

Overview

The City of Seattle prepares a citywide six-year Capital Improvement Program (CIP) each year that allocates existing funds and anticipated revenues to rehabilitate, restore, improve, and add to the City's capital facilities. Projects in the CIP cover a wide range of capital improvements, street repairs, park restoration, and work on electrical substations. The CIP document, prepared by the Department of Finance based on submissions from City departments, is approved by the Mayor, and is then submitted to the City Council for adoption along with the City's annual budget. The CIP is updated each year to reflect ongoing changes and additions. The CIP does not appropriate funds, but rather functions as a budgeting tool, supporting the actual appropriations that are made through adoption of the budget. The CIP is consistent with the City's Comprehensive Plan and includes information required by the State's Growth Management Act (GMA).

The City of Seattle 2009-2014 Adopted Capital Improvement Program can be found on the City of Seattle website at: <http://www.seattle.gov/financedepartment/>.

Citywide Summary

The 2009-2014 Adopted CIP reflects the City of Seattle's recent emphasis on building new facilities, as well as its long-standing efforts to maintain or improve existing infrastructure. Many of the projects in the 2009-2014 Adopted CIP build civic, cultural, or public safety facilities funded by voter-approved levies and bonds (e.g., the 2003 "Fire Facilities and Emergency Response" Levy). Utility-funded CIP projects in Seattle City Light (SCL) and Seattle Public Utilities (SPU) improve or maintain the utility infrastructure that serves residents of Seattle and surrounding areas. CIP projects in the Seattle Department of Transportation (SDOT) are funded by multiple fund sources – local, state, federal, and a voter-approved levy ("Bridging the Gap") – and focus on streets, bridges, and other elements of the City's transportation infrastructure. Key projects are more fully described later in this overview, and details on funding and schedule can be found in the individual department sections.

The 2009-2014 Adopted CIP totals about \$4.3 billion for six years and includes approximately 701 individual projects. About \$3.1 billion of the six-year total, or 72% of the total CIP, consists of utility projects that are managed by SCL and SPU, and are funded by utility rates. Approximately \$804 million (19%) is in SDOT projects over the six-year period. The remaining departments (Parks and Recreation, Fleets and Facilities, Seattle Center, Seattle Public Library, and Department of Information Technology) account for approximately \$422 million, or 10% of the six-year CIP.

Department capital appropriations for the coming year are made through the 2009-2010 Adopted Budget, which includes details following each departmental budget section. For informational purposes only, the table on the next page shows the total 2009-2014 allocations by department and the accompanying pie chart displays the proposed allocations for 2009 only.

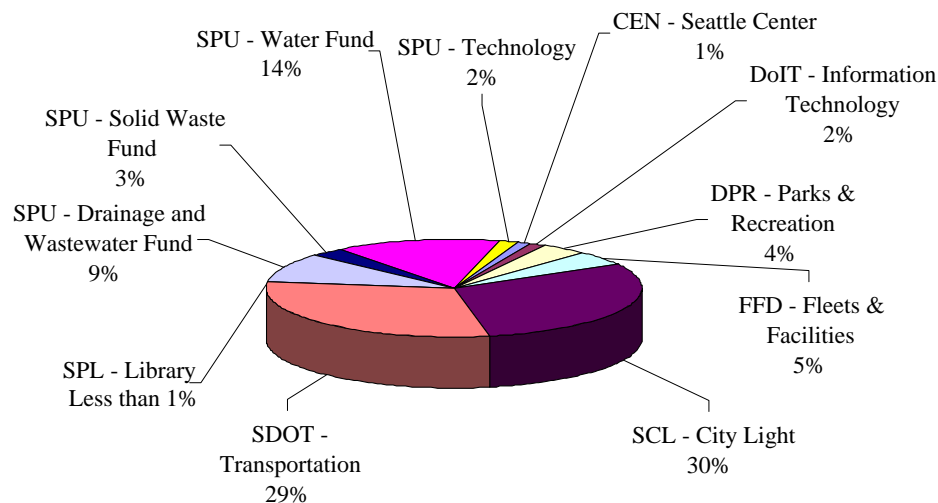
2009-2014 Adopted CIP by Department (dollars in thousands)

Department	2008 Adopted ¹	2008 Revised ²	2009 Adopted ³	2010-14 CIP	2009-14 Total
Fleets and Facilities	49,648	146,273	39,062	104,909	143,971
Information Technology	12,551	25,594	12,051	45,715	57,766
Parks and Recreation	54,124	101,985	29,693	139,028	168,721
Seattle Center	8,808	25,672	8,242	32,462	40,704
Seattle Public Library	2,015	7,918	1,646	9,136	10,782
Seattle Transportation	109,148	220,337	234,385	569,430	803,815
Subtotal	236,294	527,779	325,079	900,680	1,225,759
City-owned Utilities					
Seattle City Light	262,013	284,386	232,506	1,499,696	1,732,202
SPU - Drainage & Wastewater	73,790	72,241	73,445	475,772	549,217
SPU - Solid Waste	9,959	20,409	24,437	188,241	212,678
SPU - Technology Projects	9,925	9,925	12,923	53,815	66,738
SPU - Water	79,490	82,594	110,477	425,952	536,429
Subtotal	435,177	469,554	453,788	2,643,475	3,097,263
City Total	\$671,471	\$997,333	\$778,867	\$3,544,155	\$4,323,022

Notes:

1. 2008 Adopted totals are based on the 2008-2013 Adopted CIP.
2. The 2008 Revised column shows 2008 Adopted totals, plus carryovers, abandonments and supplementals added during the 2008 fiscal year.
3. Not all funds above are appropriated; see the 2009 Adopted Budget for a list of capital appropriations by department.

2009 Adopted CIP by Department - \$779 million



CIP Funds and Funding Sources

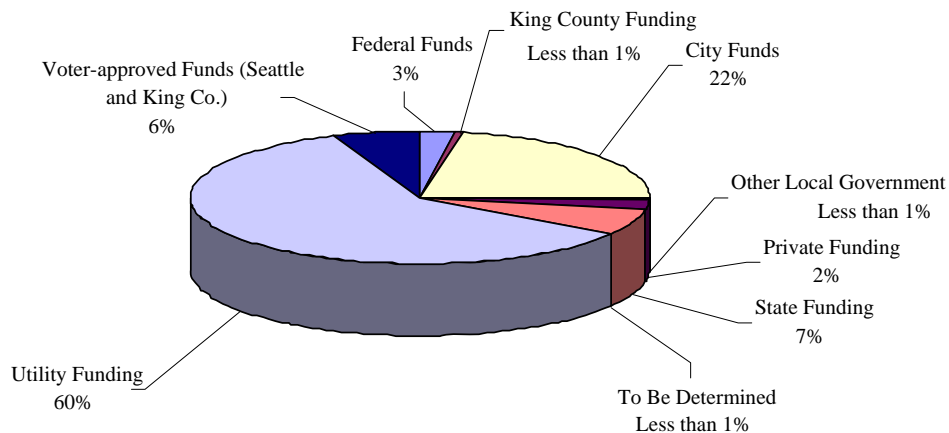
Like all large municipalities, Seattle relies on a variety of sources to pay for capital projects. These include locally-generated revenues (taxes, fees, voter-approved levies, and user charges), intergovernmental revenues (including state and federal grants), and debt issuance. Unlike pay-as-you-go sources of funding, the issuance of debt requires revenues in future years to repay the principal and interest expenses. These traditional funding sources continue to provide the majority of funds for capital facility investments. Utility projects (Seattle City Light and Seattle Public Utilities) are funded by revenues from utility rates. The utilities also issue debt to finance a portion of their capital projects. The City’s level of capital investment is based on the mix and level of financial resources available to the City.

