

A photograph of a river scene. In the foreground, a sandy bank is visible. A large, weathered piece of driftwood lies horizontally across the middle ground. Behind it, a dense forest of green trees lines the riverbank. The water is calm, reflecting the greenery and the sky. The image is framed by a dark green border at the top and bottom.

City of
Olympia

**2018-
2023**

Preliminary

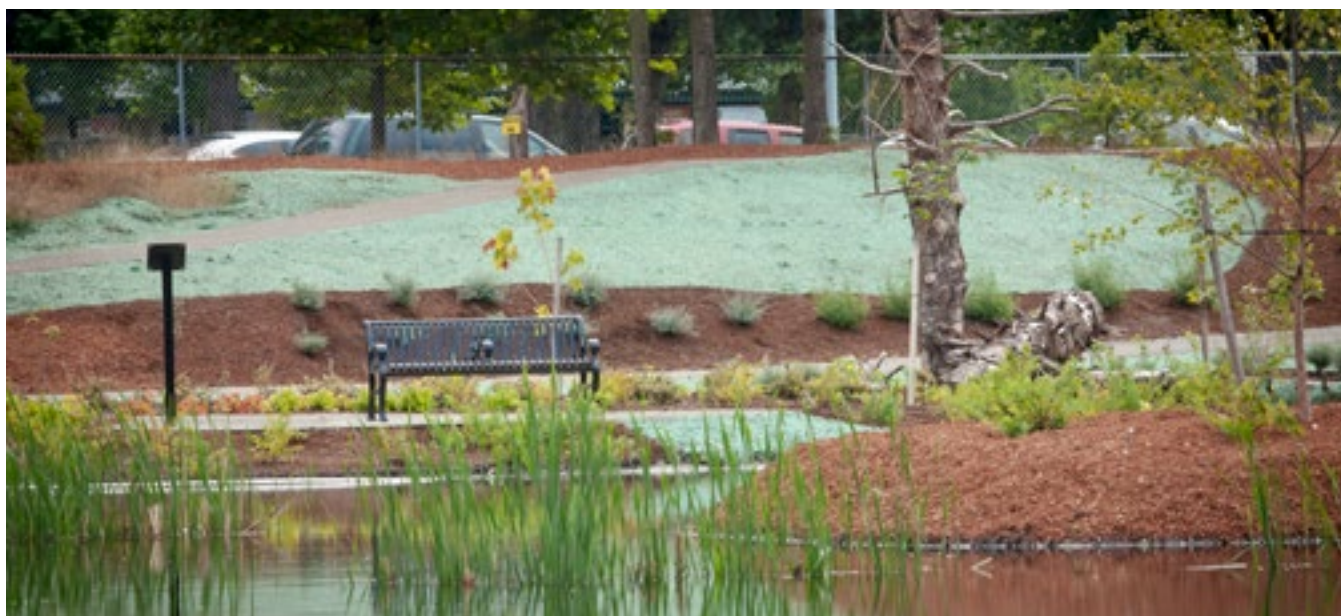
Capital Facilities Plan



2018-2023 Preliminary Capital Facilities Plan



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Information Resources

LOTT Clean Water Alliance: lottcleanwater.org

Transportation Mobility Strategy: olympiawa.gov/transportation

Olympia Comprehensive Plan: imagineolympia.com

Water System Plan: olympiawa.gov/drinkingwater

Olympia Bicycle Master Plan: olympiawa.gov/transportation

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The City Council wishes to acknowledge the many individuals who contributed to the preparation of this document. In addition to the required review by the Planning Commission, the following advisory groups also provide technical review of the CFP: Bicycle and Pedestrian Advisory Committee, Parks and Recreation Advisory Committee, and the Utility Advisory Committee.

The Capital Facilities Plan is an implementing strategy of the Capital Facilities Element of Olympia's Comprehensive Plan developed in compliance with the Washington State Growth Management Act.

The City is committed to the non-discriminatory treatment of all persons in employment and the delivery of services/resources.

Table of Contents

Information and Resources	II
Letter from the City Manager	IV
City Council Priorities	VI
Long Term Financial Strategy	VII

Introduction

Introduction - How to Read this Plan	1
Frequently Asked Questions	3
Executive Summary	7
Debt Limitations	9
The Capital Facilities Plan	10
Funding Sources	13
Revenues Dedicated to the CFP	14
Calendar of Events	16
Project Funding Summary	17
County Funded Projects in Olympia Urban Growth Area	22

What Are We Building in 2018?

What Are We Building in 2018?	23
-------------------------------------	----

New & Completed Projects

New Projects	27
Completed Projects	30

Program Sections

Parks, Arts and Recreation	35
Transportation	49
Transportation with Impact Fees	61
General Capital Facilities	73
Drinking Water	77
Wastewater	95
Storm and Surface Water	105

Miscellaneous Reports

Active Project Status Report	113
Impact Fees (Collection and Usage Report)	116
Project Location Detail Report	117
Public Facilities Inventory	118
Index of Projects	126

CFP Element of the Comprehensive Plan Goals and Policies

CFP Element of the Comprehensive Plan - Goals and Policies	127
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Glossary

Project Components – Glossary	131
Glossary of Terms	132
Acronyms	134

Olympia School District Capital Facilities Plan 2018-2023

Olympia School District Capital Facilities Plan	135
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A Message from Steven R. Hall, Olympia City Manager

July 18, 2017

City Council and Citizens of Olympia,

I am pleased to present the Preliminary 2018-2023 Capital Facilities Plan (CFP). This CFP demonstrates the City's follow-through to the community's vision for a vibrant, healthy, and beautiful Capital City.

The City Council, management, staff, and citizens have worked hard to adopt a Comprehensive Plan and Action Plan to achieve the community that we all envision.

The Action Plan incorporates five action areas:

1. Community Safety & Health
2. Downtown
3. Economy
4. Environment
5. Neighborhoods

Capital projects described in this CFP provide tangible proof that these areas are supported by capital investments, bringing reality to the vision.

Capital projects to be completed in 2017 address all areas of the Action Plan. Here are a few examples:

Community, Safety and Health

Emergency response will be enhanced by the construction of a new water storage tank and transmission main south of Morse-Merryman Road that will increase capacity for firefighting services.

Aeration towers will be constructed at the Meridian Reservoirs to raise the pH of McAllister Wellfield water to meet Federal and State safe drinking water standards.

Downtown

Percival Landing bulkhead (that supports the landing near the Kissing Couple statue) rehabilitation design will be completed, and ADA upgrades will be made to the Percival west restroom.

Economy

Good roads support increasing commerce and private investment in downtown and business districts. Roadway surfaces will be improved and new striping will be installed on streets throughout the City.

Environment

An emergency generator was installed on-site at the Ensign Road wastewater lift station to enhance station reliability and reduce the potential for sewage spills.

Neighborhoods

Park land will be increased by over 65 acres with the acquisition of parcels adjacent to LBA Park ("Bentridge"), West Bay Drive, and the Olympia Woodland Trail.

Pedestrian safety will be improved with the installation of a sidewalk on Quince Street from Miller Avenue to Reeves Middle School, crosswalk islands on Pacific Avenue at Landsdale Road and Devoe Street, and flashing beacons to replace older in-pavement crosswalk lights at nine Citywide locations.

In addition to guidance in the Comprehensive Plan to shape our City's future, the City also follows guidance in our Financial Principles to prudently manage the public's resources. Sound and efficient investment of public funds is a core City principle, and good examples of efficiencies gained in 2017 projects include:

- Installing a new water main in the Boulevard Roundabout at Morse-Merryman Road in advance of a roadway project to gain system improvements and limit future road disturbance.
- Replacing old equipment at the Fones road booster station to reduce operating and maintenance costs and enhance system reliability.

The 2018-2023 Preliminary CFP totals \$147,404,126 representing roughly a 3.7% increase over the current plan. While utilities and infrastructure projects comprise the bulk of allocated funding, this is the second year in which Parks projects reflect a substantial increase in the plan due to resources from the Olympia Metropolitan Parks District.

PARKS

Thanks to voters' approval, the Olympia Metropolitan Park District (OMPD) generates revenue through a property tax for park land acquisition, development, and improvements. In 2018, 2% of the voter-approved utility tax and 1% of non-voted utility tax (on electric, gas and telephone utilities) is dedicated to park land acquisition. This CFP anticipates using \$2.8 million for park land acquisition, including \$1.2 million in installment payments for the "Bentridge" LBA Woods acquisition, and \$1.6 million for other acquisitions to help the City reach its goal of 500 acres of additional park land.

The plan also includes funding important steps to provide more opportunities for recreational activities:

- A master plan and designs for an athletic field complex
- Determination of preferred locations for an off-road bike park and a dog park; and
- A feasibility study for an aquatic center

Parks will also start these major capital construction projects in 2018:

\$1,067,000	Woodruff Park "sprayground" (water play fountain) and shelter
\$750,000	Priest Point replacements for shelter, roof, and restroom facilities
\$3,000,000	Percival Landing bulkhead pilings along Water Street and 4th Avenue

MULTIMODAL TRANSPORTATION

Transportation projects for 2018-2023 contribute essential street and pedestrian access improvements to continue transforming downtown Olympia into a vibrant location for people to enjoy.

Additionally, the south downtown bicycling corridor will be extended to connect Sylvester Park to the I-5 bike path at Chestnut Street, and the westside bike route will be built out to connect northwest and southwest neighborhoods on Thomas, Plymouth and Decatur Streets.

UTILITIES

In the Drinking Water Utility, significant investments are planned to address capacity in supply and distribution systems. Hoffman Well facilities will be upgraded to better remove iron/manganese and produce higher quality water from Hoffman Well 3. To secure essential water supplies in the event of an earthquake, seismic retrofits will be completed for the Elliot and Fir Street Reservoirs.

To overcome volume limitations in the Briggs Urban Village Area, a new well will provide additional capacity of approximately 30 gallons per minute. The Eastside Street and Henderson Boulevard Water Main will be extended with new 16-inch pipe to replace an existing 10-inch pipe that causes a bottleneck in the distribution system. Once constructed, these projects will enhance system reliability for the City's water customers.

