CITY OF

Seattle, Washington

2020-2025 Proposed Capital Improvement Program

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CITY OF SEATTLE

2020-2025 Proposed Capital Improvement Program

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City of Seattle
2020-2025 Proposed
Capital Improvement Program

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Reader’s Guide to the 2020-2025 Proposed Capital Improvement Program

The City of Seattle’s 2020-2025 Proposed Capital Improvement Program (CIP) includes an introduction, departmental sections, appendix, an index, and a glossary. The introduction provides information on the CIP, allocations, funding sources for capital projects, significant initiatives, support for neighborhoods and neighborhood plan projects, and policies guiding the City’s capital investments.

Departmental sections comprise most of the CIP document and contain detailed information on approximately 628 projects. The following departments have sections in this book: Seattle Parks and Recreation, Seattle Center, Seattle Public Library, Seattle Department of Transportation, Seattle City Light, Seattle Public Utilities (divided into four sections: Drainage and Wastewater, Solid Waste, Technology Projects, and Water), Seattle Information Technology, and Finance and Administrative Services. Appendix A lists new or expanded capital facilities as required by the Growth Management Act. Appendix B lists all projects that will exceed $5 million with their 2020 appropriation as required by Resolution 31203. Appendix C is a REET II funding report as required by RCW 82.46.035.

Reading CIP Project Pages

CIP project pages, located in the departmental sections of the CIP, provide the most detailed information about a project. The project pages contain the following information:

**Project Type:** Projects will have one of three project types: Discrete, Ongoing, or Debt Service. Discrete projects are those with a distinct start and end date and build an individual asset. Ongoing CIP projects are departmental CIP programs that build or maintain a group of similar assets. Debt Service projects show the dedicated funding stream to pay the debt service for a project or group of projects.

**Project No.:** Unique number identifying a project in the City’s automated financial management system.

**Start/End Date:** Estimated Start and End year of a discrete project. Projects without a determined start or end date may show as “TBD” or “On Hold.” Projects categorized as “Ongoing” in the Project Type field are programmatic and continue year after year, therefore they do not display a Start/End Date.

**BCL (Budget Control Level)/Program Code, BCL/Program Name:** A grouping of similar projects into department-specific programs. Also reflects the level at which expenditures are controlled to meet state budget law provisions.

**Current Project Stage:** The current stage of a discrete CIP project during budget planning (August of the budget development year).

  
  **Stage 1—Pre-project Development:** All master planning, asset planning, and needs identification. Rough order of magnitude cost estimate\(^1\) for CIP budget established at the end of Stage 1.

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\(^1\) The City’s budget ordinance requires that a project be assigned a CIP ID number before spending may occur on a project. As a result, Stage 1 project cost estimates/budgets are “Rough Order of Magnitude” estimates based on previously constructed projects or high-level cost estimates which use generic assumptions. Departments refine cost estimates at the end of Stage 2.
Stage 2—Initiation, Project Definition & Planning: Define project and create Project Management Plan (or pre-design package) which sets the project baseline (scope, schedule and budget) from which a department measures variance.

Stage 3—Design: 30%-100% design work.

Stage 4—Procurement/Bid: Advertisement, bid review, bid award, and Notice to Proceed.

Stage 5—Construction: All construction activities. (Note: The term Execution is used for Seattle Information Technology).

Stage 6—Closeout: Final project closeout items, includes financial closeout.

Project Category: Projects are identified as New Facilities, Improvements to Existing Facilities, or Rehabilitation or Restoration of Existing Facilities. Technology projects, or those that do not fit into the categories above, are identified as New Investments.

Location: Street address, intersection, or general location of a project. If a project has multiple location entries, only one project location entry is included in the CIP.

Neighborhood District: The City is divided into 13 neighborhood districts. This field indicates in which (if any) neighborhood district(s), a project is located. Some projects are located in more than one neighborhood district or outside the city and are noted as such.

Council District: The City is divided into seven Council districts. This field indicates in which (if any) council district(s), a project is located. Some projects are located in more than one council district or outside the city and are noted as such.

Total Project Cost: The expected total project cost estimate of a Discrete project. The Total Project Cost includes any “out year” spending (spending outside the current six-year CIP).

Urban Village: This field indicates whether a project is located in an Urban Village, a designated geographic area expected to accommodate future population and job growth, as defined by the Comprehensive Plan’s growth management strategy.

Project Description: Information about the purpose, scope, and history of the project.

Resources: The Resources are sources of money supporting a particular project such as grants, private donations, debt, Real Estate Excise Taxes, etc. The Resources Table lists the project’s revenue sources, life-to-date (LTD) expenditures through the prior year; the current year revised budget (including Adopted Budget, carry-forward balances, abandonments, and supplemental appropriations); proposed appropriations; and estimated appropriation requests for the remaining five years of the CIP period.

Fund Appropriations/Allocations: This table lists the appropriating funds which are those funds through which the department has legal appropriation authority by year. Note that this level of detail on the project pages is for information only. The City appropriates funds at the Budget Control Level.
Unsecured Funding: The “Unsecured Funding” table shows the portion of the project cost that does not have committed funding from both internal and external sources. The “Unsecured Funding Strategy” discusses the department’s plan to secure funding for that portion of the project.

O&M Costs (Savings): Description of estimated increases or decreases in operations and maintenance costs as a result of a capital project. “NA” denotes that operations and maintenance costs are not calculated.
Capital Improvement Program

Overview
Capital Improvement Program Purpose

The Capital Improvement Program (CIP) is a six-year financial planning tool that identifies future capital investments and potential strategies for funding those investments. The CIP also satisfies various requirements of cities planning under the Growth Management Act.

Background

The City of Seattle owns and operates a variety of physical assets, ranging from community parks, roadways, bridges, office buildings, libraries, open space, fire stations, maintenance yards, facilities at Seattle Center, and more. The City must properly maintain these assets in order to ensure they are safe, lasting, and provide a welcoming and usable space to serve their intended purposes. The City's utility infrastructure is also included in the CIP, including electric, solid waste, water and wastewater utility assets. The City's capital infrastructure supports City operations, direct public services and programs, and in some cases, provides direct public benefits themselves.

Every year during the annual budget process, the City adopts a six-year CIP, which outlines anticipated investments over that timeframe. The 2020-2025 Proposed CIP totals $7.2 billion over six years, with approximately $1.4 billion of that amount designated for the 2020 budget year.

Capital Planning Policies

The City has historically based capital planning efforts on a set of criteria that help set priorities among potential capital programs. Resolution 31203, adopted in June 2010, set out the following policies to guide the City’s capital spending:

- preserve and maintain existing capital assets;
- support the goals of the City’s plans;
- support economic development;
- consider external funding possibilities;
- consider revenue-generating possibilities;
- seek regional funding for regional projects;
- pursue cost-saving commitments; and,
- pursue conservation and sustainability investments.

Additional specific considerations include:
- compliance with regulatory requirements;
- coordination between departments and with other jurisdictions; and
- public safety and health.

Capital Subcabinet

The Capital Subcabinet is one of several subcabinets established by Mayor Durkan. The Subcabinet’s function is to serve as a coordinated decision-making body whose goal is to guide the planning and implementation of infrastructure investments and address related non-infrastructure issues to ensure that the City delivers high-quality capital projects on scope, schedule and budget. The Directors of the Office of Planning and Community Development (OPCD) and the City Budget Office (CBO) co-chair the Capital Subcabinet. Membership is comprised of directors from key capital departments as well as other
non-capital departments who focus on outreach, economic, environmental, and race and social justice issues. Member departments include Seattle City Light (SCL), Seattle Public Utilities (SPU), Seattle Department of Transportation (SDOT), Seattle Department of Construction and Inspections (SDCI), Department of Neighborhoods (DON), Office of Economic Development (OED), Department of Finance and Administrative Services (FAS), Department of Parks and Recreation (DPR), and Office of Housing (OH). It also includes participation by other departments to address environmental and race and social justice issues.

Project Cost Estimate Review and Validation Process
The 2020-2025 Proposed CIP includes two projects that implement a new approach to early cost estimating: Northlake Retaining Wall (SDOT) and Elevator Rehabilitation and Replacement (FAS). The process was developed in 2019 through the work of the Capital Subcabinet. This is a new approach to budgeting projects in early stages of development and will provide Council and the public with a better understanding of the unknowns associated with each of the project.

The key elements to the process are:
- Discrete projects with an initial rough order of magnitude total project cost estimate over $10 million will communicate a range of possible costs in the CIP rather than an exact dollar estimate.
- Departments will appropriate the estimated cost to reach 100% design and communicate a midrange “Financial Planning Estimate” for six-year financial planning purposes.
- At the 30% design milestone, the project will be baselined and a total project cost and project schedule will be agreed to. During the next budget cycle (or other Council action) the department will budget the full total project cost in the CIP.
- If the baseline total project cost estimate is under $50 million the project will proceed through capital project delivery process according to current practice.
- If the 30% baseline total project cost is over $50 million, the department will initiate a third-party review of the project cost. The department will bring the results of the third-party cost estimate review to the Capital Subcabinet to determine the next steps.