The table below identifies funding sources for the 2009-2014 Adopted CIP by fund group (displayed in thousands of dollars).

Fund Group	2008 Revised	2009 Adopted	2009-2014 Total
Federal Funds	31,429	19,770	47,075
King County Funding	5,221	3,163	3,980
City Funds	257,964	174,843	675,875
Other Local Government	4,561	918	7,168
Private Funding	36,246	19,044	61,841
State Funding	48,621	51,474	126,483
To Be Determined ¹	-	-	99,471
Utility Funding	471,044	461,785	3,128,651
Voter-Approved Funds (Seattle and King County)	142,247	47,870	172,478
Total	\$997,333	\$778,867	\$4,323,022

1. Funds indicated as “To Be Determined” are generally placeholders for a variety of non-City funding sources (such as grants or private funding). These placeholders are not appropriated, and these projects will not go forward unless funding is secured.

2009 Adopted CIP by Fund Group



2009 Cumulative Reserve Subfund Appropriations

The Cumulative Reserve Subfund (CRS) is a significant source of ongoing local funding to support capital projects in general government departments. This subfund is a reserve fund authorized under State law and is used primarily for maintenance and development of City capital facilities. The table below (dollars displayed in thousands) shows department allocations from the CRS along with other special projects, including debt service payments and the City's Tenant Relocation Assistance Program.

	Budget Control Level	Fund Name	2008 Adopted¹	2008 Revised²	2009 Adopted³	2010 Endorsed³
Appropriations - Special Projects						
1998B Capital Facilities Refunding REET I Budget Control Level	2CCE0-1	REET I	2,934	2,934	2,936	3,018
2007 LTGO Bond – Woodland Park Zoo Garage REET I Budget Control Level ⁴	TBD4-CRS	REET I	871	0	0	0
Artwork Conservation - OACA – CRF-UR Budget Control Level	V2ACGM	Unrestricted	170	170	179	187
Design Commission	2UU50-DC	Unrestricted	359	359	361	374
Tenant Relocation Assistance Program - CRF - REET I Budget Control Level	2UU51	REET I	205	205	250	238
Tenant Relocation Assistance Program - CRF - UR Budget Control Level	2UU50-TA	Unrestricted	80	80	83	86
Special Projects Total			4,619	3,748	3,809	3,903
Allocations - Department Summaries - Information Only						
Department of Parks and Recreation ⁴	Various	CRS	32,199	48,887	13,361	13,844
Fleets and Facilities Department	Various	CRS	17,172	36,924	15,026	17,250
Seattle Center	Various	CRS	5,843	10,664	3,361	3,207
Seattle Public Library	Various	CRS	2,015	3,488	1,646	1,703
Seattle Department of Transportation	Various	CRS	17,408	25,100	10,325	9,847
Department Summaries Total			74,637	125,063	43,719	45,851
GRAND TOTAL			79,256	128,811	47,528	49,754

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4. This project has been discontinued.

Capital Projects Funds

In addition to the Cumulative Reserve Subfund, the City establishes capital project funds to account for resources set aside to acquire or construct major capital facilities, except those financed by proprietary funds. These funds have been established to monitor the revenue and expenditures of specifically authorized revenues, such as voter-approved and Councilmanic bonds and levies. Descriptions of various types of capital projects funds follow.

General Subfund: General Subfund dollars appear in the CIP in two places: the General Subfund contribution towards debt service costs of Councilmanic debt and appropriations to capital projects from a department's operating budget.

Limited Tax General Obligation Bonds: The City's operating budget includes expenditures to pay debt service on general obligation bonds that were issued to finance certain projects. Limited tax general obligation ("LTGO" or "Councilmanic") bonds are bonds issued by the City Council without voter approval. The debt service on these bonds is typically repaid from existing general government revenues or from revenues generated by the project(s) financed with the bonds.

Unlimited Tax General Obligation Bonds: Funds have also been established to account for expenditures of a second type of general obligation bond – unlimited tax general obligation ("UTGO" or "voted") bonds. These voted bonds are issued after receiving approval by 60% of the voters in an election with at least 40% turnout. The debt service on these bonds is repaid from additional ("excess") property tax revenues, which voters approve as part of the bond measure. The "Libraries for All" (LFA) measure, approved by voters in November 1998, is an example of a voter-approved bond.

Utility Funds: These funds exist to account for both the operating and capital expenses of Seattle Public Utilities and Seattle City Light. The Utility Funds are: Seattle City Light Fund, and Seattle Public Utility's Drainage and Wastewater Fund, Solid Waste Fund, and Water Fund.

Private Dollars: Some departments show private funding contributing to their capital projects. There are two ways in which private funds appear in the CIP: private dollars that go towards a capital project but do not pass through the City in any way, and private dollars which are deposited in City funds, appropriated in the City budget, and spent on a department's capital project.

Significant Initiatives in the 2009-2014 Adopted CIP

The following section describes significant capital investments or initiatives in the 2009-2014 Adopted CIP. The projects and programs highlighted below are not new to the CIP, but reflect three types of investments underway: new and improved cultural and public safety facilities approved by the voters in the last eight years, other capital investments in maintaining the City's infrastructure and protecting public safety, and ongoing work on transportation projects including Bridging the Gap and the planned replacement of the Alaskan Way Viaduct and Seawall. Two voter-approved measures acquire, redevelop, and enhance parks, green spaces, and trails throughout the City and expand, renovate, or build new libraries throughout the City. Public safety capital investments upgrade the City's fire stations, build a new emergency operations center, and bury or cover reservoirs to create additional open space while protecting public health. Several projects have required additional funds to fulfill commitments to voters, as the bid climate became less favorable in recent years or to respond to newly-identified opportunities.

Preserving and Enhancing Open Space

2000 Parks Levy Projects: The 2000 Parks Levy Program includes three distinct capital funding elements: property acquisitions, park and facility development projects, and acquisition and development projects pursued through an Opportunity Fund program that awards Levy funding to applicant projects on a competitive basis.

As of mid-year 2008, the Department of Parks and Recreation (DPR) acquired all but two of the 17 neighborhood parks named in the levy. DPR anticipates abandoning the Sylvan Way property acquisition project and acquiring the last named neighborhood park in the near future. Acquisitions are complete for 23 green spaces, and DPR anticipates closing additional transactions in 2008 to complete the Pro Parks Green Space Acquisition Program.