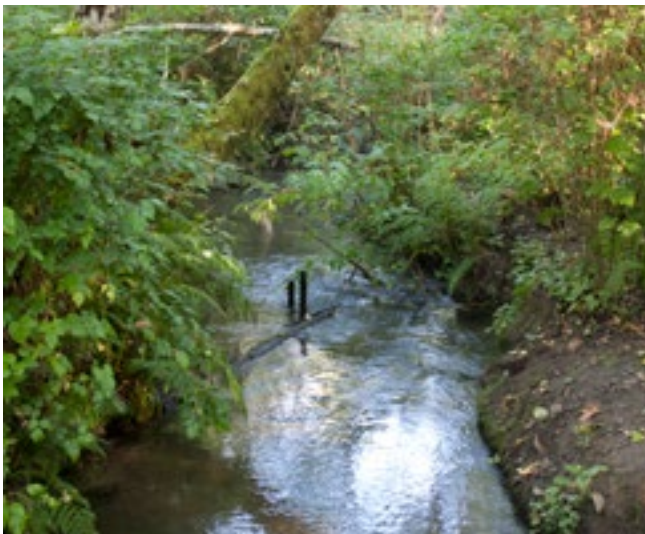
The Stormwater Utility will continue installing facilities to treat stormwater runoff on Martin Way from Mary Elder Road to Sleater-Kinney Road. Polluted runoff from over eight acres of street right-of-way currently flows untreated to Woodard Creek. The Utility's project will improve water quality and habitat conditions.

To reduce the risk of sewage spills, the Wastewater Utility is taking on two new projects:

1. Installation of a new emergency generator at the Water Street Lift Station will reduce costs, enhance station reliability, and mitigate the risk of sewage spills into the Puget Sound.
2. In the Southeast area, projects will convert customers from individual septic systems to gravity sewer service, decreasing operating costs and limiting the potential for sewer spills on customer property.

A change in City policy now provides an opportunity for the City to take ownership of the sewer lateral from a customer's property line to the sewer main. The Wastewater Utility may fund repairs of laterals within the right-of-way that were previously too expensive or difficult for customers to undertake on their own.

It is an ongoing challenge to provide a full range of utility services at the level our citizens' demand without causing affordability challenges for some customers. We appreciate the citizens who serve on the Utilities Advisory Committee (UAC) and work with us to ensure our rates remain affordable and in balance with the investments needed to deliver quality services.



MAINTENANCE AND AMERICANS WITH DISABILITIES ACT IMPROVEMENTS

I am pleased to report that we continue to make progress with needed maintenance to our buildings, streets, and parks. To address Americans with Disabilities Act (ADA) assessments, this CFP includes funding for ADA improvements in Parks facilities and City-owned buildings. Transportation project ADA improvements are included in individual transportation project budgets.

Many City-owned buildings are in declining condition and must be repaired for safety and operational efficiency. In 2018, this CFP allocates \$1.33 million to address some of the most critical needs for repairs of buildings.

UNFUNDED NEEDS

Although this CFP restores funding for some essential maintenance, new issues and demands are emerging --- East Bay erosion, sea-level rise, a downtown parking structure, full removal and replacement of hazardous trees, substantial facilities challenges for Public Works, Parks, Criminal Justice, and Percival Landing --- all of these capital needs and more are on our to-do list. During 2018, we will continue to evaluate these needs and look for dedicated or one-time funding to address them.

REVENUES

The 2018-2023 Preliminary CFP continues the momentum that started with new revenues the City began to receive in 2017. Parks will invest over \$11 million of OMPD funds in capital projects over the next six-years, with any remainder OMPD funds designated to support Parks operations. The CFP calls for the 2% Voted Utility Tax and 1% of the Non-Voted Utility Tax to cover costs of purchasing new park properties, including debt service on bonds, plus generate funds for future Councils to approve emerging park opportunities.

An estimated \$9 million will be collected over the next six years from Transportation Benefit District vehicle license tab renewals at the annual per vehicle rate of \$40 that began in January 2017. These revenues will support ongoing street repairs to provide roadways in the condition that our citizens need and deserve.

CONCLUSION

In 2018-2023, new and ongoing capital projects will support the community's vision as embodied in the City's plans and principles. I am confident this CFP responsibly addresses and supports the infrastructure needs for Olympia. Projects included in this plan strike an appropriate balance between building new projects and maintaining existing infrastructure. They incorporate creative and efficient solutions to complex challenges and advance the community's priorities from vision to reality.

Respectfully submitted,

Steven R. Hall

City Manager

If you would like to learn more about the City action plan, visit www.olympia.wa.gov/takeaction.



2017 City Council Priorities/City Action Areas

At its January 2017 Retreat, the Council established the following priorities for 2017.



Community Safety and Health

- Support and encourage respectful, inclusive civic engagement
- Support a quality education
- Provide transportation choices
- Support comprehensive wellness, including parks, recreations, arts and more
- Provide quality support for those in need
- Support responsive emergency services for all



Downtown

- Support a vibrant and attractive urban destination
- Support a mix of urban housing options
- Support a variety of business enterprises
- Support our cultural institutions and historic resources



Economy

- Support a stable and growing economy
- Support creation of family-wage jobs
- Support quality infrastructure
- Support arts and entertainment
- Support local food production, products, and services



Environment

- Protect and enhance our water and air quality
- Support a close connection with nature
- Support preservation of quality natural areas
- Work toward a toxic-free community
- Strive to become waste free



Neighborhoods

- Support distinctive places and spaces
- Support safe and welcoming places to live
- Provide planning for thoughtful growth
- Provide nearby opportunities for goods and services

Long Term Financial Strategy (LTFS) - Key Financial Principles

- Make Trade-Offs
- Do It Well
- Focus Programs on Olympia Residents and Businesses
- Preserve Physical Infrastructure
- Use Unexpected One-Time Revenues for One-Time Costs or Reserves
- Invest in Employees
- Pursue Innovative Approaches to Service Delivery
- Contract In/Contract Out
- Maintain Capacity to Respond to Emerging Community Needs
- Pursue Entrepreneurial Initiatives
- Address Unfunded Liabilities
- Selectively Recover Costs
- Recognize the Connection Between the Operating Budget and the Capital Budget

Long Term Financial Strategy - Guidelines

What Should the City Do in the Following Year's Budget When the Financial Forecast is Positive?

- Assess the situation
- Maintain adequate reserves
- Use one-time revenues only for one-time expenses
- Use recurring revenues for recurring costs or for one-time expenses
- Stay faithful to City goals over the long run
- Think carefully when considering revenue cuts
- Think long-term

What Should the City Do Every Year, Whether the Financial Forecast is Positive or Negative?

- Increase operating cost recovery
- Pursue cost sharing

What Should the City Do in the Following Year's Budget When the Financial Forecast is Negative?

- Assess the situation
- Use reserves sparingly
- Reduce services
- Continue to think carefully when considering tax increases

What should the Council consider before increasing taxes?

- Will the increase result in programs or services that will have a quantifiable public benefit?
- Is the tax source related and connected to the services that are to be supported by the new revenue?
- Is the increase fully justifiable in terms of need?
- Has every effort to educate citizens about the tax been taken in advance of the increase?
- Are the services that are intended to be supported by the new revenue supportable into the foreseeable future?

What should the Council consider before asking residents to increase taxes?

- Have efforts to educate residents about the tax been made?
- Has there been ample time for residents to debate and discuss the issue?
- Has the council taken the time to listen to residents' concerns?
- Do our residents understand what the results will be following implementation of the new tax?



Introduction







Readers' Guide

Below is the Readers' Guide to help navigate the Capital Facilities Plan (CFP) by section with a brief description of what each contains.

Introduction

The **Frequently Asked Questions** have been designed to answer the most commonly asked questions about the Capital Facilities Plan, as well as assist the reader in better understanding elements of the Plan.

The **Executive Summary** provides a summary of project costs and funding sources included in the 2017-2022 six-year planning window.

The **Debt Limitation** section explains the amount of money the City of Olympia can legally borrow. This is important because some capital projects are financed with debt resources.

The **Capital Facilities Plan Explanation** defines the purpose of the CFP, statutory requirements, and methodologies used to develop the CFP in its entirety.

The CFP **Funding Sources** identifies the various revenue sources used by the City to finance capital projects. Charted trends on the collection of impact fees, Real Estate Excise Taxes and Utility Taxes are provided in this section.

Completing the Introduction section is the **Project Funding Summary**, which identifies project funding sources for each project in the various program categories. County-funded projects within the City's Urban Growth Boundary are also found here.

What are we Building in 2018

This section highlights projects that are past the planning and design phase and are "shovel ready" in 2018.

New and Completed Projects

Provides a brief description of all new and recently completed capital projects, the end result of the project, and before and after photos when available. This provides the Council and citizens a way to see how their money is being spent. New projects are those new to the CFP in 2018, and Completed projects are those that were completed in 2017.

Program Sections

The next seven sections include the specific projects proposed for the 2017-2022 CFP six-year plan and are presented in one of the following program categories:

Parks, Arts and Recreation Projects:

Park site acquisition, development and maintenance projects, projects for the construction of individual neighborhood or community parks.

Transportation Projects:

Major street maintenance projects, minor streets, sidewalk, and bridge repair projects, pedestrian accessibility projects; other transportation infrastructure-related projects including bikeways, intersection improvements, street oversizing, traffic calming, etc. Transportation projects have been split into two sections—those not funded by impact fees and those funded by impact fees.

General Capital Facilities Projects:

Includes the City's major building and facilities maintenance, repair and replacement projects, projects for the construction of public facilities, non-typical capital improvement projects or other projects that do not fit any of the other categories.

Drinking Water Projects:

Projects for additional storage for treated water, improving raw water utilization, planning for future water systems and capacity, and reclaimed water.

Wastewater Projects:

Projects providing enhanced treatment of wastewater Septic Tank Effluent Pump (STEP) system management, and planning for future system capacity.

Storm and Surface Water Projects:

Projects include stormwater flood control and water quality measures in the City's storm drainage basins, and enhancement of aquatic habitat in local creeks and wetlands.

Each of the program category sections are organized in the same way and contain:

- An introductory narrative providing a general background of planning activities done in that section, as well as a discussion of planning goals and policies.
- Individual project information identifying the project's location, links to other projects in this CFP document, a brief description about the project, a detailed project list for projects that include multiple sub-projects, justification for the project, level-of-service (LOS) standards or target outcome ratios (TORs) and how these will be affected by the project, and references to City goals, policies, and plan documents.
- A project financial summary table summarizing proposed project costs, funding sources, and future operating and maintenance costs for the project.

Elements of the Comprehensive Plan Goals and Policies

The CFP **Element of the Comprehensive Plan Goals and Policies** demonstrates how the Comprehensive Plan directly impacts development of the CFP.

