000.00	54
18	\$12,759.00	CIP-P005	Puget Sound	Majors Ave SW Drainage System Outlet at SW 150th St	\$255,000.00	20
19	\$15,007.69	CIP-M07	Miller Creek	S 145th St Horse Pasture	\$411,000.00	26
20	\$16,081.42	CIP-M04	Miller Creek	Hermes Depression	\$1,885,000.00	113
21	\$17,406.25	CIP-M08	Miller Creek	S 132nd St Depression	\$557,000.00	32
22	\$20,333.33	CIP-M20	Miller Creek	SW 136th St Wetland Enhancement	\$344,000.00	12
23	\$20,469.39	CIP-M05	Miller Creek	Maylar Depression	\$1,050,000.00	49
24	\$34,000.00	CIP-P006	Puget Sound	SW 174th St Storm Drainage System Outfall at SW 150th St	\$692,000.00	20

Data Source: File:map\arc\table\table\proj\table\table\table\M011983



Table 3.4-3 - Storm Drainage Improvements



November 2003



Source: City of Burien Storm Drainage Master Plan  
p:\table\01\_Burien\_Crit\_Comp\Graphics\Figures\Final\F05\Figure3-4-3.pdf