Sixty-nine of the 95 projects in the Development Fund are complete and eleven more are expected to be complete by the end of 2008. All but three projects, Ballard Corners Park, Cascade People's Center, and Junction Plaza Park, of the remaining fifteen projects are underway.

Capital projects funded by the Acquisition and Development Opportunity Fund appeared for the first time in the 2003-2008 Adopted CIP, after awards of \$6 million were made in 2002. DPR awarded the remaining \$4 million in 2005. By year-end 2008, all but one of the 22 development projects will be complete. By mid-year 2008, DPR has acquired 14 new properties under the Opportunity Fund Acquisition program, and expects to acquire two more properties by year end.

1999 Community Center Levy: Eight of the nine community center projects funded by the 1999 Community Center Levy are complete, including High Point, Sand Point, Jefferson, International District/Chinatown, Yesler, Southwest, Northgate, and Van Asselt Community Centers. The Department continues to pursue options for locating the Belltown Community Center.

Discovery Park: In the 2005 Adopted CIP, the Shoreline Park Improvement Fund (SPIF) funded ten new projects as a result of a \$5 million settlement from King County for mitigation of the West Point Treatment Plant at Discovery Park. These ten projects were identified in Ordinance 121488, and were the result of an extensive planning effort by several community organizations and DPR. In the 2006-2011 Adopted CIP, with concurrence from the West Point Citizens Advisory Committee, the City reallocated funding for several of the existing West Point Settlement Projects to help pay for the purchase and restoration of the Capehart Housing property in Discovery Park. In 2007, DPR completed negotiations for the purchase of the Capehart property and acquired the first six acres. The remaining 17 acres of the Capehart property will be acquired in 2010, with restoration of the site to follow.

Lake Union Park (formerly South Lake Union): In 2008, with funding from the 2000 Parks Levy and a \$5 million donation from City Investors, DPR completed construction of phase one of Lake Union (LU) Park, which includes: constructing terraces, a boardwalk, and a pedestrian bridge; replacing the bulkhead; and installing utilities.

Construction of phase two of LU Park includes: creation of a new pedestrian and vehicle entry on Valley Street; construction of a centerpiece fountain; creation of a 'Great Lawn'; and installation of a model boat pond and landscaping. City Investors has pledged an additional \$5 million for phase two of the LU development project, contingent on construction of certain Valley Street improvements and private fund raising. The Seattle Parks Foundation has raised \$10 million in additional private funds for phase two of the park project. The City Council passed legislation in July 2008 to appropriate these funds, and subsequent to this, construction of phase two began.

In addition to the park development project, negotiations continued in 2008 between the City and the Museum of History and Industry (MOHAI) regarding the potential lease of the Lake Union Armory as the new home for MOHAI. In September 2008, the City Council adopted a Resolution that endorses negotiating principles with

Overview

MOHAI for its development of a regional history museum at the Lake Union Park Armory, and authorizes the Superintendent of Parks and Recreation to negotiate an agreement.

In 2009, \$600,000 from the 2007 King County Levy is appropriated to fund the Cheshiahud Lake Union Trail project, in addition to the \$1 million of Real Estate Excise Taxes appropriated in 2008. This project connects Lake Union Park's trails, the Burke-Gilman trail, and other public rights of way with the intention of creating a contiguous trail around Lake Union.

Warren G. Magnuson Park: The 2009-2014 Adopted CIP includes nine projects located at Warren G. Magnuson Park including the Athletic Field Renovation, Wetlands Development, Beach Comfort Station Replacement, Boat Ramp and Pier Renovation, Building 30 Sprinkler System, Building 18 demolition, North Shore, Pier and Log Boom, Picnic Shelter Renovation, and Shoreline Renovation. The City Council is reviewing proposed lease and redevelopment agreements for Buildings 11 and 27. Also, in mid-2008, the City Council approved concession agreements with Civic Light Opera to expand and renovate the theater at the Magnuson Community Center, and with Seattle Sport Courts to build a new indoor and outdoor tennis center adjacent to the Magnuson Community Center.

The 2008-2013 Adopted CIP appropriated \$2.7 million for the renovation of the west wing of Building 30 and \$2.6 million to pay for other building development and/or renovation projects at Magnuson Park to be identified in 2008. Due to significant reductions in capital revenues to the City, funding for both of these projects was removed mid-year 2008.

Reservoir Lid Park Projects: The 2009-2014 Adopted CIP includes a new project which funds design for limited development of the lidded West Seattle and Maple Leaf Reservoirs. These reservoirs will be the fourth and fifth reservoirs to be lidded and developed as parks, which follow development of the lidded Cal Anderson, Jefferson, and Myrtle reservoirs.

Golf: The 2010 budget may include debt to implement major improvements at the four City owned golf courses. Future revenue from the golf courses would cover the debt service payments associated with these improvements.

Northgate Urban Park: The 2009-2014 Adopted CIP appropriates a total of \$6.5 million for acquisition of the current Northgate Park and Ride Metro lot and appropriates \$3.4 million for park development into an open green space with adjacent right of way improvements for sidewalks and street median.

Restoring and Enhancing Civic and Cultural Structures

“Libraries for All” Plan: This program, approved by voters in 1998, was successfully completed in 2008 with the reopening of the final two renovated branch libraries, Madrona-Sally Goldmark and Magnolia. The LFA program constructed four new branch libraries - Delridge, International District/Chinatown, Northgate and South Park - in neighborhoods not previously served by branches; replaced, expanded, renovated, or relocated each of the 22 branch libraries in the system as of 1998, and built a new Central Library on the site of the old Central Library. An Opportunity Fund supported projects in areas underserved by the library system (including construction of the new South Park branch). The number of library visitors increased 38% (not counting visitors to the virtual library) and circulation has risen 94% since the LFA program began. In celebration of its successful conclusion, the Library is distributing “passports” featuring all the new and remodeled libraries, to thank the public and encourage everyone to visit each of these unique buildings. In 2009, the Library completes closeout work on all “Libraries for All” (LFA) projects; there are no new appropriations for LFA projects in the 2009-2014 Adopted CIP. The 2009-2014 Adopted CIP allocates \$1,646,000 in 2009 from the Cumulative Reserve Subfund to support maintenance for Library facilities using responsible asset preservation practices.

Planning for future ballot measures: In August 2008, the City Council approved the Seattle Center Century 21 Master Plan based on the work of the Century 21 committee. The Master Plan is a 20-year plan intended to guide capital investments in Seattle Center over the next two decades. In the next biennium, the Executive will explore

potential future ballot measure and other funding options to implement the Century 21 plan and to provide for other parks and open space needs.

Improving and Maintaining City's Utility Investments

In 2009, Seattle City Light's adopted CIP includes projects which connect new customers and maintain and enhance the transmission and distribution system throughout the City Light service area.

City Light will acquire land and start the design to construct a new substation in the North Downtown area. When completed in 2013, this new substation will be the hub of a new underground network. The combined substation and network will provide power for the expected growth in the north downtown area by distributing an additional 200 MVAs. City Light will also continue the rehabilitation of the existing downtown network, ensuring reliable service for City Light network customers.