Miscellaneous Reports

- Financial Status reports for all active CFP projects; those currently listed in the CFP and those no longer requiring additional funding
- Schedule of collection and usage of impact fees
- Quick-reference CFP project location matrix
- Public facilities inventory
- Index of projects

Glossary

Glossary of acronyms and terms used throughout this document.

Olympia School District 2018-2023 CFP

The Olympia School District CFP is included because the City charges impact fees on their behalf. Any questions regarding their projects or their impact fees should be directed to the Olympia School District.



Frequently Asked Questions

1. What is a Capital project?

A structure, improvement, piece of equipment, or other major asset, including land, that has a useful life of at least five years and a project cost that exceeds \$50,000. Capital projects are provided by and for public purposes and services including, but not limited to, public streets and transportation facilities, City parks and recreation facilities, public buildings such as libraries, fire stations, community centers, public water systems and sanitary sewer systems. While capital projects do not cover routine maintenance, they do include renovation and major repair or reconstruction of damaged or deteriorating facilities.

2. There are many projects listed in the CFP. How does the City determine which projects are priority?

First, the City determines if it meets the goals of the Comprehensive Plan. Then, each project proposal is matched against the Council's Long-Term Financial Strategy (LTFS) criteria:

- Maintenance or general repair of existing infrastructure
- A legal or statutory requirement
- A continuation of multi-year projects (contractual obligations, etc.)
- Implementation of legislative (Council) goals and objectives
- Ability to leverage outside sources (grants, mitigation, impact fees, low interest loans, etc.)
- An acquisition or development of new facilities

When considering which projects are funded in the CFP, adequate funding to construct and maintain projects is determined by two important questions:

1. What can we really afford?

2. How do we choose when two or more priorities are in conflict with each other?

As noted in the LTFS, leveraging outside revenue sources is critical. If grant funds are applied for and received, chances are good that the grant-funded project will become a priority. Grant funds become new and additional revenue to the City, above and beyond the City's current resources. The City continually looks for ways to reduce the reliance on General Fund dollars for capital projects. In essence, grant funds allow the City's current resources to be stretched a little further. Similar to grants are partnerships. The City tries to develop partnerships with other groups to lower the cost for construction or operations and maintenance.

3. Once determined to be a priority, are these projects automatically given funding in priority order?

No. See the last paragraph in question 2. When grant funds are received for a particular project, chances are good that project will become a priority.

4. Do state or federal grants require the City to do projects out of our preferred order?

Not necessarily—the order is determined on a project-by-project basis.

5. It seems likely that a capital project may affect future operating budgets. Does this have an impact on whether or not a project will be approved and funded?

Yes. It is important that capital improvements carrying additional maintenance obligations impacting the General Fund budget do not intensify the strains already being placed on the Operating Budget.

6. When funding a particular project, where does the money come from?**Non-Utility Projects**

Parks, Transportation, and General Capital Facilities projects are funded through grants, cost sharing with neighboring jurisdictions (on shared projects), local improvement districts (LIDs), developer contributions, impact fees, the Real Estate Excise Tax (REET) (0.5%), Transportation Benefit District fees, Non-Voted Utility Tax (1%), and Voted Utility Tax (V.U.T.) (3%).

Funding for non-utility projects continues to be a challenge. In years when the City ends the year with revenues exceeding expenditures the council may choose to spend the excess on capital projects.

Utility Projects

City Drinking Water, Wastewater, and Storm & Surface Water utilities are operated like businesses and must be self-sustaining. Utility capital projects are funded through a combination of general facility charges, rates, and developer improvements. In addition, state and federal grants play an important role in funding of utility projects.

The Growth Management Act requires projects shown in the Capital Facilities Plan to have sufficient revenues to fund the project.

7. What is the Utility Tax and what projects does it fund?

The City Council has authority to approve, without voter approval, up to a 6% utility tax on private utilities. Five percent of the tax collected goes to the General Fund Operating Budget and 1% goes to fund Capital Projects. Currently the Capital Projects portion is \$1 million. By ordinance, the Council can reallocate the 1% from the CFP to the General Fund. In 2004 the City presented Olympia residents with a ballot measure to raise the utility tax to 9%. This Voted Utility Tax was approved and provides an additional 2% funding to Parks and 1% funding to Pathways/Sidewalks.

8. What is the “CIP” funding source?

CIP is funding for the City's Capital Improvement Program. It funds projects that are not utility-related, such as Parks, Transportation, and General Capital Facilities projects. It is made up of 0.5% of the Real Estate Excise Tax (REET) which must be spent on Parks or Transportation projects, 1% of the Non-Voted Utility Tax, interest earnings, and utility support from Storm & Surface water for Transportation projects.

9. Once a project has been approved and funded, can any part of the money be used for another project?

Yes. The legislative body (Council) can, by simple majority, vote to appropriate funds to a different project. In most cases, this will be done when money is needed to match a grant the City has applied for on another project, which allows us to receive new and/or additional revenue.

10. If a project was initially funded through the CFP and is not yet complete, will it continue to be listed in the CFP document until it is completed?

It depends. If the project is still in-progress, but no additional money is needed beyond what has already been appropriated, it will not be listed in the CFP in future years. If the project does need additional funds appropriated beyond the current level of funding, it will continue to be listed in the CFP.

11. Individual project financial information seems to indicate that a specific dollar amount can be expected to be spent on the project over the next six years. Is this a correct interpretation?

No. The planning period for a CFP project is six years. Only expenditures and revenues proposed for the first year of the program are incorporated into the Annual Operating Budget as the Capital Budget (adopted in December of each year). It is important to note that the CFP is a planning document that includes timeline estimates based on changing dynamics related to growth projections, project schedules, new information, evolving priorities, or other assumptions. The Capital Facilities Plan is reviewed and amended annually to verify availability of fiscal resources. Therefore, project cost estimates and timelines may change.

12. What happens if a project does not collect the amount of revenue as anticipated over the next six years?

In deciding how to address a particular shortfall of funding, the City continually assesses current needs against future growth requirements and existing deficiencies against future expansions. Other options available for the City to consider are to decrease level of service standards, decrease the cost of the facility, or decrease the demand for the public service or facility, resulting in postponement or termination of the project.

13. Are all projects in the CFP completed within six years?

No. The Capital Facilities Plan is reviewed and amended annually to verify that fiscal resources are available. And because the need for capital facilities is generated by population growth, existing facility deficiencies, major facility maintenance and repair needs, internal operations, and Council and Comprehensive Plan goals and policies, there is a need to continually assess which projects are affected and should be considered a priority. As a result, project cost estimates and timelines may change.

14. How are lifecycle costs budgeted for replacement projects?

The City hired a consultant to determine the standard industry lifecycle for a variety of projects, (i.e. parks playground equipment, fire equipment, HVAC systems, etc.). Replacement costs were then formulated to identify annual lifecycle costs for the City's replacement projects. The recent acquisition of asset management software allows the City to better understand the optimal lifecycle of major assets, further enabling strategic and financial replacement plans.

15. What are impact fees?

Impact fees are charges assessed against newly-developing property in the City limits that attempt to recover the cost incurred by a local government in providing the public facilities required to serve the new development. Under the Growth Management Act, impact fees can be collected and spent on roads, streets, parks, schools, and fire protection facilities. Currently, the City is not collecting fire impact fees.

16. What is the difference between State Environmental Policy Act (SEPA) mitigation fees and impact fees?

SEPA mitigation fees are charged to "long plats," or new, major developments for their direct impact on the system. SEPA mitigation measures must be related to a specific adverse impact identified in the environmental analysis of a project. The impact mitigated may be to the natural or built environment, including public facilities. Transportation mitigation fees are the most common, but mitigation fees may be assessed for any project. These fees are collected for specific projects, and the funds can only be spent on the identified projects. SEPA mitigation fees are assessed on projects within the City of Olympia, Olympia's Urban Growth Area and adjacent jurisdictions (Tumwater & Lacey).

Olympia's impact fees are charged to new development only within the City limits. The City is able to spend these fees on "system improvements." System improvements can include physical or operational changes to existing streets, as well as new street connections that are built in one location to benefit projected needs at another location. Funds collected can only be used for projects that are specifically identified as part of the impact fee calculation.

17. How are Transportation Impact Fees determined?

The impact fee structure for the City of Olympia was designed to determine the fair share of improvement costs that can be charged for a new development. Impact fees are charged to developers of new construction to pay for part of the cost to build streets and other traffic improvements that are needed because of new growth in our community. The following key points summarize the impact fee structure:

- A six-year street facility list, oriented to future growth, is developed. The projects are identified through the City's transportation planning process as being needed during the next six years to meet adopted level of service standards.
- Existing deficiencies are identified and separated from future trips on the street system.
- Future trips are allocated to geographic areas inside and outside the City using a traffic forecasting model.
- A Citywide fee system is established. The fee is calculated by taking the total cost of projects needed to accommodate new growth within the six-year planning time frame, divided by the number of new vehicle trips expected to be generated by new growth within this six-year time frame. This results in a cost per trip fee.
- A land use-based fee schedule is then developed.

**18. How are Olympia's population figures determined?**

The Growth Management Act establishes how population/growth figures will be determined. The Act requires the State Office of Financial Management to provide a high, medium, and low range for all counties. It is up to the County Commissioners to determine what figures to use. The Thurston County Commissioners have delegated this responsibility to the Thurston Regional Planning Council (TRPC). TRPC provides the information for all of Thurston County. The numbers are revised every three to five years and the model relies heavily on census data. If Olympia wanted to modify its figures, TRPC and the other jurisdictions would have to agree.

19. How does the City calculate the amount of Transportation Impact Fees generated in a year?

The amount of transportation impact fees generated in a year is a function of how much growth occurs in a year. For planning purposes, the total cost of projects needed to accommodate new growth in the six-year planning time frame is divided by six to establish the average amount of transportation impact fees the City expects to collect each year.

20. Does Olympia have multiple zones for the Transportation Impact area?

No. The entire City makes up one zone.

21. If the City collects transportation impact fees on a specific project, must it be spent on the impacts of growth in that project's geographic area?

No. Transportation impact fees collected are pooled into a single account. When it is determined that a geographic area of the City does not have sufficient capital facilities in place and readily available when new development occurs or a service area population grows, money from this pooled fund is used to establish sufficient capacity to serve the service area population and/or new development.