The Cost Estimate Review and Validation process will be adjusted according to the results of the pilot projects.

Capital Program Funding

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 fees), intergovernmental revenues (including state and federal grants), private funding (franchise utilities, philanthropy) and debt issuance. These traditional sources continue to provide the majority of funding for capital facility investments. The City’s level of capital investment is based on the mix and amount of financial resources available to the City.

Debt Financing

The City uses multiple forms of debt to finance large capital projects such as Limited Tax General Obligation Bonds (LTGO) also known as councilmanic bonds, Unlimited Tax General Obligation Bonds (UTGO) or voter-approved bonds, and revenue bonds. Unlike pay-as-you-go sources of funding, the issuance of debt requires revenues in future years to repay the principal and interest expenses. Councilmanic debt is a common financing tool used by the City, but those obligations must be repaid
from the same set of limited resources including Real Estate Excise Tax (REET), commercial parking tax (CPT) and General Fund revenues. See the “City Bond Issuance and Debt Service” in the Introduction section of the 2020 Proposed Budget for more information on debt financing.

Public Utility Funding
Both Seattle City Light and Seattle Public Utilities fund utility projects with revenues from utility rates. Each utility has adopted financial policies that determine what share of their capital investments are funded through cash, and what share from debt. These policies are designed to balance the portion of current investments that are paid by today’s ratepayers, versus future ratepayers who will also benefit from long-term capital investments.

Real Estate Excise Tax (REET)
Funding of the City’s general government capital program is highly dependent on revenue from REET. REET is a volatile revenue source that tracks closely to local economic activity. An active residential market combined with continued strength in commercial activity has led to robust REET revenues over the past several years.

Although REET revenues in recent years have been following a relatively stable trend, large and sudden fluctuations in this revenue source make it difficult to depend upon for ongoing capital needs. The current REET forecast shows continued growth in 2019 but leveling off in 2020 which may be an indicator of a pending decline. For this precise reason, the City maintains a reserve of REET funds to help offset fluctuations in revenue. The City dipped into this reserve in 2010, but through careful management of capital spending, the City was able to replenish the $10 million target reserve level by the end of 2014. Maintaining this reserve is critical to ensure the City has sufficient funding to support core asset preservation work in the event of a future economic downturn.

Taking advantage of a state law change in 2019 (HB 1219), the Mayor’s 2020 Proposed budget will dedicate a portion of Real Estate Excise Tax (REET) revenues to support additional capital investments in new affordable housing. Starting in 2021, the City will provide $5 million per year for a total of $25 million over five years for this effort. Per City policy, REET revenues are generally targeted toward spending on the long-term maintenance of City facilities. While additional funding for affordable housing is clear a priority for the City, ongoing investments in our existing facilities is necessary to support the provision of other City services and to avoid costly projects that result from the neglect and deferred maintenance. The budget strikes a balance between these competing uses of REET revenues.

Seattle’s Recent History – Major Voter-Approved Levies and Capital Projects
In addition to reliance upon general tax sources, Seattle undertook several major capital projects during the last two decades using voter-approved funds and councilmanic debt. Voter-approved capital projects include improvements to Seattle Center and construction of new or expanded community centers and parks, new or remodeled downtown and branch libraries, new or remodeled fire facilities, parks improvements, and replacement of the Elliott Bay Seawall. The following is a list recent levies that are still actively funding projects:

- The Move Seattle Transportation Levy: The Move Seattle Levy, a nine-year $930 million levy was approved by voters in 2015. The proposed budget appropriates $140 million in 2020. Levy proceeds will be used to support safe routes, congestion relief, and maintenance and repairs of the City’s bridges and arterial roadways. A major financing strategy in the Move Seattle Levy is
the dependence on partnerships—leveraging external resources such as state and federal grants to accomplish transportation projects such as the S. Lander Street Grade Separation project.

- **Seattle Park District:** The passage of the Park District is the culmination of the Parks Legacy Plan project, led by the Parks Legacy Plan Citizens’ Advisory Committee. The goal of the Park District is to provide long term, stable funding to support recreation programing, parks projects and the critical needs for investment in major and ongoing maintenance. In 2016, the Parks District began collecting property tax revenue, accumulating the first year of full funding for Park District projects. The Park District will provide over $25 million in 2020 for major maintenance and capital projects.

- **The 2012 Central Seawall Excess Levy:** A 30-year, $290 million bond levy provided a portion of the funding needed to construct Phase 1 of the Elliott Bay Seawall Project (from Washington Street to Virginia Street) and funds reconstruction of one of the public piers (Pier 62/63 and Waterfront Park). The final elements of the Seawall project will be complete in late 2019 or early 2020 as part of the Pier 62/63 replacement project.

- **The 2019 Library Levy:** A seven-year, $123 million levy to support, maintain and improve core Library services. Included as part of the levy were resources for the preservation and maintenance of library facilities. The City Librarian and the Library Board of Trustees prepare annual progress reports that show how levy proceeds have been used each year. The levy provides an average of $3.1 million annually for major maintenance and asset preservation projects; including maintenance necessary for building components such as roofs, floors, finishes, HVAC and mechanical systems. The levy also includes funding for earthquake retrofits at three Carnegie branches.

- **The 2008 Parks and Green Spaces Levy:** A six-year, $146 million levy to acquire, develop, or restore, existing or new, parks, recreation facilities, cultural facilities, green spaces, playfields, trails, community gardens, and shoreline areas. This levy expired at the end of 2014, but a new source of voter-approved revenue—the Seattle Park District—is now providing on-going funding to help address major maintenance needs, as well as park development, at the Department of Parks and Recreation (Parks). As of the beginning of 2019, the 2008 Parks and Green Spaces Levy Fund carried a balance of $17 million. Parks will continue to spend down existing budget authority on project identified in the Levy throughout the biennium.

**Funding Dynamics for Significant Future Capital Projects**

Given general resource funding challenges, the City will continue to rely on mix of general government resources and voter-approved funding packages to complete major capital projects and to secure needed funding for basic asset preservation. The City has identified several major priority areas for which significant capital investments will be needed. The following sections describe these priority areas at a high level.

**Public Safety Facilities**

Planning for the future of Seattle’s public safety facilities is critical to maintaining the high level of service expected of Seattle Fire Department (SFD) and Seattle Police Department (SPD). Both departments have a number of large capital facility needs, such as a new Fire Station Headquarters and neighborhood precinct projects that will accommodate anticipated police staffing growth. In addition to
maintenance and renovation work at existing facilities this CIP provides funding for a larger project to support more comprehensive improvements to facility needs in north Seattle. In addition to these investments there are ongoing maintenance projects, including work at Fire Station 31, which are essential to ensure the ongoing operations of both SFD and SPD.

**Transportation**
The City’s existing transportation network faces an extensive backlog of major maintenance. Current funding is insufficient to maintain the City’s road, bridges, signs, etc. In addition, through a series of long-term planning efforts the City has completed “Master Plans” that identify large potential investments in a transit network, bicycle facilities, freight projects and pedestrian-oriented infrastructure. The $930 million Move Seattle Levy will address critical transportation programs such as safe routes, relief of congested roadways and maintenance and repair programs.

**Waterfront**
The City has developed a comprehensive plan for the improvement of Seattle’s central waterfront. The removal of the Alaskan Way Viaduct provides an opportunity to reconnect the City to the waterfront and develop new open space to support the growth and economic development of central Seattle. There are five main capital projects encompassed in the Waterfront program for a total of $726 million (not including utility costs).

**Projects**
The largest project—the Alaskan Way Main Corridor project—will construct a new surface street and an adjoining pedestrian promenade, providing access to the waterfront from Pioneer Square to Belltown. The Overlook Walk and East-West Connections project constructs the Overlook Walk, a new accessible connection between the Pike Place Market and the waterfront, and improvements to east-west streets connecting the waterfront and the rest of downtown Seattle. The program also includes projects to reconstruct parks located on piers along the waterfront (Waterfront Park and Pier 62/63 Park), expand the Seattle Aquarium and expand the Pike Place Market.

**Funding**
The 2020-2025 Proposed CIP identifies a mix of resources to fund these projects and other elements of the overall Waterfront redevelopment. In addition to general government resources in the form of REET, commercial parking tax, and general fund-supported debt, the funding plan calls for significant contributions from a Local Improvement District (LID), philanthropy, and WSDOT. The LID provides that property owners who benefit from the project pay a share of its cost. LID formation was approved in 2019 and will provide $160 million of funding for the waterfront improvements.