The 2009-2014 Adopted CIP includes various projects (e.g. the Mercer Corridor Relocations Project and Citywide Undergrounding Initiative project) that provide ongoing support for the relocation of overhead lines to underground lines, in conjunction with upcoming transportation and utilities projects. The CIP also provides funding for requested underground design and relocation work in the franchise areas of Shoreline and Burien.

Finally, the Adopted CIP supporting Power Production will continue with design work on the second tunnel at Gorge Dam. Studies show that friction could be significantly reduced, allowing the turbines to run more efficiently. When the tunnel becomes operational in 2013 the second tunnel will increase production by 45,000 MW per year with no increased water release. This project will help City Light to realize the 15% goal of power from renewable resources as mandated by Initiative 937.

Capital Investments in Public Safety

2003 Fire Facilities & Emergency Response Levy: The 2009-2014 Adopted CIP includes a number of projects in the Fire Facilities and Emergency Response Levy lid lift, approved by voters in November 2003. As passed, the multi-year Levy lid lift makes about \$167 million in levy proceeds available to: (i) upgrade, renovate, or replace 32 neighborhood fire stations; (ii) construct a new training facility and upgrade the Seattle Fire Department's Fire Alarm Center; (iii) add emergency preparedness facilities and disaster response equipment that includes a modern, seismically-safe Emergency Operations Center, emergency community supplies, emergency shelter power generators, and emergency water supply capacity for fire fighting in the event the City's fire hydrants are disabled; and (iv) provide a new, large-platform fire boat, a rehabilitated and enhanced Chief Seattle fireboat, and a new fast attack fire boat. In the 2007-2012 Adopted CIP, funds were added to the original Levy program to pay for exceptionally high construction inflation and the cost of building Levy projects to the LEED Silver standard of sustainable design. Please see the Fleets and Facilities CIP for more detailed information on these Levy projects.

Municipal Jail: King County houses most City inmates under an intergovernmental agreement which expires in 2012. Because of the short timeline for the development of a new facility, FFD, in partnership with other jurisdictions, will begin the siting process and develop early design documents in 2009.

Urban Areas Security Initiative (UASI) Grants: The City of Seattle has been awarded seven grants under the federal Urban Areas Security Initiative, a funding source that provides state and local governments with resources to prevent, respond to, and recover from, acts of terrorism. The UASI-funded CIP projects add security features to critical infrastructure, improve communication among first responders and regional emergency management officials, and provide needed equipment, vehicles, and technology for first responders. No projects are funded to construct or renovate facilities.

Reservoir Coverings: Seattle's water system includes six open reservoirs that store treated drinking water. These reservoirs, built between 1901 and 1947, range in size from seven to 68 million gallons and are managed by

Seattle Public Utilities (SPU). These reservoirs represent a large portion of the system's in-city storage capacity. The reservoir sites also provide open space areas in the City, often serving as neighborhood focal points and/or abutting recreational areas. To comply with water quality regulations and enhance security, the City plans to cover or decommission all of its drinking water reservoirs over the next decade. Approximately \$89 million is included in the 2009-2014 Adopted CIP for reservoir covering and undergrounding projects. Five open reservoirs have already been covered: Magnolia Reservoir in 1995, Bitter Lake Reservoir in 2001, Lake Forest Park Reservoir in 2002, Lincoln Reservoir in 2005, and Myrtle Reservoir in 2008. Construction at Beacon is substantially complete. SPU has started construction at the West Seattle Reservoir, and is in design at Maple Leaf. SPU also plans to decommission the Roosevelt Reservoir, and is evaluating whether to underground or decommission the Volunteer Reservoir. The Department of Parks and Recreation has developed a park over the Lincoln Reservoir and will be developing parks over the Beacon and Myrtle reservoirs. See the Seattle Public Utilities - Water Fund CIP for more detailed project information.

Transportation and Mobility Priorities

Transportation projects, such as the Sound Transit Link Light Rail and Alaskan Way Viaduct and Seawall Replacement project, are expected to have a substantial impact on the region's transportation infrastructure. These projects are reflected in the 2009-2014 Adopted CIP for several City departments.

Sound Transit is designing the University Link 3.15 mile tunnel extension of the light rail system from Downtown Seattle to Capitol Hill and the University of Washington. SDOT is managing the City's design review and permitting process and has negotiated a reimbursement agreement with Sound Transit for City services. The CIP includes \$1.15 million in anticipated reimbursable workload for these efforts during the biennium. SDOT is also budgeted \$318,000 in support of the Central Link, the initial segment of the Link Light Rail, which will become operational in 2009.

In 2009, construction work continues on the King Street Station. The Station will be remodeled and transformed into a transportation hub connecting express bus, commuter train, and light rail service. The City expects to partner with the Washington State Department of Transportation to complete the restoration of the building so that it complies with the City's Sustainable Building Policy using a combination of State, Federal, Sound Transit, and Bridging the Gap funds. The first phase of the project is expected to be completed in 2012.

Other major transportation and mobility projects include the Spokane Street Viaduct, which widens the existing viaduct by about 41 feet and adds an eastbound Fourth Avenue off-ramp, and the Mercer Corridor project, which implements a comprehensive package of transportation improvements in the Mercer Corridor in South Lake Union.

Bridging the Gap: The 2009-2014 Adopted CIP continues work funded by the Bridging the Gap (BTG) initiative, a funding initiative proposed by the Mayor and approved by Council in 2006, to repair and improve Seattle's streets, bike trails, sidewalks, and bridges. The package includes a commercial parking tax, an employee hours tax, and a property tax levy that was approved by Seattle citizens in November 2006. The property tax measure is a nine-year levy, with the annual growth rate of levy revenue capped at one percent plus the value of new construction. Transportation capital funding from Bridging the Gap revenues and funding from Limited Tax General Obligation bonds that would be serviced with a portion of future revenues total \$127 million in 2009 and \$432 million from 2009-2014. Highlights of the Bridging the Gap program for 2009 include a plan to repave more than 20 lane miles of arterials, continued implementation of the Bicycle Master Plan, design and construction of three new trail segments, construction of more than 15 blocks of new sidewalks, further development of a pedestrian master plan, continued design and construction on the rehabilitation of six bridges and the seismic retrofit of four bridges, and construction of multiple neighborhood transportation improvements identified through the Neighborhood Street Fund process in 2007 and 2008.