22. What the City anticipates to receive in impact fee funding seems higher than what is actually collected (as indicated in previous years). Why is this and how does it affect a project funded with impact fee revenue?

Impact fee revenue may be overstated. With the economic downturn, this has been the case in Olympia for several years. By showing impact fees in a specific calendar year, public expectations are raised about when a project will be initiated. Funding projections can change significantly based on the rate of growth, areas where growth occurs, and the ability to obtain grant funding for certain projects. As a result, project estimates and timelines may change.

23. Can the City collect impact fees in the Urban Growth Area?

The City of Olympia may not collect impact fees for projects in the Urban Growth Area.

24. Why do various impact fee receipts differ?

Park impact fee receipts will differ from transportation impact fees received based on the projects being constructed/acquired due to new growth. Also, Transportation collects impact fees on both residential and commercial projects, while Parks collects impact fees only on residential projects.

25. When Olympia annexes an area where the County has a current, County-funded project underway, does the City assume responsibility for the project and associated project costs?

When an annexation includes capital projects that will add to Olympia's asset base, the City may negotiate related project costs as part of an interlocal agreement between the City and the County.

26. How does the Capital Facilities Plan (CFP) relate to the Comprehensive Plan (Comp Plan)?

The City of Olympia's Comp Plan describes our community's values and our vision for the future, including a set of goals and policies that aim to define how we will get there. It serves as the foundation upon which City regulations, programs and other plans are formed. As many as 20,000 additional people are expected to join our community over the next two decades. The Comp Plan is our strategy for maintaining and enhancing our high quality of life and environment while accommodating that growth. The CFP is the element that brings the Comp Plan to life. By funding projects needed to maintain Levels of Service and for concurrency, the CFP helps shape the quality of life in Olympia. The requirement to fully finance the CFP provides the reality check for the vision of the Comp Plan.

27. What does Level Of Service (LOS) mean?

A Level of Service is a quantifiable measure of the amount of public facility that is provided. Examples include acres of park land per capita, vehicle capacity of intersections, or water pressure per square inch available for the water system.

28. What is concurrency?

Concurrency is a concept that states all public facilities (streets, roads, highways, bikeways, sidewalks, street and road lighting, traffic signals, water systems, stormwater systems, wastewater systems, parks and recreation facilities, and schools) needed to serve new development and/or a growing service area population, must be in place at the time of initial need. If the facilities are not in place, a financial commitment must have been made to provide the facilities within six years of the time of the initial need, and such facilities must be of sufficient capacity to serve the service area population and/or new development without decreasing service levels below locally established minimum standards.

29. If I want to become more involved in the CFP process, how do I get involved?

Citizens, community groups, businesses, and other stakeholders can maximize the attention and consideration paid to their suggestions by working with City staff and the Olympia Planning Commission to wrap their suggestions into major City planning processes. Projects and policies are continually monitored and modified by updates to long-term plans, usually through a public process with associated City boards and commissions. The Planning Commission holds a public hearing on the CFP (usually in August) and the City Council holds at least one public hearing on the CFP. To learn more, view the [Planning Commission](#) and [City Council meeting schedules](#) on the City of Olympia website. (www.olympiawa.gov)



Executive Summary

The 2018-2023 Capital Facilities Plan (CFP) is a multi-year plan of capital projects with projected beginning and completion dates, estimated costs, and proposed methods of financing. The Plan is reviewed and updated annually according to the availability of resources, changes in City policy and community needs, unexpected emergencies and events, and changes in cost and financial strategies.

It is important to understand that a multi-year Capital Facilities Plan does not represent a financial commitment. City Council approval does not automatically authorize funding. It does approve the program in concept and provides validity to the planning process. Appropriations are made in the Capital Budget, which is the first year of the capital program. Projects beyond the current year Capital Budget should not be viewed as a commitment to fund the project, but instead as an indication that given the information available at the time, the City plans to move forward with the project in the future.

Capital Costs of Proposed Projects in the 2018-2023 Capital Facilities Plan

Capital project costs for the City's 2018-2023 six-year capital facilities planning period total \$147,404,126. Chart 1.1 illustrates the percentage of the plan's six-year capital costs attributed to each program category. Table 1.1 illustrates planned capital costs by program category and the planned year of expenditure.

2018-2023 Capital Facilities Plan Cost by Project Category - \$ 147,404,126

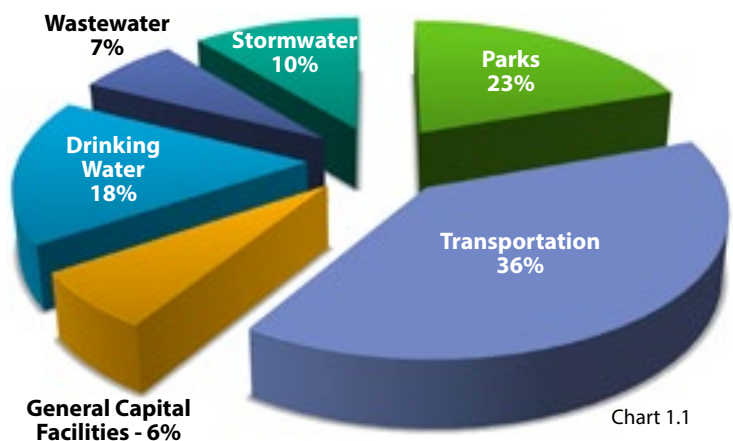


Chart 1.1

Table 1.1

	2018	2019-2023	Total
Parks	\$5,764,000	\$27,943,000	\$33,707,000
Transportation	\$7,281,766	\$46,209,061	\$53,490,826
General Capital Facilities	\$1,510,000	\$7,500,000	\$9,010,000
Drinking Water	\$5,551,000	\$21,690,000	\$27,241,000
Wastewater	\$1,957,000	\$7,723,000	\$9,680,000
Stormwater	\$1,774,700	\$12,500,600	\$14,275,300
Total	\$23,838,466	\$123,565,661	\$147,404,126

Revenue Sources Available for the 2018-2023 Planning Period

Utility Projects

City Drinking Water, Wastewater, Storm & Surface Water and Waste ReSources utilities are operated like businesses and must be self-sustaining. They do not receive support from the General Fund of the City. Utility capital projects are funded through a combination of general facility charges, rates, developer improvements, and revenue bonds. In addition, state and federal grants also play an important role in funding of utility projects. There are currently no capital projects planned for solid waste.

Non-Utility Projects

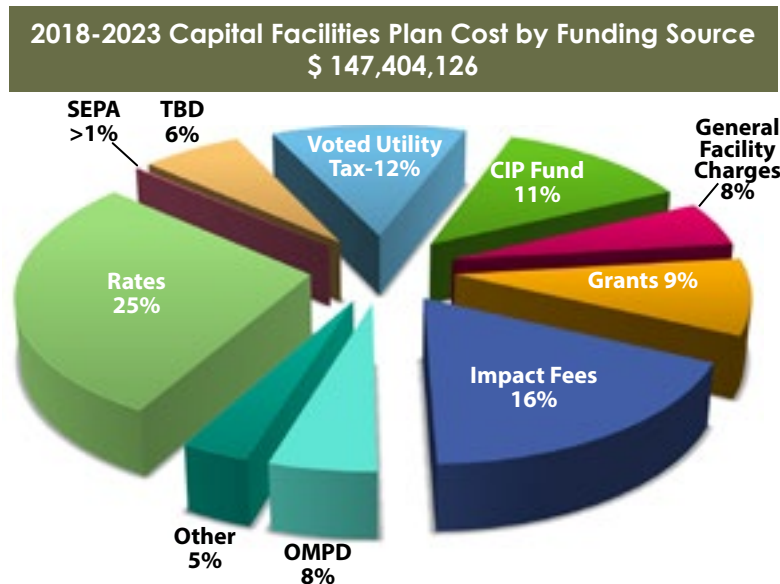
Parks, Transportation, and General Capital Facilities projects are funded with general revenue, grants, cost sharing with neighboring jurisdictions (on shared projects), local improvement districts (LIDs), Transportation Benefit District fees, developer contributions, impact fees, the Real Estate Excise Tax (REET) (0.5%), and the Utility Tax. The City is at the statutory limit (6%) for utility taxes, which may be imposed by the Council without a public vote. In September 2004, the voters approved a 3% increase in the Utility Tax above the 6% limit, bringing the total Utility Tax to 9%. Currently, 1% goes directly to the CFP for general CFP support. Another 0.5% goes to the General Fund for park maintenance on capital projects. Of the 3% voter approved increase, 2% is for Parks and 1% for Pathways/Sidewalks.

6% Non-voted Utility Tax		3% Voter-Approved Utility Tax	
4.5 %	General Fund	2.0%	Parks
0.5 %	Parks Maintenance	1.0%	Sidewalks
1.0 %	Capital Facilities		

Voter-Approved Debt

The City has \$144.6 million capacity for voter-approved bonds (paid back through an excess property tax levy) of which \$78 million is available, including \$33 million in non-voter approved (councilmanic).

State law limits bonded debt to 2.5% of Assessed Value (AV) of taxable property. The amount of non-voted plus voter-approved may not exceed the 2.5% of assessed value limit.



	2018	2019-2023	Total
CIP Fund	\$2,810,000	\$14,000,000	\$16,810,000
General Facilities Charges	\$565,000	\$11,315,500	\$11,880,500
Grants	\$450,000	\$12,238,371	\$12,688,371
Impact Fees	\$4,045,966	\$19,325,690	\$23,371,655
OMPD	\$1,851,000	\$9,243,000	\$11,094,000
Other	\$1,275,000	\$6,375,000	\$7,650,000
Rates	\$8,417,700	\$29,068,100	\$37,485,800
SEPA Mitigation	\$23,800	\$-	\$23,800
TBD	\$1,500,000	\$7,500,000	\$9,000,000
Voted Utility Tax	\$2,900,000	\$14,500,000	\$17,400,000
Total	\$23,838,466	\$123,565,661	\$147,404,126

Non-Voted Debt

As of January 1, 2017 the City has \$86.8 million in non-voted general obligation bonding capacity (councilmanic) and presently has \$35 million of that amount uncommitted and available to use to finance projects. The City Council deliberates carefully before authorizing this method of financing as the City's existing operating revenues must be used for repayment.

Planning for Capital Facilities

The CFP is the element that makes the rest of the Comprehensive Plan come to life. By funding projects needed to maintain levels of service and for concurrency, the CFP helps shape the quality of life in Olympia. The requirement to fully finance the CFP provides a reality check for the vision of the Comprehensive Plan.