**Protecting and Creating Opportunities for Workers**
The City considers not only what capital projects to fund, but also how to deliver them and achieve broader goals for fairness, equity and opportunity in the community. The Department of Finance and Administrative Services (FAS) leads several policy initiatives to ensure social responsibility and equity in the spending of City capital dollars.

**Fair and equitable treatment of workers:** FAS monitors and enforces fair and equitable treatment of workers in City construction contracts. In 2013, FAS increased its monitoring and enforcement of wage and labor conditions on City-contracted construction projects, including Office of Housing-financed
projects. The 2019 Adopted Budget provided funding to allow FAS to continue this program, including compliance monitoring for wage and labor violations for projects considered high-risk. It also includes funding to support the Acceptable Worksite program, which trains, teaches and enforces anti-harassment and anti-bullying interventions on City-funded construction projects.

Reduce barriers to construction jobs: The City’s own spending on major capital investments can help drive employment within the local economy. Construction jobs and related positions offer living-wage jobs that can support individuals and families. The City’s Priority Hire program provides training and opportunities for City residents to work on City-funded capital projects. For major capital projects, City contractors enter into Community Workforce Agreements that are intended to increase employment for women, people of color and those living in economically distressed areas of the City.

Women and Minority Owned Business (WMBE): The City continues to successfully address contracting equity for minority- and women- owned businesses. In 2011, FAS implemented a Citywide requirement on all public work bids and contracts above $300,000 called the “Public Works WMBE Inclusion Plan” that continues to effectively encourage and enforce commitments by contractors to use WMBE firms. In 2014, FAS launched prompt pay initiatives which our WMBE firms report as very significant and meaningful for their business cash flow. The 2020 Proposed Budget maintains funding added in the 2019 Adopted Budget for FAS to procure technical assistance services for firms interested in doing business with the City, specifically requiring the selected organization to focus assistance to WMBE firms. The objective is to provide WMBE firms with business and technical guidance that helps them compete more successfully for public projects, including better equipping them to participate on Priority Hire projects.

2020-2025 Proposed Capital Improvement Program Summary

The 2020-2025 Proposed CIP totals $7.2 billion for six years and includes approximately 532 projects. Approximately $4.5 billion of the six-year total, or 62%, are utility projects managed by Seattle City Light (SCL) and Seattle Public Utilities (SPU), and mostly funded by utility rates. The Seattle Department of Transportation’s CIP totals $1.86 billion (26%) over the six-year period, while the remaining departments (Parks and Recreation, Finance and Administrative Services, Seattle Center, Seattle Public Library, and Seattle Information Technology Department) account for approximately $899 million, or 12%, of the six-year CIP.

1 The project total includes all projects with a CIP Project Page in the 2020-2025 Proposed CIP.
## Overview

### 2020-2025 Proposed CIP by Department (000s)

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Finance and Admin Services</td>
<td>35,355</td>
<td>34,586</td>
<td>33,129</td>
<td>179,791</td>
<td>212,919</td>
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<tr>
<td>Information Technology</td>
<td>36,982</td>
<td>34,354</td>
<td>32,734</td>
<td>79,195</td>
<td>111,928</td>
</tr>
<tr>
<td>Parks and Recreation</td>
<td>74,631</td>
<td>82,500</td>
<td>87,308</td>
<td>381,893</td>
<td>469,202</td>
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<td>Seattle Center</td>
<td>13,429</td>
<td>11,059</td>
<td>11,585</td>
<td>52,012</td>
<td>63,597</td>
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<td>Seattle Public Library</td>
<td>3,221</td>
<td>578</td>
<td>4,768</td>
<td>36,304</td>
<td>41,072</td>
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<td>Seattle Dept of Transportation</td>
<td>344,283</td>
<td>406,274</td>
<td>404,626</td>
<td>1,452,839</td>
<td>1,857,465</td>
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<tr>
<td><strong>Subtotal</strong></td>
<td>507,901</td>
<td>569,351</td>
<td>574,149</td>
<td>2,182,034</td>
<td>2,756,183</td>
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<tr>
<td>City-owned Utilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seattle City Light</td>
<td>351,394</td>
<td>368,210</td>
<td>378,049</td>
<td>1,869,315</td>
<td>2,247,364</td>
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<tr>
<td>SPU - Drainage &amp; Wastewater</td>
<td>229,472</td>
<td>305,983</td>
<td>270,026</td>
<td>1,180,922</td>
<td>1,450,949</td>
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<tr>
<td>SPU - Solid Waste</td>
<td>6,432</td>
<td>24,894</td>
<td>30,859</td>
<td>63,648</td>
<td>94,507</td>
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<td>SPU - Water</td>
<td>111,452</td>
<td>97,933</td>
<td>115,527</td>
<td>567,280</td>
<td>682,807</td>
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<tr>
<td>SPU - Technology*</td>
<td>12,873</td>
<td>11,200</td>
<td></td>
<td></td>
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<tr>
<td><strong>Subtotal</strong></td>
<td>711,623</td>
<td>808,220</td>
<td>794,461</td>
<td>3,681,166</td>
<td>4,475,627</td>
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<td><strong>City Total</strong></td>
<td>1,219,525</td>
<td>1,377,571</td>
<td>1,368,611</td>
<td>5,863,199</td>
<td>7,231,810</td>
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</tbody>
</table>

Note: 2019 Adopted totals are based on the 2019-2024 Adopted CIP. Not all funds above are appropriated; see the 2020 Proposed Budget for a list of capital appropriations by department.

*SPU – Technology projects are now included in 2020-2025 Proposed totals for three SPU funds.

### 2020 Proposed by Department - $1,369 Million

![Pie chart showing the distribution of the proposed budget by department.](image-url)
Overview

The table below identifies funding sources for the 2020-2025 Proposed CIP by Revenue Source Group:

### 2020-2025 Proposed CIP Revenues (000s)

<table>
<thead>
<tr>
<th></th>
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<th></th>
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</thead>
<tbody>
<tr>
<td>Bond Financed</td>
<td>48,106</td>
<td>86,642</td>
<td>51,063</td>
<td>207,127</td>
</tr>
<tr>
<td>Federal Funds</td>
<td>34,791</td>
<td>64,310</td>
<td>57,634</td>
<td>69,423</td>
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<tr>
<td>King County Funding</td>
<td>19,548</td>
<td>39,529</td>
<td>53,850</td>
<td>138,106</td>
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<tr>
<td>Other City Funds</td>
<td>79,973</td>
<td>51,763</td>
<td>66,100</td>
<td>259,487</td>
</tr>
<tr>
<td>Other Local Government</td>
<td>10,253</td>
<td>5,569</td>
<td>12,975</td>
<td>24,903</td>
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<tr>
<td>Private Funding</td>
<td>6,689</td>
<td>23,327</td>
<td>17,965</td>
<td>116,147</td>
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<tr>
<td>Real Estate Excise Tax</td>
<td>84,131</td>
<td>86,051</td>
<td>90,815</td>
<td>404,397</td>
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<td>State Funding</td>
<td>59,540</td>
<td>92,962</td>
<td>96,943</td>
<td>92,090</td>
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<td>Utility Funding</td>
<td>709,294</td>
<td>789,475</td>
<td>761,700</td>
<td>3,623,274</td>
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<tr>
<td>Voter-approved Funds (Seattle and King Co.)</td>
<td>167,200</td>
<td>137,943</td>
<td>159,567</td>
<td>559,455</td>
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<tr>
<td>To Be Determined</td>
<td>-</td>
<td>-</td>
<td>368,789</td>
<td></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>1,219,525</strong></td>
<td><strong>1,377,571</strong></td>
<td><strong>1,368,611</strong></td>
<td><strong>5,863,199</strong></td>
</tr>
</tbody>
</table>

### 2020 Proposed CIP by Revenue Source - $1,369 million

![Pie chart showing revenue sources]

**Asset Preservation**

A 2002 Asset Preservation Study found that, despite achieving targets recommended by the 1994 Citizens’ Capital Investment Committee, the City still lagged behind industry-recommended levels of investment in asset preservation. The four general government departments involved in the study (Finance and Administrative Services, Library, Parks and Recreation, and Seattle Center) are responsible...
Overview

for approximately 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 $58 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.

For 2020, the City will spend a total of $55 million from the two Real Estate Excise Tax Funds and an additional $45 million from various other resources on asset preservation for general government infrastructure in parks, libraries, civic buildings, and on the Seattle Center campus. Space rent charges continue to fund projects in the Department of Finance and Administrative Services as recommended by the 2002 Asset Preservation Study. The Department of Transportation will spend an additional $11 million of REET resources and $104 million of other transportation resources on infrastructure asset preservation during the 2020 budget period.

Cumulative Reserve Fund

The Cumulative Reserve Fund (CRF) is a significant source of ongoing local funding to support capital projects in general government departments. Real Estate Excise Taxes (REET) supports the majority of CRF spending.