Alaskan Way Viaduct and Seawall Replacement Project: The 2009-2014 Adopted CIP continues the City's work to replace the Alaskan Way Viaduct and Seawall with a new transportation facility. In mid-2007, the City

Overview

Council called for the development of an urban mobility plan to examine options for replacing the Viaduct. The City, King County, and the State of Washington agreed on a series of “early implementation” projects that do not depend on the ultimate design of the new transportation system on the central waterfront. The City continues to work with the U.S. Army Corps of Engineers on design and construction of components of the north seawall. The City’s portions of all of these projects are funded in the 2009-2014 Adopted CIP using a combination of General Subfund money, bond proceeds, external grants, and utility funds for relocation of utility infrastructure. Preliminary estimates of costs (to be revised as the project progresses) and funding sources related to implementing the overall Viaduct and Seawall Replacement Project (including relocating the City’s utility infrastructure as necessary) are reflected in the 2009-2014 Adopted CIP for the following departments:

- For Seattle Public Utilities, \$6.9 million is allocated from 2009 through 2014 for the utility to support the relocation, replacement, and protection of the water infrastructure, and \$48.4 million is included for drainage and wastewater.
- For Seattle City Light, \$29.3 million is allocated from 2009 through 2014 for design review and project management costs related to the relocation of infrastructure along the four-mile corridor.
- For the SDOT, \$14.1 million is budgeted in the 2009-2010 biennium, from City, county, and state funding sources. Funding assumptions for future years will be subject to further discussions between the City and the Washington State Department of Transportation (WSDOT).

Pedestrian Improvements and Safety: Many of the City’s pedestrian and safety improvements are supported by the Bridging the Gap Transportation Funding Package through programs such as the NSF/CRS Neighborhood Projects, the Safe Routes to School, Sidewalk Safety Repair, Pedestrian Countdown Signals, and School Zone Signage Improvements. This biennium, the CIP includes a specific focus on new sidewalk development. The 2009-2010 Adopted Budget includes \$5.2 million for the Sidewalk Development Program, an increase of 53% over the 2007-2008 budget.

Multi-Use Trail Development: The 2009-2010 Adopted Budget includes a finance plan to fully fund construction of the Burke-Gilman Trail "missing link" from 11th Avenue NW to the Hiram M. Chittenden (Ballard) Locks. The final phases of Burke-Gilman Trail Extension project are supported by revenue from the 2007 King County Proposition 2 Trails and Open Space Levy, Bridging the Gap funds dedicated to bike and trail improvements, and anticipated grant funding. The City will debt finance \$4.3 million from these sources to accelerate construction in 2009 and 2010. Additionally, funds for new multi-purpose trail construction are directed to the Cheshiahud Lake Union Trail Project and the Chief Sealth Trail.

Intelligent Transportation Systems (ITS): The CIP contains four projects that encompass a citywide intelligent transportation system: 15th Avenue W/Elliott Ave W Improvements, Alaskan Way Viaduct Intelligent Transportation System, Duwamish Intelligent Transportation Systems, and Intelligent Transportation Systems (ITS) Plan Implementation. These projects provide tools to reduce traffic congestion such as Dynamic Message Signs, traffic signal interconnections, travel time measuring devices, and traffic cameras. The projects leverage local dollars with a significant amount of State, federal and County funding.

Mayor’s Environmental Action Agenda

The Mayor’s Environmental Action Agenda has four key initiatives: Climate Protection, Green Seattle, Restore Our Waters, and Healthy People & Sustainable Communities.

Climate Protection: The City of Seattle continues to be a national leader in promoting climate protection. The 2009-2014 Adopted CIP includes energy conservation and transportation programs to reduce greenhouse gas emissions. The CIP funds the SCL Five-Year Conservation Plan to meet future energy demand through conservation efforts and address the requirements of I-937. The 2009 Adopted Budget provides additional

resources are included to replace the FFD Green Building Revolving Fund CIP project (established in 2008 to reduce utility use at City-owned facilities) with a new SCL-managed Energy Efficiency Fund for electricity efficiency projects. The 2009-2014 Adopted CIP also includes significant new funding for pedestrian and bicycle trails that promote alternatives to driving, including the “missing link” to the Burke-Gilman Trail and the Cheshiahud Lake Union Trail.

Restore Our Waters Initiative: Restore Our Waters is a long-term effort to protect the City's aquatic habitat, improve water quality, and inspire citizens and businesses to do the same. The 2009-2014 Adopted CIP includes aquatic habitat restoration projects, natural drainage projects to better manage pollution and stormwater flow, sediment remediation projects, and combined sewer overflow (CSO) projects to meet the requirements of the City's National Pollutant Discharge Elimination System (NPDES) permit.

Green Seattle Initiative: Green Seattle is an initiative to restore Seattle's urban forest and reduce the impact of City buildings on the environment. The City's Urban Forestry Management Plan established a goal of increasing Seattle's tree canopy cover from a current level of 18% to 30%. The 2009-2014 Adopted CIP includes funding for replanting trees on City property, removing invasive vegetation from forested parklands (through the Green Seattle Partnership), and increasing pruning cycles to better maintain City-owned trees.

Healthy People & Sustainable Communities Initiative: The City of Seattle is committed to creating healthy, livable urban centers, promoting sustainable practices, and improving environmental justice. The 2009-2014 Adopted CIP includes resource conservation programs for existing facilities and promotes green building concepts in new facilities through the City's Sustainable Building Policy.

Support for Neighborhoods and Neighborhood Plan Projects

The 2009-2014 Adopted CIP contains more than 156 projects, with a total of nearly \$233 million in 2009 funding in support of neighborhood plans. The plans, created by nearly 20,000 citizens and approved by City Council, identify actions desired to ensure the City's neighborhoods continue to thrive and improve as Seattle grows over the next 20 years and meet commitments under the State's Growth Management Act. Projects supporting neighborhood plan recommendations are found throughout the CIP and include parks, street and pedestrian improvements, libraries, community centers, drainage improvements, and pedestrian and safety lighting. When a project's location is included in a neighborhood plan's geographic parameters, the neighborhood plan is indicated. If the project is specifically identified as a desired activity within the neighborhood plan, a corresponding matrix number will be indicated. Funding for these projects comes from voter-approved levies (2000 Parks Levy) and bonds (“Libraries for All”), the Neighborhood Matching Subfund, the Cumulative Reserve Subfund, utility funds, Community Development Block Grant Funds, and other public and private sources.

Effort to Update Neighborhood Plans: The 2009 Budget presents a revised approach to neighborhood planning developed by the Mayor and Council. The 2008 Budget had assumed a sector-wide update of neighborhood plans. The revised approach recognizes feedback from the neighborhoods as well as the opportunities presented by millions of dollars of public investment in a regional light rail line from downtown to Sea-Tac Airport. The 2009 Budget provides resources to allow the City to prepare status reports for Seattle's existing Neighborhood Plans, as well as update three Neighborhood Plans for urban villages that contain light rail stations scheduled to open in 2009.

The Department of Planning and Development will lead the process with active involvement from Department of Neighborhoods, Seattle Department of Transportation, Department of Parks and Recreation, Office of Housing, and the utilities and other departments as necessary. The Department of Neighborhoods will coordinate public outreach efforts. Updates will incorporate goals of sustainability and inclusivity, and will address topics such as land use, transportation, housing, environment and open space, capital facilities, and utilities.