Planning for capital facilities is a complex task. First, it requires an understanding of future needs. Second, it must assess the various types of capital facilities that could be provided, and identify the most effective and efficient array of facilities to support the needed services. Finally, it must address how these facilities will be financed.

Planning what is needed is the first step. Planning how to pay for what is needed is the second step. Only so much can and will be afforded. Securing the most effective array of facilities in light of limited resources and competing demands requires coordination of the planned facilities and their implementation. It also requires a thorough understanding of the fiscal capacity of the City to finance these facilities. Financial planning and

implementation of capital facilities cannot be effectively carried out on an annual basis, since oftentimes the financing requires multi-year commitments of fiscal resources. As such, this plan is long-range in its scope. The CFP assumes receipt of outside granting assistance, and if grants are not received, projects may be delayed or pushed out. The CFP is a planning document, not a budget for expenditures.

Prioritization of the projects among programs is difficult; however prioritization between programs is more difficult. Which is more important, parks maintenance or street maintenance? Therefore, the Council established the following general guidelines for prioritizing Capital projects:

- Maintenance or general repair of existing infrastructure
- A legal or statutory requirement
- A continuation of multi-year projects (contractual obligations, etc.)
- Implementation of legislative (Council) goals and objectives
- Ability to leverage outside sources such as grants, mitigation, impact fees, low interest loans, etc
- An acquisition or development of new facilities

Debt Limitations

Olympia issues debt only to provide financing for essential and necessary capital projects. Through debt planning and the Capital Facilities Plan, the City integrates its capital projects. The services that the City determines necessary to its residents and visitors form the basis for all capital projects.

The goal of Olympia's debt policy is to maintain the ability to provide high quality essential City services in a cost effective manner. Councilmembers weigh this goal against maintaining the ability to borrow at the lowest possible rates. The City uses the following guidelines before financing projects with long-term debt:

- Management staff and elected officials conservatively project the revenue sources to pay off the debt.
- The term of the debt will not exceed the useful life of the project.
- The benefits of the improvement must outweigh its costs, including the interest costs of financing.

State law limits bonded debt to 2.5% of assessed value of taxable property. Of this limit, up to 1.5% of assessed value of taxable property may be non-voter approved debt (councilmanic bonds). **However, the amount of non-voted, plus voter-approved, may not exceed the 2.5% of assessed value limit.**

	01/01/2017
Estimated Taxable Assessed Value	\$ 6,361,555,378
General Indebtedness without a Vote of the People:	
Legal Limit, 1.5% of Property Value:	95,423,330
G.O. Bond Liabilities	(60,382,923)
Remaining Non-voted Debt Capacity	<u>\$35,040,407</u>
General Indebtedness with a Vote of the People:	
Legal Limit, 2.5% of Property Value:	\$ 159,038,880
Outstanding Voted Debt	(11,850,000)
Outstanding Non-voted Debt	(60,382,923)
Remaining Voted Debt Capacity	<u>\$ 86,805,957</u>

In addition to the above limits, the City has debt authority with a vote of the people of 2.5% each for parks and utility purposes. Olympia has not accessed this authority.

The Capital Facilities Plan

What Are Capital Facilities and Why Do We Need to Plan for Them?

Capital facilities are all around us. They are the public facilities we all use on a daily basis. They are our public streets and transportation facilities, our City parks and recreation facilities, our public buildings such as libraries, fire stations, and community centers, our public water systems that bring us pure drinking water, and the sanitary sewer systems that collect our wastewater for treatment and safe disposal. Even if you don't reside within the City, you use capital facilities every time you drive, eat, shop, work, or play here.

While a CFP does not cover routine maintenance, it does include renovation and major repair or reconstruction of damaged or deteriorating facilities. Capital facilities do not usually include furniture and equipment. However, a capital project may include the furniture and equipment clearly associated with a newly constructed or renovated facility.

The planning period for a CFP is six years. Expenditures proposed for the first year of the program are incorporated into the Annual Budget as the Capital Budget (adopted in December of each year).

One of the most important aspects of the CFP process is that it is not a once-a-year effort, but an important ongoing part of the City's overall management process. New information and evolving priorities require continual review. Each time the review is carried out, it must be done comprehensively.

All of these facilities should be planned for years in advance to assure they will be available and adequate to serve all who need or desire to utilize them. Such planning involves determining not only where facilities will be needed, but when, and not only how much they will cost, but how they will be paid for. It is important to note that the CFP is a planning document that includes timeline estimates based on changing dynamics related to growth projections, project schedules, or other assumptions.

City of Olympia Capital Facilities

- Public Buildings
- Public Street Systems
- Public Parks
- Public Water Systems
- Public Sewer Systems

The State Growth Management Act and Its Effect on the Capital Facilities Planning Process

In response to the effect of unprecedented population growth on our State's environment and public facilities, the Washington State Legislature determined that "uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and wise use of our lands, pose a threat to the environment, sustainable economic development, and to the health, safety, and high quality of life enjoyed by the residents of this state," and that "it is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning." The State of Washington Growth Management Act (GMA) was adopted by the Legislative body in the early 1990s to address these concerns.

The GMA requires that all jurisdictions located within counties that (a) have a population of 50,000 or more people and have experienced a population increase of 10% or more over the last ten years, or (b) regardless of current population, have experienced a population increase of 20% or more over the last ten years, must write, adopt, and implement local comprehensive plans that will guide all development activity within their jurisdictions and associated Urban Growth Areas (UGA) over the next twenty years. Each jurisdiction is required to coordinate its comprehensive plan with the plans of neighboring jurisdictions, and unincorporated areas located within designated Urban Growth Areas must be planned through a joint process involving both the city and the county.

The GMA requires that comprehensive plans guide growth and development in a manner that is consistent with the following 13 State planning goals, plus a shoreline goal:

1. Encouragement of urban density growth within designated urban growth management areas.
2. Reduction of urban sprawl outside of designated urban growth management areas.
3. Encouragement of efficient transportation systems, including alternate systems of travel.
4. Encouragement of affordable housing availability to all economic segments.
5. Encouragement of economic development.
6. Just compensation for private property obtained for public use.
7. Timely processing of governmental permits.
8. Enhancement of natural resource-based industries and encouragement of productive land conservation.
9. Encouragement of open space retention for recreational opportunities and wildlife habitat.
10. Protection of the environment, including air and water quality.
11. Encouragement of citizen participation in the planning process.
12. Provision of adequate public facilities to support development without decreasing current service standards below locally established minimum standards.
13. Encouragement of the preservation of lands, sites, and structures that have historical or archaeological significance.
14. Protection of shorelines, including preserving natural character, protecting resources and ecology, increasing public access and fostering reasonable and appropriate uses.

The Capital Facilities Plan as an Element of Olympia's Comprehensive Plan

The Growth Management Act requires inclusion of mandatory planning elements in each jurisdiction's comprehensive plan, and suggests the inclusion of several optional elements. The mandatory elements required by the GMA are:

1. Six-year Capital Facilities Plan Element
2. Land Use Element
3. Housing Element
4. Utilities Element
5. Transportation Element
6. Rural Element (counties only)
7. Park and Recreation Element



Olympia's Comprehensive Plan includes additional elements (Chart 2.1).

Concurrency and Levels-of-Service Requirements

The Growth Management Act requires jurisdictions to have capital facilities in place and readily available when new development occurs or a service area population grows. This concept is known as concurrency. Specifically, this means that:

1. All public facilities needed to serve new development and/or a growing service area population must be in place at the time of initial need. If the facilities are not in place, a financial commitment must have been made to provide the facilities within six years of the time of the initial need; and
2. Such facilities must be of sufficient capacity to serve the service area population and/or new development without decreasing service levels below locally established minimum standards, known as levels-of-service.

Levels-of-service are quantifiable measures of capacity, such as acres of park land per capita, vehicle capacity of intersections, or water pressure per square inch available for the water system. Minimum standards are established at the local level. Factors that influence local standards are citizen, City Council and Planning Commission recommendations, national standards, federal and state mandates, and the standards of neighboring jurisdictions.

The GMA stipulates that if a jurisdiction is unable to provide or finance capital facilities in a manner that meets concurrency and level-of-service requirements, it must either (a) adopt and enforce ordinances which prohibit approval of proposed development if such development would cause levels-of-service to decline below locally established standards, or (b) lower established standards for levels-of-service.

Determining Where, When, and How Capital Facilities Will Be Built

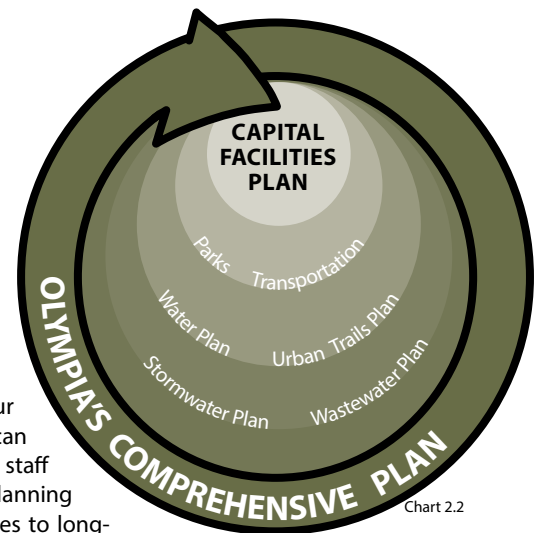
In planning for future capital facilities, several factors have to be considered. Many are unique to the type of facility being planned. The process used to determine the location of a new park is very different from the process used to determine the location of a new sewer line. Many sources of financing can only be used for certain types of projects. Therefore, this capital facilities plan is actually the product of many separate but coordinated planning documents, each focusing on a specific type of facility. Future sewer requirements are addressed via a sewer plan, parks facilities through a parks and recreation plan, urban trail facilities through an urban trails plan, etc.

Some capital facilities projects are not included in the Comprehensive Plan. Nonetheless, many of the projects are vital to the quality of life in Olympia. These projects meet the growth management definition of capital facilities but do not fall into one of the standard growth management chapters. The Farmers Market and City Hall are examples of this. In addition, the recommendations of local citizens, advisory boards, and the Olympia Planning Commission are considered when determining types and locations of projects. Chart 2.2 illustrates how the City's Comprehensive Plan directly impacts the other plans, and ultimately the CFP. The various elements of the Comprehensive Plan affect the type and required capacities of capital facilities required.