The table below shows department allocations from CRF along with other special programs, including debt service payments, support for the Design Commission, and the City’s Tenant Relocation Assistance Program. Further explanations of these special programs can be found in the 2020 Proposed Budget.

<table>
<thead>
<tr>
<th>Department (in Thousands)</th>
<th>2019 Adopted</th>
<th>2020 Endorsed</th>
<th>2020 Proposed</th>
</tr>
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<tbody>
<tr>
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<td>10,015</td>
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<tr>
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<tr>
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<td><strong>Total</strong></td>
<td>$91,091</td>
<td>$91,908</td>
<td>$101,511</td>
</tr>
</tbody>
</table>

* Not all REET is appropriated out of the CIP
**Represents debt service on capital projects and funding for anticipated projects not yet reflected in the Capital Improvement Program (CIP)
Overview

**Neighborhood Projects**

As the City adapts to the impacts of unprecedented growth, and plans for yet further development, a focus on the livability of neighborhoods is essential. The 2020-2025 Proposed CIP reflects this focus, and as highlighted below, supports neighborhood-scale capital investments in several different ways.

**Neighborhood Parks and Street Fund – Your Voice, Your Choice**

Beginning in 1999, the City set aside approximately $1 million per year from the Cumulative Reserve Fund (CRF) for major maintenance projects identified through neighborhood outreach. That amount was increased to $2 million of CRF resources in 2017 as part of the City’s commitment to neighborhoods. These neighborhood projects are identified and prioritized through participatory budgeting—a new process called “Your Voice, Your Choice” initiated by the Department of Neighborhoods in 2017. The project selection process was still ongoing at the time the 2020 budget was developed. Once the selection process is completed a list of selected projects can be found on the [Your Voice, Your Choice](#) website.

**Neighborhood Matching Fund**

The 2020 Proposed Budget maintains funding to Neighborhood Matching Fund (NMF) grant programs. A number of CIP projects, particularly in the Department of Parks and Recreation, include funding from NMF.

The City created the NMF in 1988 to provide funding to Seattle neighborhood groups and organizations for a broad array of neighborhood-initiated improvement, organizing, or planning projects. Many of these projects also support citywide initiatives such as Race and Social Justice, Youth Violence Prevention, Environment and Sustainability, and Neighborhood Planning. Awards range from a few thousand dollars (Small Sparks projects are up to $5,000, and the Community Partnership Fund projects range from $5,001 to $25,000), and NMF funds can cover all phases of a capital project except property acquisition. The NMF program requires a 1:2 match for capital projects, which means all awards leverage other private and public contributions. Matches consist of volunteer labor, donated materials, professional services, or money. The Department of Neighborhoods administers the granting process.

**Art and Design Funding for City Capital Projects - 1% for Art Program**

The 1% for Art program, established by Seattle Municipal Code Chapter 20.32, requires the City deposit 1% of eligible CIP project budgets in the Municipal Arts Fund for the commission, purchase and installation of artworks throughout Seattle. The Office of Arts and Culture (ARTS) manages the 1% for Art program and the Municipal Art Fund. ARTS establishes the scope of work and budgets for new art projects and describes the status of ongoing public art projects in an annual [Municipal Art Plan (MAP)](#).

Municipal Art Fund revenues from the 1% for Art program can fluctuate significantly from year-to-year depending on changes in City capital investments. In 2020, the Municipal Art Fund is expected to receive approximately $4.9 million from capital departments for the 1% for Art program, as described below. Actual 2020 receipts may vary because of project timing, City Council changes to the proposed CIP, expenditures, and prior year credits.
<table>
<thead>
<tr>
<th>1% for Art Revenues (Estimated)</th>
<th>2020 Proposed</th>
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</thead>
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<tr>
<td>City Light</td>
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<tr>
<td>Seattle Public Utilities</td>
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<tr>
<td>Seattle Center</td>
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<tr>
<td>Parks &amp; Recreation</td>
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<tr>
<td>Transportation</td>
<td>$2,158,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$4,890,000</strong></td>
</tr>
</tbody>
</table>

**Design Commission**

Established in 1968, the Seattle Design Commission advises the Mayor, the City Council and appropriate City departments on design and environmental aspects of the City’s CIP. Commission members are appointed by the Mayor for a renewable two-year term. Membership is comprised of two licensed architects, one professional fine artist, one appointee from the Get Engaged program, 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 funds from the Cumulative Reserve Fund.

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.

**Background of Capital Improvement Program Policy Drivers**

As described above, 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 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 some of these key policies.

**Sustainable Building Policy**

In February 2000, the City Council adopted a Sustainable Building Policy for the City of Seattle (Resolution 30121) which articulated the City’s commitment to environmental, economic and social stewardship and set the expectation that new municipal facilities meet established green building standards. Specifically, it called for all new construction and major remodel projects over 5,000 square feet to achieve a LEED Silver rating. When adopted, this policy was the first of its kind in the nation and represented a groundbreaking approach to demonstrating City leadership and transforming the marketplace.
Since 2000, the green building community has experienced exceptional growth in expertise and capacity. Recognizing this change, in 2011 the City passed an updated Sustainable Building Policy (Resolution 31326). The update represents a comprehensive approach that reflects advances in the green building industry, aligns the policy with the City’s increased attention to climate change, addresses a greater range of project types, and ensures that Seattle continues to provide leadership that advances sustainable development in both the public and private sectors. The updated polices include the following requirements.

- For new construction, additions and major renovation projects 5,000 square feet or greater
  - The minimum required green building rating is LEED Gold.
  - There are minimum requirements for energy and water efficiency, construction waste reductions, and bicycle amenities.
- For tenant improvement projects 5,000 square feet or greater, where the scope includes mechanical, electrical, and plumbing:
  - The minimum required green building rating is LEED Gold.
  - There are minimum requirements for water efficiency and construction waste reductions.
- Completion of a Capital Green checklist is required for projects smaller than 5,000 square feet or those otherwise not eligible for a LEED rating.
- City departments are encouraged to test new approaches and standards, such as the Living Building Challenge and the Sustainable Sites Initiative.
- Annual reporting of performance under the policy is required by March 31st of each year.

Additionally, the resolution directs City departments to evaluate and improve existing standards and processes that relate to tenant improvements, leasing, and site management.

**City of Seattle Comprehensive Plan**

The Comprehensive Plan is a 20-year vision and roadmap for Seattle’s future. The plan guides City decisions on where to build new jobs and houses, how to improve our transportation system, and where to make capital investments such as utilities, sidewalks, and libraries. The Plan is the framework for most of Seattle’s big-picture decisions on how to grow while preserving and improving our neighborhoods. The update of the City’s Comprehensive Plan “Seattle 2035” was passed by the City in October 2016. The City will begin an update to its Comprehensive Plan in 2020.

The Comprehensive Plan helped inform the development of the 2020-2025 Proposed CIP as 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 major maintenance 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 and State Regulatory Requirements**

The City’s utilities have several facility projects in their Capital Improvement Programs to meet federal and state regulatory requirements. The City of Seattle must abide by the City’s two National Pollutant Discharge Elimination System (NPDES) permits, one for storm water and one for combined sewer.
system. The City is required, for example, to invest hundreds of millions of dollars in the combined sewer/storm water system over the next several years to control the number of combined sewer overflows (CSOs) into receiving bodies of water, including Lake Washington and Puget Sound. City Council recently approved a CSO Consent Decree with the Environmental Protection Agency (EPA) and the Department of Ecology (DOE). This Consent Decree outlines how the City will become compliant with EPA and DOE regulatory requirements regarding sewage releases from the city conveyance system.

City Light operates its hydroelectric dams and powerhouses under licenses from the Federal Energy Regulatory Commission. Licenses include Settlement Agreements that require City Light to perform mitigation and public benefit activities. City Light is currently completing Skagit Mitigation; is well under way with Boundary Relicensing; and began Skagit Relicensing in 2019. To meet North American Electric Reliability Corporation (NERC) security standards, City Light is proposing substation and hydro facility improvements such as access cards, fencing, camera coverage, and vehicle and pedestrian gates.

City Light also complies with a wide range of permitting requirements and environmental regulations. Examples include the mitigation of soil contamination at former substations, and ongoing environmental mitigation in the Endangered Species Act project. Street-use permits and regulations are a major part of City Light projects that expand and repair the electric distribution system.

**Endangered Species Compliance**

The Cedar River Watershed Habitat Conservation Plan (HCP) is a 50-year, ecosystem-based plan that was prepared to address the declining populations of salmon, steelhead and other species of fish and wildlife in the Cedar River basin. The HCP was prepared under the Endangered Species Act and is designed both to provide certainty for the City of Seattle's drinking water supply and to protect and restore habitats of 83 species of fish and wildlife that may be affected by the City of Seattle's water supply and hydroelectric operations on the Cedar River. Seattle Public Utilities is continuing to implement its commitments under the HCP, which include downstream habitat protection and restoration, upland forest restoration, logging road decommissioning, and ongoing monitoring. City Light is also acquiring salmon habitat in the Green/Duwamish, Skagit, and Snohomish watersheds.