2009 NSF/CRS Neighborhood Program – Small Projects: Beginning in 1999, the City set aside approximately \$1 million per year from the Cumulative Reserve Subfund (CRS) for major maintenance projects identified in

Overview

neighborhood plans. An additional \$245,000 from gas taxes is added to the program, for a total of \$1.24 million in 2009. These Small Projects are identified and prioritized by the community, and selected for funding by the Department of Neighborhoods, SDOT, Parks, and the Department of Finance. The selection process was completed in August 2008, and as a result \$44,000 of CRS REET II funding is added to the Parks' CIP, and \$952,000 of CRS REET II funding and \$245,000 of gas taxes to SDOT's CIP. The following table lists all of the projects funded to be 2009. See also SDOT project TC365770 (NSF/CRS Neighborhood Program) and Parks project K732376 (Neighborhood Capital Program) for more detail.

2009 NSF/CRS Neighborhood Program

District Council	Project ID#	Approximate Location	Project Description	Dept	NSF/CRS Amount
Ballard	2008-390	14th Ave NW and NW 58 th St	Median improvements for future curb bulb and bike lane	SDOT	\$21,000
Ballard	2007-508	Leary Ave NW and 17th Ave NW/NW 48 th St	Traffic channelization	SDOT	\$25,000
Ballard	2007-507	Mary Ave NW & 14th Ave NW b/t Holman & NW 95th	Installation of six speed humps	SDOT	\$29,000
Ballard	2008-401	28th Ave NW between NW 70th and NW 75th	Elliptical traffic circle or similar	SDOT	\$20,000
Ballard Total: \$95,000					
Central	2008-381	18th/20th Ave between E Cherry and E Union	Installation of four chokers, 35 linear feet of curb bulb and planting	SDOT	\$30,000
Central	2008-403	Blanche Lavizzo Park	Park improvements	Parks	\$8,000
Central	2008-404	Judkins Park	Park improvements	Parks	\$15,500
Central Total: \$53,500					
Delridge	2008-417	Intersection of 22nd Ave SW and 23rd Ave SW	Pedestrian safety improvements	SDOT	\$24,000
Delridge	2008-386	SW Brandon St	Installation of 120 feet of sidewalk	SDOT	\$44,500
Delridge	2008-387	26th Ave SW	Traffic calming improvements	SDOT	\$32,000
Delridge Total: \$100,500					
Downtown	2008-391	S King St between 5th and 8th Ave S	Repaving	SDOT	\$47,000
Downtown	2007-246	6th Ave and Battery	Sidewalk repair	SDOT	\$57,000
Downtown Total: \$104,000					

Overview

District Council	Project ID#	Approximate Location	Project Description	Dept	NSF/CRS Amount
East	2008-338	E Madison between 43 rd Ave E and McGilvra Boulevard E	Removal and restoration of 2,500 SF of sidewalk; 3 curb ramps upgrade	SDOT	\$67,000
East Total: \$67,000					
Greater Duwamish	2008-320	Hanford Steps	Two additional lights along stairway	SDOT	\$15,000
Greater Duwamish	2007-181, 344, 350	37th Ave S and S Barton St	Traffic circle	SDOT	\$15,000
Greater Duwamish	2007-273	Airport Way S and S Vale St	Pedestrian improvements	SDOT	\$55,000
Greater Duwamish	2007-083	South Park	Bike Route Signage	SDOT	\$5,000
Greater Duwamish Total: \$90,000					
Lake Union	2007-242	Stone Way N and N 45th Street	New tree pits in paved planting strips	SDOT	\$5,000
Lake Union	2007-410	E Lynn Street between Boyleston and Eastlake	New trees	SDOT	\$5,500
Lake Union	2007-365	Franklin Ave E and E Lynn St	Installation of curb bulb	SDOT	\$30,000
Lake Union Total: \$40,500					
Magnolia/Queen Anne	2008-349	McGraw business district	Sidewalk repair	SDOT	\$60,500
Magnolia/Queen Anne	2008-345	W side of Queen Anne Ave W McGraw to W Boston	Sidewalk repair	SDOT	\$50,000
Magnolia/Queen Anne Total: \$110,500					
North	2008-400	3000 block of NE 137 th St	New sidewalk construction	SDOT	\$10,000
North	2008-318	NE 125th St from 5 th Ave NE to Roosevelt Way NE	New sidewalk construction on both sides of the street	SDOT	\$100,000
North	2008-356	8th Ave NE from NE 92nd St to NE 94 th St	Enhanced pedestrian walkway for children	SDOT	\$32,000
North Total: \$142,000					
Northeast	2007-035	Magnuson Park	Repair steps along trail	Parks	\$20,000
Northeast	2008-379	NE 50th St between 48th and 49 th Ave NE	Construction of two sets of two chicanes	SDOT	\$35,000
Northeast	2007-050	20th Ave NE and NE 55th St	Radar speed limit display sign	SDOT	\$22,000
Northeast Total: \$77,000					

Overview

District Council	Project ID#	Approximate Location	Project Description	Dept	NSF/CRS Amount
Northwest	2007-355	N 90th St from Phinney Ave N to Fremont Ave N	Construction of 150 linear feet of sidewalk and pavement restoration	SDOT	\$52,000
Northwest	2007-196	NE 117th St at Dayton Ave. N	Concrete curb radii with pedestrian landing on four corners	SDOT	\$85,000
Northwest Total: \$137,000					
Southeast	2008-399A	Rainier Ave S from S Mead to S Orcas St	Sidewalk repair & pedestrian lighting	SDOT	\$58,000
Southeast	2008-399B	Rainier Ave S from S Mead to S Orcas St	Curb bulbs, inlet relocation	SDOT	\$43,000
Southeast	2007-489	4400 block of 42nd Ave S	Concrete sidewalk/curb improvement	SDOT	\$55,000
Southeast Total: \$156,000					
Southwest	2008-361	Admiral Way SW/California Ave SW	Radar speed limit display sign	SDOT	\$27,000
Southwest	2008-334	California Ave SW and SW Eddy St	Morgan Junction Park Sidewalk improvement	SDOT	\$30,000
Southwest	2008-333	SW Orchard St and 39th Ave SW	Orchard St ravine shared roadway pedestrian improvement	SDOT	\$10,000
Southwest Total: \$67,000					

Bridging the Gap/Neighborhood Street Fund – Large Projects Fund: The Bridging the Gap levy provides approximately \$1.5 million per year on a triennial basis for larger neighborhood projects estimated to cost over \$100,000. In 2008, a Large Project Review Team, consisting of representatives of each of the 13 district councils and two at-large members, evaluated the large project concepts, public input, and program criteria such as: safety, high pedestrian use, proximity to pedestrian generators, public support, and geographic equity. A list of Large Projects is included in the 2008-2013 Adopted CIP Overview. In 2009 and 2010, design and construction will continue on these projects.

Neighborhood Matching Subfund: A number of CIP projects, particularly in the Department of Parks and Recreation CIP, include funding from the Neighborhood Matching Subfund (NMF), a subfund of the City's General Fund. The NMF was created in 1988 to provide money to Seattle neighborhood groups and organizations for a broad array of neighborhood-initiated improvement, organizing, or planning projects. Many of these projects also support neighborhood plan recommendations. Awards are made for all phases of a capital project (with the exception of property acquisition) ranging in size from a few thousand dollars to \$100,000. NMF awards often add unfunded amenities to City or other-funded projects. All awards leverage other private and public contributions by requiring organizations to match the City's contribution with volunteer labor, donated materials, professional services, or money.