How Citizens Can Get Involved in the Capital Facilities Plan

The City of Olympia strives to create a CFP which truly responds to the needs of our community. Citizens, community groups, businesses, and other stakeholders can maximize the attention and consideration paid to their suggestions by working with staff and the Olympia Planning Commission to merge their suggestions into major City planning processes. Projects and policies are continually monitored and modified by updates to long-

Elements of Olympia's Capital Facilities Plan



term plans, usually via a public process with associated City boards and commissions. See the 2018-2023 Capital Facilities Plan Calendar of Events, on our website for public hearing dates.

Population Forecasts for Olympia's Urban Growth Management Area (UGMA)

The GMA mandates that capital facility plans be structured to accommodate projected population growth within a jurisdiction's UGMA planning area. The Thurston Regional Planning Council (TRPC) anticipates growth of roughly 17% in the City's population between 2010 and 2020, or from approximately 46,500 to 54,600 persons. The fastest growing parts of the City will continue to be the West and Southeast sides. Each of the capital project category sections of this CFP demonstrates how the facilities listed under that section have been planned to accommodate the additional growth.

Joint Projects and Projects by Other Jurisdictions

Several of the projects listed within this document will be undertaken jointly with other jurisdictions or agencies. A stormwater project, for instance, may address a drainage problem that ignores City or UGMA boundaries. A transportation project may involve the upgrading of a roadway that crosses in and out of the city and the county. On such projects, joint planning and financing arrangements have been detailed on the individual project's worksheet.

Thurston County has several "county only" parks or transportation projects planned within Olympia's unincorporated UGMA. Under the joint planning agreement established between the City and Thurston County, initial financing and construction of these projects falls under County coordination. County projects have been listed for reference purposes in the Project Funding Reports. For more detail, please refer to the Thurston County CFP.

Capital Facilities Not Provided by the City

In addition to planning for public buildings, streets, parks, trails, water systems, wastewater systems, and storm drainage systems, the GMA requires that jurisdictions plan for 1) public school facilities, 2) solid waste (garbage) collection and disposal facilities, and 3) wastewater treatment. These facilities are planned for and provided throughout the UGMA by the various school districts, the Thurston County Department of Solid Waste, and the LOTT Alliance, respectively. Additionally, Solid Waste may have capital costs for equipment that could be included in the CFP. The City of Olympia charges school impact fees on behalf of the Olympia School District. The District's CFP is included starting on page 137 of this document.

Early in 2000, the LOTT partners (Lacey, Olympia, Tumwater, and Thurston County) signed an agreement to provide a new governance structure to carry out a plan which anticipates development of additional treatment capacity for the LOTT partners through innovative wastewater reclamation and management facilities. The LOTT Wastewater Alliance functions as a regional agency providing wholesale wastewater resource treatment and management services in the public's interest. Therefore, the LOTT Alliance capital facilities are not included in this document.

What is Not Included in This CFP Document?

This Capital Facilities Plan does not provide a status update on previously funded capital projects still in progress. If the project is currently active and requires additional funding in the future, it is included in this plan. Otherwise, it is simply listed in the Active Project list in the Miscellaneous Reports section.

The Capital Facilities Plan - Funding Sources

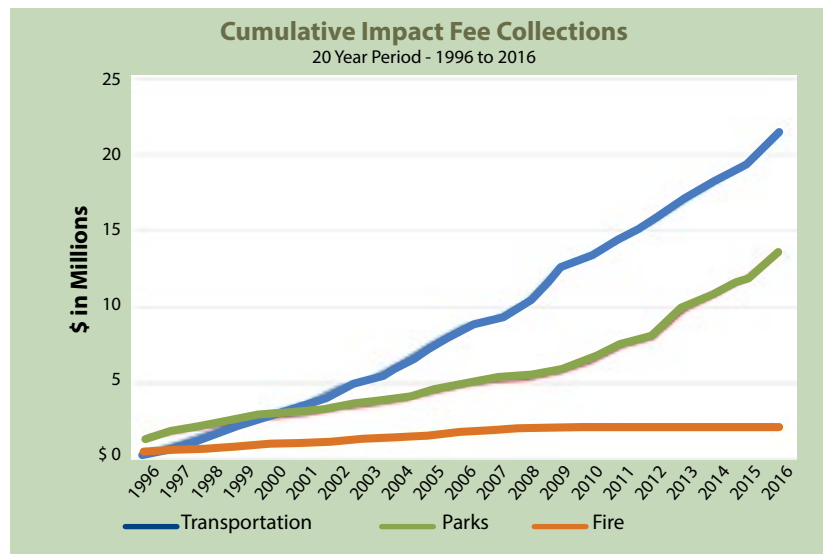
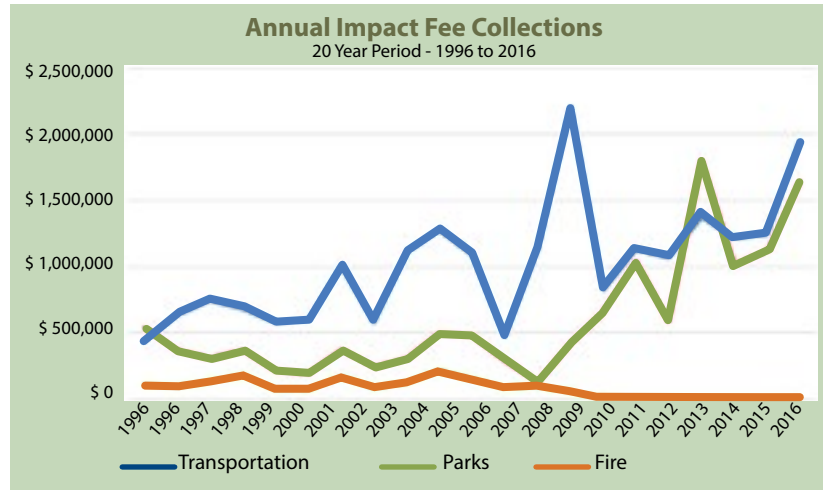
In an attempt to stretch the money as far as it will go, the CFP incorporates many different funding sources. Those sources may include current revenues, bonds backed by taxes or utility revenues, state and federal grants, special assessments on benefiting properties, as well as donations. A complete list of funding sources for the 2018-2023 is:

CFP Funding Sources	
Current Revenues	
<ul style="list-style-type: none"> Wastewater Rates Drinking Water Rates Storm & Surface Water Rates General Facilities Charges Non-Voted Utility Tax (1%) 	<ul style="list-style-type: none"> Voted Utility Tax (3%) Motor Vehicle Fuel Tax Interest Real Estate Excise Tax (REET) (0.5%)*
* REET funds must be spent on Parks or Transportation.	
Debt	
<ul style="list-style-type: none"> The City has \$86.8 million of voter-approved debt capacity. Of this, \$35 million may be issued by the Council without a vote of the people. 	<ul style="list-style-type: none"> Loans from State of Washington agencies Utility Revenue Bonds
Grants	
<ul style="list-style-type: none"> Federal Surface Transportation Program Funds State Transportation Improvement Board Funds Federal Community Development Block Grant 	<ul style="list-style-type: none"> Federal Highways Administration Washington State Department of Transportation State Recreation Conservation Office
Other	
<ul style="list-style-type: none"> Impact Fees (OMC 15.16) Transportation Benefit District fees SEPA Mitigation Fees 	<ul style="list-style-type: none"> Olympia Metropolitan Park District (OMPD)

Revenues Dedicated to the CFP

Impact Fees (OMC 15.16)

Impact Fees are one-time charges imposed on development activity to raise revenue for the construction or expansion of public facilities needed to serve new growth and development. Impact fees are assessed and dedicated primarily for the provision of additional roads and streets, parks, schools, and fire protection facilities. Currently the City does not collect Fire Impact Fees.



Impact Fee Rates

City

Single Family	2013	2014	2015	2016	2017
Parks	\$4,950	\$5,090	\$5,334	\$5,437	\$5,446
Transportation	\$2,608	\$2,654	\$2,688	\$2,913	\$3,498

Schools

Year	2013	2014	2015	2016	2017
Single Family	\$5,179	\$5,090	\$5,895	\$5,240	\$5,298
Multi Family	\$0	\$2,654	\$1,749	\$2,498	\$2,520
Downtown	\$0	\$0	\$0	\$0	\$0

Revenues Dedicated to the CFP (continued)

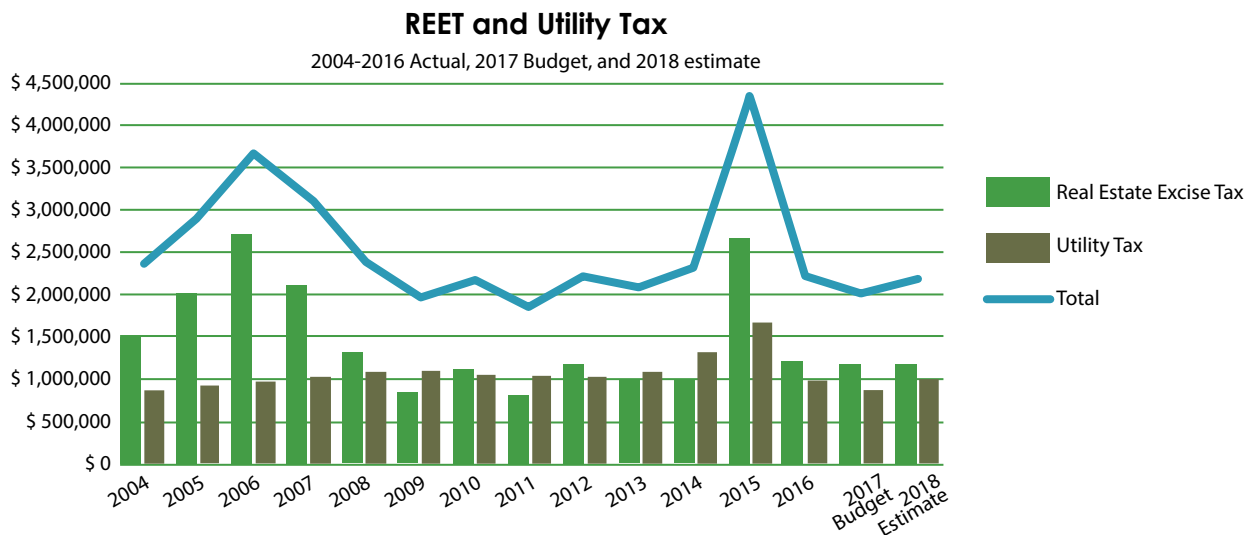
Real Estate Excise Tax (REET)

A tax upon the sale of all residential and commercial property within the City of Olympia at a rate of one-half of 1% of the purchase price. This tax is restricted by State law to Transportation and Parks capital projects. In 2011, the State Legislature authorized up to one-third of REET to be used for maintenance of existing capital projects. This provision expired December 31, 2016.