**Americans with Disabilities Act**

The United States Department of Justice (DOJ) conducted an audit of select City of Seattle facilities, practices and procedures, in order to assess City compliance with the Americans with Disabilities Act (ADA), and reported its findings to the City. While the City is largely in compliance, there are some elements within facilities that the DOJ has requested that the City update or alter to improve accessibility for individuals with disabilities. The City is working on an update to its ADA Transition Plan that will guide the development of a long-term strategy that manages the City’s most critical public-facing ADA deficiencies first and maximizes accessibility to the greatest extent possible.

A project manager added in 2011 will continue to coordinate and oversee implementation of ADA improvements in certain City facilities, determine and report compliance to DOJ, and review and modify as needed the facilities design and construction process with regard to the ADA. The City is in the process of moving towards a new approach to ADA improvements in which these improvements are included in ongoing maintenance and other remodeling work.

In order to provide additional proactive monitoring of compliance with ADA standards for new capital projects, in 2013 the City added additional staff dedicated to monitoring ADA compliance of new projects. An additional position was added in 2014 to the Department of Parks and Recreation,
dedicated to ADA compliance coordination, and in 2015 the Seattle Department of Transportation added one strategic advisor and funding for an ADA transition plan to ensure curb ramp compliance. The 2020 budget includes funding for two additional curb ramp inspectors in SDOT to ensure ramps are constructed correctly to ADA standards.

**Historic Preservation**

Seattle's commitment to historic preservation began with citizen efforts in the 1960s to block the demolition of two of Seattle's oldest neighborhoods—Pike Place Market and Pioneer Square. Both neighborhoods were threatened with proposals that would have irreversibly changed the character of the districts. The Pike Place Market was faced with an Urban Renewal Plan that would have demolished it, while Pioneer Square was threatened with a major roadway project. In 1970, the City Council created the Pioneer Square Preservation District, Seattle's first historic district. Then, in 1971, voters approved an initiative to create the Pike Place Market Historical District. In 1973, the City Council adopted a Landmarks Preservation Ordinance to safeguard properties of historic and architectural significance throughout the City, and more than 450 buildings, sites, and objects have now been designated as City landmarks.

The City of Seattle currently owns or maintains many of those landmarks, including libraries, park buildings, and fire stations. In 2001, the City began a comprehensive effort to survey and inventory both City-owned properties and privately-owned properties throughout the City. To date, the Department of Neighborhoods has completed surveys and inventories in 20 of the City's neighborhoods including Ballard, Belltown, Cascade, Central, Columbia City, Denny Triangle, Downtown, Fremont, Georgetown, Mount Baker, North Beacon Hill, North Rainier, Pike–Pine, Pioneer Square, Queen Anne, South Lake Union, South Park, South Seattle, University, Wallingford, Waterfront, as well as The University of Washington, city-owned properties, pre-1906 residential buildings, and neighborhood commercial buildings throughout the City. The results of those efforts are available in a searchable database on the [Department of Neighborhoods](#) website.
Parks and Recreation
Overview

Seattle Parks and Recreation (SPR) manages a 6,414-acre park system of over 485 parks and extensive natural areas. SPR provides athletic fields, tennis courts, play areas, specialty gardens, and more than 25 miles of boulevards and 120 miles of trails. The system comprises about 12% of the city's land area. SPR also manages many facilities, including 27 community centers, eight indoor swimming pools, two outdoor (summer) swimming pools, four environmental education centers, two small craft centers, four golf courses, an outdoor stadium, and much more.

Seattle's parks and recreation system provides numerous benefits to the people of Seattle—healthy people, a healthy environment, and strong communities. These benefits are grounded in SPR's values of access, opportunity, sustainability and equity and underlie the outcomes SPR aims to achieve. For Seattle to remain a vibrant city that is attractive to residents, visitors and businesses, it needs to maintain a great park system with healthy open spaces and meaningful recreational opportunities—which is why preserving the legacy of Seattle's parks and recreation system is so vital.

Thematic Priorities

SPR's CIP is focused on promoting healthy people, a healthy environment, and strong communities by preserving, enhancing, and expanding the physical assets where all of the people of Seattle can play, learn, contemplate, and build community. As described in the Project Selection Criteria section below, SPR uses an Asset Management Plan which measures each potential capital project by criteria including safety, asset preservation, race and social justice, legal obligation, and improvements in efficiency to set priorities for capital projects. Each of these criteria is a direct reflection of SPR's core values of access, opportunity, sustainability, and equity.

Aligning Capital Investments with Growth and/or Community Planning

Seattle’s Comprehensive Plan, “Seattle 2035,” is a 20-year vision and roadmap for Seattle’s future that guides City decisions on where to build new jobs and housing, how to improve the transportation system and where to make capital investments such as utilities, sidewalks, parks and open space and libraries. The Comprehensive Plan is the framework for most of Seattle’s big-picture decisions on how to grow while preserving and improving our neighborhoods.

A Parks and Open Space element is now included in Seattle’s Comprehensive plan. There are parks-related policies are included in multiple areas within the plan. SPR has updated its 2017 Parks and Open Space Plan to be consistent with Seattle 2035. In addition to the City-wide Comprehensive Plan, there are myriad other plans for specific programs and amenities in the City that affect parks. SPR participates in shaping those plans to help continue developing an integrated open space and recreation system in Seattle.

Seattle’s Climate Action Plan provides a framework for meeting Seattle’s climate protection goals, including the overarching goal of becoming carbon neutral by 2050. SPR’s role involves maximizing the benefits of the bicycle and pedestrian master plans, meeting building energy plan goals, such as LEED compliance, and fulfilling urban forest restoration goals, such as those outlined in the Green Seattle Partnership.

SPR is committed to developing and managing an environmentally sustainable park system. This means using energy and utilities with conservation in mind in all facilities, effectively managing the use of water for irrigation and other purposes, creating efficiently-maintained landscapes, and operating clean and safe park facilities.
These principles have led SPR to undertake energy conservation improvements to various facilities, make investments that preserve the integrity of facilities, to make improvements that ensure public safety in the parks, and to address various code deficiencies.

Project Selection Criteria

SPR’s capital priorities are informed by two processes. First, in the planning and development of the 2015-2020 Seattle Parks District cycle, staff created a six-year spending plan that identifies specific projects and maintenance priorities. This plan was developed with input from the Parks Legacy Committee, the Mayor’s Office, the City Budget Office, and City Council. These priorities will be implemented as generally described in the spending plan and in accordance with the Park District’s agreement with the City. Second, SPR uses an Asset Management Plan (AMP) to identify and rank necessary major maintenance projects.

The AMP is a set of projects to address facility needs. SPR identifies projects through ongoing condition assessments, consultant studies, work order analyses (to identify key problem areas), and intradepartmental information sharing of facility maintenance issues and needs. Every two years, SPR reviews and updates the AMP. While SPR’s planning staff prepares and coordinates the AMP planning process and document development, the process involves a collaborative approach throughout the department to develop project scopes and budget estimates.

Typically, department staff score and rank all of the projects included in the asset management plan using the following six criteria:

**Code Requirements**: The project brings a facility or element up to federal, state, and Seattle code requirements (such as ADA, water quality, or fire suppression) or meets other legal requirements.

**Life Safety**: The project will eliminate a condition that poses an imminent threat of injury. Examples of safety hazards are lack of seismic elements, failing piling, outdated play equipment, emergency management elements, or a documented environmental health hazard.

**Facility Integrity**: The project will help keep the facility operational and extend its life cycle by repairing, replacing, and renovating systems and elements of the facility, including building envelope (roof, walls, windows), electrical, plumbing, storm and sewer line replacement, and synthetic turf replacement.

**Improve Operating Efficiency**: The project will result in reduction of operating and maintenance costs including energy and water savings.

**Equity**: The project will preserve or enhance an asset which serves low income and racially diverse communities.

**Other**: Projects that have a unique element (e.g. leverage other funds) and/or are known needs that do not fit the other priorities.

2020-2025 CIP Highlights

SPR’s 2020-2025 Proposed CIP budget is $87.3 million in 2020 and reflects a wide range of discrete projects and ongoing programs with a mix of funding sources.
The 2020 CIP maintains REET funding allocated during the 2019-2020 budget process, including $10 million of REET backfill for the Park District capital realignment. Remaining REET funding is prioritized for various SPR projects including:

- ongoing programs (i.e. Environmental Remediation, Pavement Restoration, Play Area Safety, etc.);
- contractual financial commitments with internal or external organizations (i.e., Gas Works Park Remediation, etc.);
- ballfield synthetic turf replacements; and
- new or emerging projects.