Key Policies Guiding the City's Capital Investments

City investments in capital projects are guided by a set of key policies reflecting the City's values and priorities. These policies shape how the City takes care of buildings and infrastructure, invests in capital projects in areas that have accepted growth as envisioned in the City's Comprehensive Plan, preserves the City's and greater

Seattle's historic buildings, supports sustainable building practices, and ensures that all members of the community have access to the economic opportunities capital projects create. The following section details the key policies, and how they are reflected in the 2009-2014 Adopted CIP.

Asset Preservation: During 2002, the Executive undertook an assessment of the City's demands for major maintenance and facility improvement projects. This effort, which was an outgrowth of the City's update to its 2001 financial policies, was intended to develop an annual funding target for asset preservation investments (formerly referred to as "major maintenance") that would reflect an updated assessment of the City's capital infrastructure. The Asset Preservation Study found that, despite achieving targets recommended by the Citizens' Capital Investment Committee in 1994, the City still lagged behind industry-recommended levels of investment in asset preservation. The four General Government departments involved in the study (Fleets and Facilities, Library, Parks and Recreation, and Seattle Center) are responsible for about of 6.9 million square feet of building space, 2.6 million square feet of parking space, and 240 million square feet of grounds (primarily green space) and work yards. These assets have a replacement value of approximately \$5 billion. Assuming an annual asset preservation funding target of 1.0% of the replacement value for buildings and 0.5% of the replacement value for other assets, the City should be investing about \$44 million per year in asset preservation. These percentage targets are consistent with those used by other jurisdictions that were polled as part of this study's review of best practices.

In 2009, the City is spending nearly \$22 million from the CRS and approximately \$26 million overall on asset preservation of general government infrastructure, including rehabilitation or restoration projects in parks, libraries, civic buildings, and on the Seattle Center campus. In SDOT, about \$71 million is allocated to asset preservation of roads and bridges in 2009. In the 2009-2014 Adopted CIP, the City continues to fund projects in the Fleets and Facilities Department through space rent charges, as recommended by the 2002 Asset Preservation Study.

Historic Preservation: Seattle's commitment to historic preservation began with citizen efforts in the 1960s to block the demolition of several beloved buildings and adopted "Urban Renewal" plans that would have destroyed most of Pioneer Square and Pike Place Market. In 1970, the Seattle City Council secured Pioneer Square's survival with the City's first historic preservation district, and voters approved an initiative for the Pike Place Market historic district two years later. In 1973, the Seattle City Council adopted a Landmarks Preservation Ordinance to safeguard properties of historic and architectural significance around the City, and more than 375 buildings, sites, and objects have now been designated. The City of Seattle currently owns or maintains 58 designated Landmarks, ranging from libraries to park buildings to fire stations; more than 75 other City-owned properties may be eligible for Landmark status. The City's current policy is to consult with Landmarks Board staff when there are plans to alter or demolish a structure that is listed in the inventory of City-owned Historic Resources as potentially eligible for Landmark status, to determine whether it is necessary for the department that owns the building to prepare a nomination. If the facility is significant, the department would go through the landmark designation process in order to preserve the historic nature of the facility. Staff from Fleets and Facilities has worked with Landmarks Board staff in preparing and implementing the Fire Facilities and Emergency Response Levy; the Landmarks Board has designated eight stations as Historic Landmarks.

Sustainable Building Policy: In February 2000, the City Council adopted a Sustainable Building Policy for the City of Seattle (Resolution 30121). The policy is based on criteria given by the U.S. Green Building Council's LEED (Leadership in Energy and Environmental Design) rating system. All capital construction which falls under the Sustainable Building Policy (new or renovated facilities larger than 5,000 square feet) is expected to budget to meet the LEED "silver standard" or higher. Sustainable building uses materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.

Alignment with City of Seattle Comprehensive Plan: Development of the 2009-2014 Adopted CIP was informed by the City of Seattle's Comprehensive Plan, which had its required 10-year update in 2004.

Departments have taken special note of capital projects in neighborhoods targeted for substantial growth in the future or that have received substantial growth in the last few years. This effort is intended to make sure areas receiving growth have the appropriate physical infrastructure to accommodate such growth, while balancing the City’s other major maintenance needs of existing facilities, such as power distribution systems, pipes, community centers, swimming pools, libraries, and streets that are located throughout the City, not just in targeted growth areas.

Federal Regulatory Compliance: The City’s utilities have several facility projects in their Capital Improvement Programs to meet federal and state regulatory requirements. The City must abide by U.S. Endangered Species Act regulations, which are designed to assist in species recovery efforts. In response to the listing of mid-Puget Sound Chinook salmon under the Act, Seattle Public Utilities is implementing measures to facilitate fish passage near the Landsburg Diversion Dam on the Cedar River. Other projects include creating Cedar River downstream fish habitat, fish passage facilities, and protective fish screening to prevent salmon entrapment in the water supply system. City Light and Seattle Public Utilities are also acquiring salmon habitat in the Green/Duwamish, Cedar/Lake Washington, Skagit, and Snohomish watersheds as part of the City’s Early Action Plan.

Small and Economically-Disadvantaged Business Assistance: The City has taken steps to address contracting equity for small and economically-disadvantaged businesses, including minority- and women-owned businesses. Several City departments (Seattle Public Utilities, Seattle City Light, Seattle Department of Transportation, and Department of Executive Administration on behalf of General Fund departments) have contracts with the Contractor Development and Competitiveness Center (CDCC), which is managed by the Urban League of Metropolitan Seattle. The CDCC provides assistance to small construction firms, including minority- and women-owned businesses, in support of City public works projects. The CDCC provides these businesses with a bridge to resources available in the small business community for professional, managerial, and technical development.

Art and Design Funding for City Capital Projects

One Percent for Art Program: The One Percent for Art program, established by SMC Chapter 20.32, requires that one percent of eligible CIP project budgets be deposited in the Municipal Arts Fund for the commission, purchase, and installation of artworks throughout Seattle. The Office of Arts and Cultural Affairs (OACA) manages the One Percent for Art program and Municipal Art Fund. Public art projects funded through the One Percent for Art program are developed in the annual Municipal Art Plan (MAP), which is prepared by OACA. The MAP establishes the scope of work and budgets for new art projects and describes the status of ongoing public art projects.

Municipal Art Fund revenues from the One Percent for Art program can fluctuate significantly from year-to-year depending on changes in City capital investments. In 2009, the Municipal Art Fund is expected to receive approximately \$2.4 million from capital departments for the One Percent for Art program, as described below.