Generally, in Olympia this tax is used for capital transportation projects. For the 2016 CFP, the Council authorized \$307,400 for Percival Landing maintenance. All REET tax for 2016 was allocated to the Capital Program.

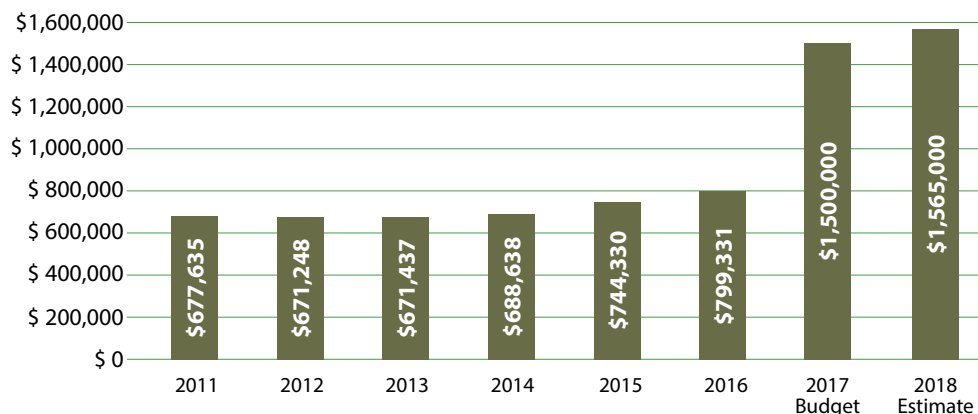
Utility Tax

Of the 6% Non-Voted Utility Tax upon electric, natural gas and telecommunications utilities, one-sixth (1% tax) is allocated by Council policy to the CFP. In addition all of the non-voted utility tax on cable TV is dedicated to the CFP. This tax is a general revenue and can be used for any purpose determined by the Council.



Transportation Benefit District (TBD) Revenue Collected

2011-2018



Transportation Benefit District (TBD) Revenue

These are gross revenues. Each year approximately \$10,000 is appropriated for operating expenses (audit, insurance, etc.) The net funds are dedicated to the CFP. In 2017 the fees increased from \$20 to \$40 per vehicle.

Calendar of Events

Review Status of Existing Projects in CFP	April
Proposed CFP Projects due from Departments	May 1
Present Preliminary CFP to City Council	July 18
Planning Commission Public Hearing on Preliminary CFP (City and School District)	August 7 (Monday)
City Council Public Hearing and Discussion on Preliminary CFP	October 17
First Reading on Capital Budget	December 12
Second and Final Reading and Adoption of Operating and Capital Budgets	December 19

Project Funding Summary - General Government Projects

Project Funding Summary - General Government Projects: Parks

Parks Projects	Funding	2018	2019-2023	TOTAL
ADA Facility Upgrades	OMPD Funds	\$ 200,000	\$ 1,000,000	\$ 1,200,000
Community Park Expansion	Impact Fees	\$ 500,600	\$ 2,500,000	\$ 3,000,600
	SEPA Mitigation Fees	\$ 9,400	\$ -	\$ 9,400
	OMPD Funds	\$ -	\$ 1,000,000	\$ 1,000,000
Capital Asset Management Program	OMPD Funds	\$ 750,000	\$ 3,750,000	\$ 4,500,000
Neighborhood Park Development	Impact Fees	\$ 175,000	\$ 350,000	\$ 525,000
Open Space Acquisition and Development	Impact Fees	\$ 285,600	\$ 1,150,000	\$ 1,435,600
	SEPA Mitigation Fees	\$ 14,400	\$ -	\$ 14,400
Parks Bond Issue Debt Service	Voted Utility Tax	\$ 120,000	\$ 3,620,000	\$ 3,740,000
	OMPD Funds	\$ 243,000	\$ 727,000	\$ 970,000
Parks Land Acquisition	Voted Utility Tax	\$ 1,805,000	\$ 6,005,000	\$ 7,810,000
	Non-Voted Utility Tax	\$ 1,000,000	\$ 5,000,000	\$ 6,000,000
Percival Landing Major Maintenance and Reconstruction	OMPD Funds	\$ 658,000	\$ 2,766,000	\$ 3,424,000
Small Capital Projects	Impact Fees	\$ 3,000	\$ 75,000	\$ 78,000
Total Parks		\$ 5,764,000	\$ 27,943,000	\$ 33,707,000

Funding Recap	Funding	2018	2019-2023	TOTAL
	Impact Fees	\$ 964,200	\$ 4,075,000	\$ 5,039,200
	Non-Voted Utility Tax	\$ 1,000,000	\$ 5,000,000	\$ 6,000,000
	OMPD Funds	\$ 1,851,000	\$ 9,243,000	\$ 11,094,000
	SEPA Fees	\$ 23,800	\$ -	\$ 23,800
	Voted Utility Tax	\$ 1,925,000	\$ 9,625,000	\$ 11,550,000
Total Parks		\$ 5,764,000	\$ 27,943,000	\$ 33,707,000

Project Funding Summary - General Government Projects: Transportation

Transportation Projects	Funding	2018	2019-2023	TOTAL
Access and Safety Improvements	CIP Fund	\$ 100,000	\$ 500,000	\$ 600,000
Bike Improvements	CIP Fund	\$ 100,000	\$ 500,000	\$ 600,000
Pre-Design and Planning	Gas Tax	\$ 50,000	\$ 250,000	\$ 300,000
Sidewalks and Pathways	Stormwater Utility Rates (asphalt overlay)	\$ 150,000	\$ 750,000	\$ 900,000
	Voted Utility Tax - Sidewalks	\$ 950,000	\$ 4,750,000	\$ 5,700,000
	Voted Utility Tax - Parks	\$ 25,000	\$ 125,000	\$ 150,000
Street Repair and Reconstruction	CIP Fund	\$ 1,100,000	\$ 5,500,000	\$ 6,600,000
	Gas Tax	\$ 225,000	\$ 1,125,000	\$ 1,350,000
	Transportation Benefit District	\$ 1,500,000	\$ 7,500,000	\$ 9,000,000
Total Transportation		\$ 4,200,000	\$ 21,000,000	\$ 25,200,000

Funding Recap	Funding	2018	2019-2023	TOTAL
	CIP Fund	\$ 1,300,000	\$ 6,500,000	\$ 7,800,000
	Gas Tax	\$ 275,000	\$ 1,375,000	\$ 1,650,000
	Transportation Benefit District	\$ 1,500,000	\$ 7,500,000	\$ 9,000,000
	Storm Water Utility Rate	\$ 150,000	\$ 750,000	\$ 900,000
	Voted Utility Tax	\$ 975,000	\$ 4,875,000	\$ 5,850,000
	Total Transportation	\$ 4,200,000	\$ 21,000,000	\$ 25,200,000

Project Funding Summary - General Government Projects: Transportation with Impact Fees

Transportation Impact Fee Projects	Funding	2018	2019-2023	TOTAL
2010 Transportation Stimulus Project Repayment	Impact Fees	\$ 435,613	\$ 2,181,863	\$ 2,617,475
Boulevard Road - Intersection Improvements (Program #0628)	Grant	\$ -	\$ -	\$ -
	Impact Fees	\$ 2,646,153	\$ -	\$ 2,646,153
Cain Road & North Street - Intersection Improvements (Program #0631)	Grant	\$ -	\$ 172,417	\$ 172,417
	Impact Fees	\$ -	\$ 226,271	\$ 226,271
Fones Road—Transportation (Program #0623)	Grant	\$ -	\$ 6,378,233	\$ 6,378,233
	Impact Fees	\$ -	\$ 8,370,449	\$ 8,370,449
Henderson Boulevard & Eskridge Boulevard - Intersection Improvements (Program # 0630)	Grant	\$ -	\$ 240,605	\$ 240,605
	Impact Fees	\$ -	\$ 315,756	\$ 315,756
Log Cabin Road Extension - Impact Fee Collection (Program #0616)	Grant	\$ -	\$ 216,231	\$ 216,231
	Impact Fees	\$ -	\$ 283,769	\$ 283,769
Wiggins Road and 37th Ave Intersection Improvements (Program # 0629)	Grant	\$ -	\$ 189,274	\$ 189,274
	Impact Fees	\$ -	\$ 248,393	\$ 248,393
US 101/West Olympia Access Project (Program #0627)	Grant	\$ -	\$ 2,761,611	\$ 2,761,611
	Impact Fees	\$ -	\$ 3,624,189	\$ 3,624,189
Total Transportation with Impact Fee		\$ 3,081,766	\$ 25,209,061	\$ 28,290,826

Funding Recap	Funding	2018	2019-2023	TOTAL
	Grant	\$ -	\$ 9,958,371	\$ 9,958,371
	Impact Fees	\$ 3,081,766	\$ 15,250,690	\$ 18,332,455
	Total Transportation with Impact Fees	\$ 3,081,766	\$ 25,209,061	\$ 28,290,826

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Project Funding Summary - General Government Projects: General Capital Facilities

General Capital Facilities Projects	Funding	2018	2019-2023	TOTAL
Building Repair and Replacement	CIP Fund	\$ 1,330,000	\$ 7,000,000	\$ 8,330,000
ADA Transition Plan and Projects	CIP Fund	\$ 180,000	\$ 500,000	\$ 680,000
Total General Capital Facilities		\$ 1,510,000	\$ 7,500,000	\$ 9,010,000

Funding Recap	Funding	2018	2019-2023	TOTAL
	CIP Fund	\$ 1,510,000	\$ 7,500,000	\$ 9,010,000
Total General Capital Facilities		\$ 1,510,000	\$ 7,500,000	\$ 9,010,000

Summary of Funding Sources for General Government Projects

Funding Sources	2018	2019-2023	TOTAL
CIP Fund	\$ 2,810,000	\$ 14,000,000	\$ 16,810,000
Gas Tax	\$ 275,000	\$ 1,375,000	\$ 1,650,000
Grant	\$ -	\$ 9,958,371	\$ 9,958,371
Impact Fees	\$ 4,045,966	\$ 19,325,690	\$ 23,371,655
Non-Voted Utility Tax	\$ 1,000,000	\$ 5,000,000	\$ 6,000,000
OMPD Funds	\$ 1,851,000	\$ 9,243,000	\$ 11,094,000
SEPA Fees	\$ 23,800	\$ -	\$ 23,800
Storm Water Utility Rate	\$ 150,000	\$ 750,000	\$ 900,000
Transportation Benefit District	\$ 1,500,000	\$ 7,500,000	\$ 9,000,000
Voted Utility Tax	\$ 2,900,000	\$ 14,500,000	\$ 17,400,000
Total General Government	\$ 14,555,766	\$ 81,652,061	\$ 96,207,826

Capital Improvement Plan (CIP) Revenues

CIP Revenues include 1% non-voted utility tax on gas, electric, and telephone utilities plus 6% utility tax on Cable TV. CIP revenues also include REET and interest.