New REET investments in 2020 include $1 million to help fund capital improvements at Building 18 in Magnuson Park on behalf of Outdoors For All, and a transfer of $881,449 from the Department of Finance and Administrative Services (FAS) for SPR’s continued work on projects related to the Municipal Energy Efficiency Program.

The 2020 Endorsed CIP allocated $1 million for American with Disabilities Act (ADA) improvements in order for SPR to address citywide ADA needs including items on FAS’ ADA Barrier Removal Schedule (BRS). The 2020 Proposed CIP supplements this budget with $700,000 of one-time Community Development Block Grant funding. ADA improvements are expected to be a continuing funding obligation in the coming years and ongoing funding will be considered as part of the next 6-year Park District funding cycle (2021-2026).

Other funding in 2020 includes $3 million in REET in 2020 for the Lake City Community Center which includes planning, feasibility analysis, design, and construction. The addition of this supplemental funding will allow for a broader scope in this first construction phase but does not fully fund project construction. The 2020 CIP also allocates $1 million to renovate the Bitter Lake Play Area in 2020.

The CIP also invests $1.3 million of REET in 2020 to fully develop the land-banked site at North Rainier into a park. Since the original Park District plan to develop 14 land-banked sites, Parks has acquired several additional parcels adjacent to the original North Rainier parcels and did not have sufficient Park District resources to fully develop all of them. This supplemental REET funding will allow Parks to fully develop the expanded land-bank site at North Rainier and will enable the department to meet its commitment of having all 14 land-banked sites open or in development by the end of 2020.

Parks faces the significant challenge of replacing the bulk of its synthetic turf field inventory. Planned play fields for replacement over the 2019-2020 biennium include Queen Anne Bowl, Georgetown, Delridge, Lower Woodland #2 and #7, Magnuson #6, and Miller. Parks also continues to convert grass fields to synthetic turf to increase playability year-round and is allocating $3 million of REET in 2020 toward a conversion of Queen Anne playfield (approximately half of the full conversion cost).

Finally, the 2020-2025 Proposed CIP makes a technical adjustment to restore baseline funding ($2.2 million per year) from the King County Parks Levy; this budget had temporarily been removed from the CIP pending renewal of the King County Parks Levy by voters in August 2019. Other technical adjustments include a shift in planned spending for the Aquarium Expansion Project and the appropriation of revenue-backed King County Conservation Futures Tax funding for future property acquisitions.
**CIP Revenue Sources**

Funds for the development of the system and for ongoing asset management come from a variety of sources. The two largest funding sources for Park’s capital work in 2020 are the Park District and REET. The majority of the remaining funding comes from Community Development Block Grants, the Central Waterfront Improvement Fund, King County, and General Fund to pay debt service. Other funding includes the 2008 Parks and Green Spaces Levy, the Cumulative Reserve Subfund, and other special fund sources, grants, and private donations.

**Seattle Park District**

In August 2014, the voters of Seattle passed a ballot measure creating the Seattle Park District (a metropolitan park district). The Park District is a taxing authority and provides an ongoing revenue source to fund increased parks and recreation services and capital projects. The Park District has the same boundaries as the City of Seattle. The City Council members, acting ex officio and independently, comprise the governing board (the District Board). In 2020, Park District dollars will be used towards asset preservation and major maintenance.

**Real Estate Excise Taxes (REET)**

REET funding is used for asset preservation purposes. In addition to the key investments highlighted above, REET is used to address various ongoing capital programs, such as boiler replacement, electrical system upgrades, small irrigation upgrades, trail maintenance, athletic field and ballfield turf maintenance and improvements, small roofing replacement, paving restoration, landscape and forest restoration, and others. It also funds replacement of aging field lighting systems and certain aquarium infrastructure projects.

**2008 Parks and Green Spaces Levy**

The 2008 Parks and Green Spaces Levy was a six-year $145.5 million levy intended to acquire, develop, or restore, existing or new, parks, recreation facilities, cultural facilities, green spaces, playfields, trails, community gardens, and shoreline areas. The levy package, largely modeled after the successful 2000 Pro Parks Levy, provided for acquisition of new parks and green space and for development and improvement of various parks throughout the city. This included renovation of 23 play areas, park development atop lidded reservoirs, renovation of several existing parks and cultural facilities, and an environmental category to provide funding for the Green Seattle Partnership, community gardens, trails, and improved shoreline access at street ends. An Opportunity Fund Category funded other community-identified projects. This levy ended in 2014 but continues to collect revenues on delinquent property taxes. The capital budget does not include any new appropriations of levy funds, but SPR will continue to spend down existing appropriations.

**Summary of Upcoming Budget Issues and Challenges**

In 2018, SPR learned that Pier 63 had deteriorated to a point where significant reconstruction will be required sooner than originally anticipated. The original plan for Piers 62/63 was to rebuild Pier 62 (the southerly pier) and add a floating boat dock while retaining the existing Pier 63 and deferring the reconstruction until sometime in the future. Construction on Pier 62 and the floating dock will be completed at the end of 2019. Public access to Pier 63 will be permanently prohibited once Pier 62 is re-opened to the public. There is currently no funding for work on Pier 63. SPR will continue to monitor this issue in partnership with Office of the Waterfront.

**Future Projects/What is on the Horizon**

Traditionally, SPR had not had sufficient resources to support ongoing asset management of the parks and recreation system, and over the years has accumulated a large major maintenance project backlog. A major maintenance project is a capital investment intended to preserve a facility. Typically, these projects are expensive and long lasting, cost at least $20,000, and are designed to function for at least 15 years. Projects can
take between one to three years to complete. A backlog exists because the number of projects has historically outpaced funding.

Fortunately, in August 2014, Seattle voters passed the Seattle Parks District, and more than half of Park District funding is used to support capital projects – of that, nearly half will address major maintenance. This is a substantial investment allowing Parks to systematically address the major maintenance needs of the system. The backlog is not a finite list of projects, and the department will continue to update it as more facility assessments are completed and projects come to the end of their useful life. Because there is not a beginning and end to major maintenance and preserving the system’s assets, SPR will establish six-year goals to show progress over the long term. The first six-year plan ends in 2020, and SPR has started planning for the next six-year Park District plan.

In conjunction with the above, SPR has allocated resources to build capacity for asset management planning and tracking and to centralize capital planning efforts for consistency and better implementation of public involvement and project-delivery efforts. Through efforts over the past several years, SPR implemented an Asset Management and Work Order System to further improve the tracking of capital assets. This system allows SPR to integrate separate data systems and give the department the tools for better data collection, analysis, and decision making and better integration with the citywide accounting system upgrade. This Asset Management Work Order System is now the system of record for capital planning for SPR, and the breadth of capital project and asset information contained and updated within it continues to expand.
## Project Summary

### 2008 Parks Levy (BC-PR-10000)

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<th>Project Name &amp; ID</th>
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*Amounts in thousands of dollars.*

2020 - 2025 Proposed Capital Improvement Program
# Project Summary

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**Building For The Future (BC-PR-20000)**

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*Amounts in thousands of dollars.*
## Project Summary

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### Debt and Special Funding (BC-PR-30000)

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*Amounts in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program

27
## Project Summary

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*Amounts in thousands of dollars.*

**2020 - 2025 Proposed Capital Improvement Program**
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<td>Green Lake CC - Evans Pool Roof Replacement &amp; Solar Hot Water (MC-PR-41034)</td>
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*Amounts in thousands of dollars.
### Project Summary

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*Amounts in thousands of dollars.*
## Project Summary

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*Amounts in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
# Fund Summary

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*Amounts in thousands of dollars.*
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<td><strong>231,765</strong></td>
<td><strong>87,308</strong></td>
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<td><strong>66,213</strong></td>
<td><strong>60,053</strong></td>
<td><strong>967,188</strong></td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.
Activating and Connecting to Greenways

Project No: MC-PR-21004  BSL Code: BC-PR-20000
Project Type: Ongoing  BSL Name: Building For The Future
Project Category: Improved Facility  Location: Citywide
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