One Percent for Art Revenues	2007	2008		2009
	Actuals	Adopted	Revised	Adopted
City Light	1,226,773*	535,780	535,780	440,037
Seattle Public Utilities	1,514,772*	564,050	564,000	846,000
Fleets & Facilities	584,510	318,130	315,570	263,200
Library	22,063	0	0	0
Seattle Center	8,500	13,750	21,750	20,000
Parks & Recreation	125,320	211,390	157,340	121,240
Transportation	361,309	592,359	366,470	748,112
Totals	3,843,247	2,235,459	1,960,910	2,438,589

*Includes One Percent for Art from the utilities’ eligible 2004-2006 CIP projects.

Overview

In addition to the One Percent for Art revenues identified above, OACA receives \$185,000 in 2009 from the Cumulative Reserve Subfund for general maintenance and repair of all sited and portable artworks.

Design Commission: Established in 1968, the Seattle Design Commission advises the Mayor, City Council and appropriate City departments on both design and environmental aspects of the City's Capital Improvement Program. Commission members are Seattle citizens appointed by the Mayor for a renewable two-year term. Membership is comprised of two licensed architects, one professional fine artist, one youth member, one lay member; and at least one and no more than two from each of the following categories, for a maximum total of five: professional urban planner, professional environmental or urban designer, landscape architect, and licensed professional engineer. The Design Commission is fully funded with unrestricted funds from the Cumulative Reserve Subfund.

Projects eligible for review include any on- or above-grade structure including buildings and additions to buildings, bridges, park developments, street furniture, and all similar installations. The Commission reviews below-grade structures such as tunnels, arcades and underground passageways that are regularly visible to the public. Projects reviewed by the Commission must be financed in whole or in part with City funds, be on land belonging to the City or be subject to approval by the City. Commission involvement in capital improvement projects begins as early in the planning process as possible, starting with participation in the consultant selection process and continuing through the many stages of project development. This includes project reviews at the scope briefing or pre-design stage, conceptual design, schematic design, design development, and sometimes construction documents stages.

City Council Provisos to the CIP

City Council adopted the following capital budget provisos:

Seattle City Light

None of the money appropriated for 2009 for the City Light Department may be spent for pre-design or design work related to the North Downtown Substation Development project, CIP Project ID 7757, until authorized by future ordinance. The Council anticipates that such authority will not be granted until City Light presents a convincing case for the substation. This proviso does not restrict expenditures for the purchase of property for a substation, or for work in support of that purchase.

None of the money appropriated in 2009 for the City Light Department may be spent for work related to the North Downtown Network Services CIP project, Project ID 8405, or North Downtown System Network CIP project, Project ID 8404, until authorized by future ordinance. The Council anticipates that such authority will not be granted until City Light proposes rates for the existing University District and First Hill networks and for the proposed new network.

None of the money appropriated in 2009 for the City Light Department may be spent for the Citywide Undergrounding Initiative CIP project, Project ID 8403, until authorized by future ordinance. The Council anticipates that such authority will not be granted until City Light presents policies and criteria for the use of the funds that are acceptable to the Council.

None of the money appropriated in 2009 for the City Light Department may be spent on the Backup System Control Center Installation CIP project, Project ID 9213, until authorized by future ordinance. The Council anticipates that such authority will not be granted until City Light explains its plans for its Roy Street facility.

None of the money appropriated in 2009 for the City Light Department, and none of the appropriations carried forward from previous years by the Department, may be spent for the Roy Street Emergency Center Building Renovation CIP project, Project ID 9210.

None of the appropriations in 2009 for the City Light Department may be spent on the Mercer Corridor Relocations project, Project ID 8376, until authorized by future ordinance. The Council anticipates that such

authority will not be granted until City Light demonstrates that it has secured contributions from those customers requesting undergrounding."

Seattle Department of Transportation

No more than \$30,000,000 appropriated for 2009 for the Seattle Department of Transportation (SDOT)'s Major Projects Budget Control Level may be spent for the Mercer Corridor project (Mercer), Project ID: TC365500, until authorized by future ordinance. Additionally, none of the money appropriated in 2009 may be spent for Mercer construction until authorized by future ordinance. Council anticipates that such authority will not be granted until SDOT has provided the information outlined in Section 4 of Ordinance 122686 and until City Council has had the opportunity to evaluate (1) a revised financing plan and final environmental documentation for the Mercer Corridor project, Project ID TC365500; and (2) a revised financing plan for the Spokane St. Viaduct project, Project ID TC364800.

In addition to the restrictions imposed in Section 4(c) of the ordinance adopting a 2009 budget and elsewhere, none of the money appropriated for 2009, and none of the appropriations carried forward from a previous year, for the Seattle Department of Transportation's Major Projects BCL may be spent to implement any agreement with the Washington State Department of Transportation (WSDOT) for the South End component of the Alaskan Way Viaduct & Seawall Replacement Capital Improvement Program project (Project ID = TC366050) until authorized by future ordinance. The Council anticipates that such authorization will not be granted until it has reviewed pertinent proposed agreements with WSDOT pertaining to this project component and reviewed the status of the overall project.

In addition to the restrictions imposed in Section 4(c) of the ordinance adopting a 2009 budget and elsewhere, none of the money appropriated for 2009, and none of the appropriations carried forward from a previous year, for the Seattle Department of Transportation's Major Projects BCL may be spent to implement any agreement with the Washington State Department of Transportation (WSDOT) for the Central Waterfront component of the Alaskan Way Viaduct & Seawall Replacement Capital Improvement Program project (Project ID = TC366050), until authorized by future ordinance. The Council anticipates that such authorization will not be granted until it has reviewed pertinent proposed agreements with WSDOT pertaining to this project component and reviewed the status of the overall project.

In addition to the restrictions imposed in Section 4(c) of the ordinance adopting a 2009 budget and elsewhere, no more than \$25,000 appropriated for 2009, and none of the appropriations carried forward from a previous year, for the Seattle Department of Transportation's Major Projects BCL may be spent for the Central Waterfront Public Space Design (Design), a component of the Alaskan Way Viaduct & Seawall Replacement Capital Improvement Program project (Project ID = TC366050) until authorized by future ordinance. The Council anticipates that such authorization will not be granted until the Seattle Department of Transportation and the Department of Planning and Development have submitted a 2009 work program for the Design for adoption by Council resolution. The Design work program should include, but not be limited to: 1) focused public involvement with stakeholders from the prior public input process on the 2006 Central Waterfront Concept Plan, 2) check-in points with the Council for review of draft products, and 3) a timeframe for Council review and approval of final Design deliverables.

Of the appropriation for 2009 for the Seattle Department of Transportation's Mobility-Capital BCL, \$374,000 is appropriated (and of the amount endorsed for 2010, \$374,000 is expected to be appropriated) solely for the Neighborhood Traffic Control Program Capital Improvement Program project, Project ID TC323250, and may be spent for no other purpose.

Of the appropriation for 2009 for the Seattle Department of Transportation's Mobility-Capital BCL, \$1,500,000 is appropriated (and of the amount endorsed for 2010, \$500,000 is expected to be appropriated) solely for the Linden Avenue North Complete Streets Capital Improvement Program project (TC366930) and may be spent for no other purpose.