CIP Revenues

ANNUAL PROJECTION:	2017 Budget	2018 Budget
Non-Voted Utility Tax		
(1%) Gas/Electric/Telephone	\$380,000	\$-
(6%) Cable TV	\$1,130,000	\$1,130,000
Real Estate Excise Tax (REET)	\$1,200,000	\$1,200,000
General Fund Contribution	\$-	\$445,000
Interest	\$-	\$35,000
Total	\$2,710,000	\$2,810,000
ONE TIME REVENUE:	2017 Budget	2018 Budget
Real Estate Excise Tax - Fund Balance	\$831,800	\$-
CIP - Fund Balance	\$59,730	\$-
Total	\$891,530	\$-
Amount available for 2018 Appropriations	\$3,601,530	\$2,810,000

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Project Funding Summary - Utilities Projects

Project Funding Summary - Utilities Projects: Drinking Water

Drinking Water Projects	Funding	2018	2019-2023	TOTAL
Asphalt Overlay Adjustments—Water (Program # 9021)	Rates	\$ 12,000	\$ 60,000	\$ 72,000
Groundwater Protection—Water (Program #9701)	Rates	\$ 413,000	\$ 36,000	\$ 449,000
Infrastructure Pre-Design and Planning—Water (Program #9903)	Rates	\$ 24,000	\$ 120,000	\$ 144,000
Reclaimed Water (Program #9710)	Rates	\$ -	\$ 113,000	\$ 113,000
Small Diameter Water Pipe Replacement—Water (Program #9408)	Rates	\$ 563,000	\$ 2,815,000	\$ 3,378,000
Transmission and Distribution Projects—Water (Program #9609)	General Facility Charges	\$ 186,000	\$ 1,409,750	\$ 1,595,750
	Rates	\$ 1,504,000	\$ 11,538,250	\$ 13,042,250
Water Source Development and Protection (Program #9700)	General Facility Charges	\$ 20,000	\$ 3,744,000	\$ 3,764,000
	Rates	\$ 20,000	\$ 100,000	\$ 120,000
Water Storage Systems (Program #9610)	Rates	\$ 2,809,000	\$ 1,416,000	\$ 4,225,000
Water System Planning (Program #9906)	General Facility Charges	\$ -	\$ 169,000	\$ 169,000
	Rates	\$ -	\$ 169,000	\$ 169,000
Total Drinking Water		\$ 5,551,000	\$ 21,690,000	\$ 27,241,000

Project Funding Summary - Utilities Projects: Wastewater

Wastewater Projects	Funding	2018	2019-2023	TOTAL
Asphalt Overlay Adjustments - Sewer (Program #9021)	Rates	\$ 12,000	\$ 60,000	\$ 72,000
Infrastructure Predesign and Planning - Sewer (Program #9903)	Rates	\$ 42,000	\$ 210,000	\$ 252,000
Lift Stations—Sewer (Program #9806)	General Facility Charges	\$ -	\$ 1,510,750	\$ 1,510,750
	Rates	\$ 486,000	\$ 1,159,250	\$ 1,645,250
Onsite Sewage System Conversions - Sewer (Program #9813)	General Facility Charges	\$ 359,000	\$ 1,795,000	\$ 2,154,000
Replacement and Repair Projects - Sewer (Program #9703)	Rates	\$ 1,001,000	\$ 2,703,000	\$ 3,704,000
Sewer System Planning - Sewer (Program #9808)	Rates	\$ 57,000	\$ 285,000	\$ 342,000
Total Wastewater		\$ 1,957,000	\$ 7,723,000	\$ 9,680,000

Project Funding Summary - Utilities Projects: Stormwater

Stormwater Projects	Funding	2018	2019-2023	TOTAL
Aquatic Habitat Improvements - Stormwater (Program #9024)	Rates	\$ 266,000	\$ 1,330,000	\$ 1,596,000
Flood Mitigation & Collection - Stormwater (Program #9028)	General Facility Charges	\$ -	\$ 2,687,000	\$ 2,687,000
	Rates	\$ 733,700	\$ 5,068,600	\$ 5,802,300
Infrastructure Pre-Design & Planning - Stormwater (Program #9903)	Rates	\$ 175,000	\$ 375,000	\$ 550,000
Water Quality Improvements - Stormwater (Program #9027)	Rates	\$ 150,000	\$ 760,000	\$ 910,000
	Storm Water Utility Grant	\$ 450,000	\$ 2,280,000	\$ 2,730,000
Total Stormwater		\$ 1,774,700	\$ 12,500,600	\$ 14,275,300

Additionally: Included in the Transportation Section are Projects funded by transfers from the Stormwater Utility as follows:

Project	Funding	2018	2019-2023	TOTAL
Sidewalks and Pathways—Transportation Section	Stormwater Utility Rates	\$ 150,000	\$ 750,000	\$ 900,000
	Total	\$ 150,000	\$ 750,000	\$ 900,000

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Summary of Funding Sources for Utilities Projects

Funding Sources	2018	2019-2023	TOTAL
General Facilities Charges	\$ 565,000	\$ 11,315,500	\$ 11,880,500
Rates	\$ 8,267,700	\$ 28,318,100	\$ 36,585,800
Storm Water Utility Grant	\$ 450,000	\$ 2,280,000	\$ 2,730,000
Total Utilities	\$ 9,282,700	\$ 41,913,600	\$ 51,196,300

Combined Summary of Funding Sources for Both General Government and Utilities Projects

Funding Sources	2018	2019-2023	TOTAL
CIP Fund	\$ 2,810,000	\$ 14,000,000	\$ 16,810,000
Gas Tax	\$ 275,000	\$ 1,375,000	\$ 1,650,000
General Facilities Charges	\$ 565,000	\$ 11,315,500	\$ 11,880,500
Grant	\$ -	\$ 9,958,371	\$ 9,958,371
Impact Fees	\$ 4,045,966	\$ 19,325,690	\$ 23,371,655
Non-Voted Utility Tax	\$ 1,000,000	\$ 5,000,000	\$ 6,000,000
OMPD Funds	\$ 1,851,000	\$ 9,243,000	\$ 11,094,000
Rates	\$ 8,267,700	\$ 28,318,100	\$ 36,585,800
SEPA Fees	\$ 23,800	\$ -	\$ 23,800
Storm Water Utility Grant	\$ 450,000	\$ 2,280,000	\$ 2,730,000
Storm Water Utility Rate	\$ 150,000	\$ 750,000	\$ 900,000
Transportation Benefit District	\$ 1,500,000	\$ 7,500,000	\$ 9,000,000
Voted Utility Tax	\$ 2,900,000	\$ 14,500,000	\$ 17,400,000
Total	\$ 23,838,466	\$ 123,565,661	\$ 147,404,126

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County Funded Projects in Olympia Urban Growth Area

Project	2018	2019-2023	Total
Buildings			
County Wide Security Upgrade	\$0	\$1,250,000	\$1,250,000
Potential Consolidated Sheriff/Training/Patrol Facility	\$0	\$8,000,000	\$8,000,000
Special Projects (Major Maintenance/Repairs)	\$885,000	\$3,900,000	\$4,785,000
Courthouse Air System Major Maintenance	\$200,000	\$0	\$200,000
Courthouse Building #1 Infrastructure Improvements	\$0	\$325,000	\$325,000
Courthouse Building #1 Security Projects	\$60,000	\$0	\$60,000
Courthouse Building #2 Infrastructure Improvements	\$150,000	\$225,000	\$375,000
Courthouse Building #2 Secured Entrance Project	\$0	\$1,000,000	\$1,000,000
Courthouse Building #3 Infrastructure Improvements	\$275,000	\$300,000	\$575,000
Courthouse Building #4 Infrastructure Improvements	\$0	\$250,000	\$250,000
Courthouse Building #4 Security Projects	\$60,000	\$0	\$60,000
Courthouse Building #5 Security Projects	\$0	\$350,000	\$350,000
Courthouse Building #6 Security Projects	\$0	\$250,000	\$250,000
Courthouse Buildings #2 & #3 Security Projects	\$60,000	\$0	\$60,000
Courthouse Campus Geotechnical Report	\$0	\$150,000	\$150,000
Courthouse Mansard Roof Major Maintenance	\$0	\$200,000	\$200,000
Courthouse Project	\$200,000	\$199,700,000	\$199,900,000
Courthouse Secured Entrance Project	\$0	\$3,000,000	\$3,000,000
Emergency Services Center HVAC Replacement Project	\$0	\$250,000	\$250,000
Emergency Services Center Roof Replacement Project	\$0	\$350,000	\$350,000
Energy Saving - Air Handling Systems, LED Lighting & Solar Panels	\$0	\$500,000	\$500,000
Energy Savings - Automation & Metering Solutions	\$0	\$325,000	\$325,000
McLane Property Improvements	\$10,000	\$0	\$10,000
Public Health Building Improvement Project	\$75,000	\$175,000	\$250,000
Storm and Surface Water Utility			
Donelly Drive - Infiltration Gallery	\$0	\$467,000	\$467,000
Stuart Place - Conveyance & Treatment	\$0	\$335,000	\$335,000
Woodard Creek Retrofit - Site 11	\$145,000	\$330,000	\$475,000
Roads and Transportation			
Evergreen Parkway/Mud Bay Rd Interchange Improvements (61161)	\$0	\$50,000	\$50,000
Parks			
Chehalis Western Trail Improvements	\$175,000	\$475,000	\$650,000
Total:	\$2,295,000	\$222,157,000	\$224,452,000