This ongoing project develops safe, inviting connections between parks and greenways which are residential streets that are dedicated connectors for pedestrians, cyclists, and other non-motorized travel, as identified in the Bicycle and Pedestrian Master Plan documents. Typical improvements include crosswalks, benches, greenway park entrance improvements, non-motorized paths and loops within parks, and related work. Parks will work with the Seattle Department of Transportation (SDOT) to activate and enhance connection points between parks. This project improves safety and access to and from the parks, encourages partnerships with neighborhood and community groups, business, and other stakeholders. This project is part of the Metropolitan Parks District measure put before voters in 2014.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<tbody>
<tr>
<td>Seattle Park District Revenues</td>
<td>540</td>
<td>290</td>
<td>221</td>
<td>226</td>
<td>231</td>
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<tr>
<td>Total:</td>
<td>540</td>
<td>290</td>
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<td>231</td>
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<td>243</td>
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</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<th>Total</th>
</tr>
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<tbody>
<tr>
<td>Seattle Park District Fund</td>
<td>540</td>
<td>290</td>
<td>221</td>
<td>226</td>
<td>231</td>
<td>237</td>
<td>243</td>
<td>249</td>
<td>2,237</td>
</tr>
<tr>
<td>Total:</td>
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<td>290</td>
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<td>226</td>
<td>231</td>
<td>237</td>
<td>243</td>
<td>249</td>
<td>2,237</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
This project provides for ADA improvements at a number of parks facilities. Work will be focused on selected community centers (e.g., Bitter Lake, Delridge, Garfield, Jefferson, Meadowbrook, Miller and others) and will consist of adjustments to signage, door closures, restroom fixtures, and other features. Signage will be added where needed as well. Similar work will be undertaken at Discovery Park Environmental Learning Center and other facilities to the degree that funding allows.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<tr>
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<td>1,834</td>
<td>-</td>
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<td>-</td>
<td>2,000</td>
<td>-</td>
<td>-</td>
<td>9,378</td>
</tr>
<tr>
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<td>2,000</td>
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<td>Total</td>
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<td>2,000</td>
<td>-</td>
<td>2,000</td>
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</tr>
<tr>
<td>REET II Capital Fund</td>
<td>1,033</td>
<td>2,000</td>
<td>1,000</td>
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<td>2,000</td>
<td>-</td>
<td>2,000</td>
<td>-</td>
<td>10,033</td>
</tr>
<tr>
<td>Total</td>
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<td>4,152</td>
<td>1,700</td>
<td>2,000</td>
<td>2,000</td>
<td>2,000</td>
<td>2,000</td>
<td>2,000</td>
<td>20,944</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Seattle Parks and Recreation

Aquarium - Pier 59 Piling Replacement and Aquarium Redevelopment Debt Service

**Project No:** MC-PR-31002  
**BSL Code:** BC-PR-30000

**Project Type:** Debt Service  
**BSL Name:** Debt and Special Funding

**Project Category:** Rehabilitation or Restoration  
**Location:** 1483 Alaskan Wy

**Current Project Stage:** N/A  
**Council District:** Council District 7

**Start/End Date:** 2005 - 2025  
**Neighborhood District:** Downtown

**Total Project Cost:** $36,979  
**Urban Village:** Downtown

This project supports debt service payments on 20-year Limited Tax General Obligation (LTGO) bonds that were issued in 2005 to pay for the replacement of the entire pier piling system of Pier 59, interior infrastructure improvements, and development of portions of the Aquarium by the Seattle Aquarium Society. The pier and Aquarium work was part of an overall plan to repair and redevelop the Aquarium and the Central Waterfront area, and to construct a new Aquarium entrance, exhibits, and visitor services on a portion of the pier. This work enhanced and extended the useful life of Pier 59 and the Aquarium.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<td>168</td>
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<td>170</td>
<td>168</td>
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<td>1,547</td>
<td>1,542</td>
<td>1,543</td>
<td>1,546</td>
<td>1,546</td>
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<tr>
<td><strong>Total:</strong></td>
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<td>1,715</td>
<td>1,708</td>
<td>1,714</td>
<td>1,712</td>
<td>1,711</td>
<td>1,719</td>
<td>1,546</td>
<td>36,979</td>
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</table>

### Fund Appropriations / Allocations¹

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park And Recreation Fund</td>
<td>542</td>
<td>169</td>
<td>168</td>
<td>167</td>
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<td>173</td>
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<td>-</td>
<td>-</td>
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<td>1,747</td>
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<tr>
<td>REET II Capital Fund</td>
<td>16,172</td>
<td>1,546</td>
<td>1,540</td>
<td>1,547</td>
<td>1,542</td>
<td>1,543</td>
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<td>-</td>
<td>6,693</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>25,154</td>
<td>1,715</td>
<td>1,708</td>
<td>1,714</td>
<td>1,712</td>
<td>1,711</td>
<td>1,719</td>
<td>1,546</td>
<td>36,979</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
The Seattle Aquarium is owned by Seattle Parks and Recreation and operated by the non-profit Seattle Aquarium Society (SEAS). SEAS is planning a major expansion to the Aquarium's existing footprint to add new programming and visitor capacity. This project will provide a new Ocean Pavilion that will integrate with improvements made by The Office of the Waterfront along the Central Waterfront. SEAS also intends to make improvements to piers 59 and 60 to improve exhibit space and operations efficiency. Design and construction of the project is led by SEAS and coordinated with City investments by the Parks Department and Office of the Waterfront. This project is part of the overall waterfront improvement program and appropriates City matching funds for SEAS' project. Funding depicted in the table below represents committed funding for design. The City has committed to provide up to $34 million to SEAS for design and construction, contingent upon provision of a detailed funding plan for review by the City by 2018. (Interfund Loan repaid with REET and shown as double budgeted in appropriation table.)

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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</thead>
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<td>250</td>
</tr>
<tr>
<td>Real Estate Excise Tax I</td>
<td>600</td>
<td>2,325</td>
<td>10,700</td>
<td>8,000</td>
<td>7,975</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>29,600</td>
</tr>
<tr>
<td>Real Estate Excise Tax II</td>
<td>1,942</td>
<td>2,199</td>
<td>300</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>4,440</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,792</strong></td>
<td><strong>4,524</strong></td>
<td><strong>11,000</strong></td>
<td><strong>8,000</strong></td>
<td><strong>7,975</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td><strong>34,290</strong></td>
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<tr>
<td><strong>Fund Appropriations / Allocations¹</strong></td>
<td><strong>LTD Actuals</strong></td>
<td><strong>2019 Revised</strong></td>
<td><strong>2020</strong></td>
<td><strong>2021</strong></td>
<td><strong>2022</strong></td>
<td><strong>2023</strong></td>
<td><strong>2024</strong></td>
<td><strong>2025</strong></td>
<td><strong>Total</strong></td>
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<td>Central Waterfront Improvement Fund</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>250</td>
</tr>
<tr>
<td>REET I Capital Fund</td>
<td>600</td>
<td>2,325</td>
<td>10,700</td>
<td>8,000</td>
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<td>4,440</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>2,792</strong></td>
<td><strong>4,524</strong></td>
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<td><strong>34,290</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Aquarium Major Maintenance

Project No: MC-PR-41004  
BSL Code: BC-PR-40000

Project Type: Ongoing  
BSL Name: Fix It First

Project Category: Rehabilitation or Restoration  
Location: 1483 Alaskan WAY

Current Project Stage: N/A  

Start/End Date: N/A  
Neighborhood District: Downtown

Total Project Cost: N/A  
Urban Village: Downtown

This ongoing project provides funds for major maintenance at the Aquarium and other related items. Typical projects include seawater pump replacement, tank repairs, energy efficient systems upgrades, exterior decking repairs, Americans with Disabilities (ADA) access improvements, roofing and seismic upgrades, and related work. The facility was constructed in 1980, and a partial addition was installed on Pier 59 portion of the building in 2006. Due to the harsh saltwater environment, Aquarium facilities have a shorter lifespan than similar facilities not located over saltwater. The individual projects will address health and safety codes, extend the life of the asset, improve access for all, reduce energy costs, and improve the overall Aquarium experience for the public. This project is part of the Seattle Park District measure put before voters in 2014.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seattle Park District Revenues</td>
<td>1,674</td>
<td>1,731</td>
<td>1,192</td>
<td>1,222</td>
<td>1,252</td>
<td>1,283</td>
<td>1,315</td>
<td>1,348</td>
<td>11,017</td>
</tr>
<tr>
<td>Total</td>
<td>1,674</td>
<td>1,731</td>
<td>1,192</td>
<td>1,222</td>
<td>1,252</td>
<td>1,283</td>
<td>1,315</td>
<td>1,348</td>
<td>11,017</td>
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</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tbody>
<tr>
<td>Seattle Park District Fund</td>
<td>1,674</td>
<td>1,731</td>
<td>1,192</td>
<td>1,222</td>
<td>1,252</td>
<td>1,283</td>
<td>1,315</td>
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<tr>
<td>Total</td>
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<td>1,731</td>
<td>1,192</td>
<td>1,222</td>
<td>1,252</td>
<td>1,283</td>
<td>1,315</td>
<td>1,348</td>
<td>11,017</td>
</tr>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Arboretum Waterfront Trail Renovation

Project No: MC-PR-61003  BSL Code: BC-PR-60000
Project Type: Discrete  BSL Name: SR520 Mitigation
Project Category: Improved Facility  Location: 2300 Arboretum DR E
Start/End Date: 2014 - 2021  Neighborhood District: East District
Total Project Cost: $1,330  Urban Village: Not in an Urban Village

This project renovates the portion of the trail from the existing MOHAI parking lot to the western edge of Foster Island. Project elements include upland and wetland restoration, invasive species removal, native plant re-vegetation, and related repairs. This restoration will improve the health of the ecosystem and provide a more enjoyable pedestrian and bicycling experience.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<td>855</td>
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<tr>
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<td>-</td>
<td>1,330</td>
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</table>

<table>
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<tr>
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<th>LTD Actuals</th>
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<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park Mitigation &amp; Remediation</td>
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<td>1,330</td>
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<tr>
<td>Total</td>
<td>225</td>
<td>1,105</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,330</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Athletic Field Improvements

Project No: MC-PR-21009  
BSL Code: BC-PR-20000

Project Type: Ongoing  
BSL Name: Building For The Future

Project Category: Improved Facility  
Location: Various

Current Project Stage: N/A  
Council District: Multiple

Start/End Date: N/A  
Neighborhood District: Multiple

Total Project Cost: N/A  
Urban Village: Multiple

This project is an ongoing program designed to improve Seattle Athletic Fields. Funding for these improvements is provided by various sources including Athletic Field revenues.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<td><strong>600</strong></td>
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<table>
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<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
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<td><strong>Total</strong></td>
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<td><strong>8,913</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Athletic Field Replacements

This program replaces field surfacing systems for fields at the end of their lifecycle. These replacements may include replacement or addition of natural turf, fiber carpets, drainage features, infill material, shock attenuation layers or related features and allow the continued safe and playable use and scheduling of playfields for sports and other activities.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<td>-</td>
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<td>2,116</td>
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<td>1,364</td>
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<td>647</td>
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### Fund Appropriations / Allocations¹

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<tbody>
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<td>REET I Capital Fund</td>
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<td>1,234</td>
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<tr>
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<td>1,120</td>
<td>2,116</td>
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<td>2,598</td>
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<td>647</td>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Seattle Parks and Recreation

Ballfield Lighting Replacement Program

Project No: MC-PR-41009  BSL Code: BC-PR-40000
Project Type: Ongoing  BSL Name: Fix It First
Project Category: Rehabilitation or Restoration  Location: Citywide
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Not in an Urban Village

This project provides funding to conduct core testing of wood light poles at various ballfields, replace deteriorated wooden poles with metal poles, install new electrical systems, and perform other related work. The new lighting systems will reduce light spillover and energy efficient. This is a long-term program to replace all deteriorated wood light poles over the next several years at a total estimated cost of $6 million. Future funding for this program depends on available resources.

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2020</th>
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<th>2022</th>
<th>2023</th>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Ballfields - Minor Capital Improvements

Project No: MC-PR-41023  BSL Code: BC-PR-40000
Project Type: Ongoing  BSL Name: Fix It First
Project Category: Rehabilitation or Restoration  Location: Citywide
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

This ongoing project provides small-scale renovations and minor improvements to athletic fields throughout the City. Typical improvements include, but are not limited to, repairs to fencing and backstops, renovations to dugouts and playing surfaces, modifications and improvements to irrigation systems and replacement of goal posts and nets. Future funding for this project depends on specific projects and available resources, including grants. This project extends the useful life of the various elements of athletic fields.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuas</th>
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<th>2020</th>
<th>2021</th>
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<th>2023</th>
<th>2024</th>
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<tr>
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<td>50</td>
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<tr>
<td><strong>Total:</strong></td>
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<td>107</td>
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<td>806</td>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This ongoing project provides for periodic beach replenishment and related work at selected sites throughout the City. Work includes, but is not limited to, laying sand and gravel to replenish beaches that have eroded in recent years and to improve substrate for juvenile salmon habitat. This project supports the Restore Our Waters Strategy to improve Seattle’s aquatic environments.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2022</th>
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### Fund Appropriations / Allocations¹

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<th>2021</th>
<th>2022</th>
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<tr>
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<td>431</td>
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<td>-</td>
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</tbody>
</table>

### O&M Impacts

NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Boat Moorage Restoration

Project No: MC-PR-41021  
BSL Code: BC-PR-40000  
Project Type: Ongoing  
BSL Name: Fix It First  
Project Category: Rehabilitation or Restoration  
Location: 201 Lakeside AVE  
Current Project Stage: N/A  
Council District: Council District 2  
Start/End Date: N/A  
Neighborhood District: Central  
Total Project Cost: N/A  
Urban Village: Not in an Urban Village

This project renovates City-owned boat moorages throughout the park system. Work includes, but is not limited to, repairs to the piles, caps, stringers, decking, and breakwater structures. These repairs extend the useful life boat moorages, many of which generate revenues to the Department each year.

<table>
<thead>
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<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<td>300</td>
</tr>
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</tbody>
</table>

O&M Impacts: NA

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Bobby Morris Playfield Turf Replacement-2008 Levy

This project, funded with 2008 Parks Levy funds redirected from the Seattle Asian Art Museum renovation project, replaces the synthetic turf field surfacing which was installed in 2005, and performs related work. The surfacing material is near the end of its lifecycle. This improvement allows the continued use and scheduling of the playfield for soccer, baseball, and other activities.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Boiler and Mechanical System Replacement Program

This ongoing project replaces boilers, mechanical systems, and any related work necessary in facilities throughout the Parks system. Costs for certain boiler and mechanical systems replacements may be eligible for reimbursement from Seattle City Light or Puget Sound Energy. This project extends the useful life of the boilers and assures that Department facilities are not closed due to boiler and mechanical systems failure.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
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### Fund Appropriations / Allocations¹

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</tbody>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Seattle Parks and Recreation

Bryant Site Development

Project No: MC-PR-61002
BSL Code: BC-PR-60000

Project Type: Discrete
BSL Name: SR520 Mitigation

Project Category: Improved Facility
Location: 1101 NE Boat ST

Current Project Stage: Stage 5 - Construction
Council District: Council District 4

Start/End Date: 2013 - 2020
Neighborhood District: Northeast

Total Project Cost: $11,389
Urban Village: University District

This project, funded with monies from the University of Washington and the Washington State Department of Transportation, remediates and develops a replacement park site at 1101 NE Boat Street for lands lost at the Washington Park Arboretum and East Montlake Park for the development of the new State Route 520 Bridge and HOV project, I-5 to Medina. Improvements include demolition, site remediation, design, and development of a new waterfront park. The replacement park continues to serve city-wide park needs.

<table>
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<tr>
<th>Resources</th>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Cal Anderson Park Landscape Improvement

This project provides funding for the planning, design, and installation at Cal Anderson Park of a seating/enhanced landscape area or a contemplative space complementary to the larger AIDS memorial project located in the public spaces in and around the Transit-Oriented-Development (TOD) project at the Capitol Hill Sound Transit station. This will be a joint effort with the Office of Arts & Culture and Seattle Parks and Recreation and will be designed as part of the comprehensive memorial project.

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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Comfort Station Renovations

Project No: MC-PR-41036
BSL Code: BC-PR-40000
Project Type: Ongoing
BSL Name: Fix It First
Project Category: Rehabilitation or Restoration
Location: Multiple
Current Project Stage: N/A
Council District: Multiple
Start/End Date: N/A
Neighborhood District: Multiple
Total Project Cost: N/A
Urban Village: Multiple

This project renovates selected comfort stations for improved ADA access, ventilation and finishes (walls and floors), and security. The renovations also may include reconfigured stalls, new toilets, urinals, and sinks, ADA accessories, paint and finishes, and related work, depending on the needs of a particular site. In some cases, a comfort station may be replaced with a prefabricated unit. More park users will have access to these facilities, and the improvements will make them more inviting and comfortable.

### Resources

<table>
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<tr>
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### Fund Appropriations / Allocations¹

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<th>2024</th>
<th>2025</th>
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<tr>
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<td>250</td>
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<td>4,229</td>
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<tr>
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<td>1,005</td>
<td>1,005</td>
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<td>1,015</td>
<td>9,313</td>
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</table>

O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Comfort Station Renovations-2008 Levy Phase 2

Project No: MC-PR-16007
Project Type: Discrete
Project Category: Rehabilitation or Restoration
Current Project Stage: Stage 3 - Design
Start/End Date: 2014 - 2021
Total Project Cost: $846

This project, funded with 2008 Parks Levy funds redirected from the Seattle Asian Art Museum renovation project, renovates selected comfort station sites for improved ADA access, ventilation and finishes (walls and floors) and security. The renovations may include reconfigured stalls, new toilets and urinals, ADA compliance improvements, paint and finishes, and related work, depending on the needs of a particular site. More park users will have access to the facility, and the improvements will make it more inviting and comfortable. Specific sites in 2014 to be determined.

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<tbody>
<tr>
<td>2008 Parks Levy Fund</td>
<td>497</td>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Community Center Rehabilitation & Development

- Project No: MC-PR-41002
- BSL Code: BC-PR-40000
- Project Type: Ongoing
- BSL Name: Fix It First
- Project Category: Rehabilitation or Restoration
- Location: Citywide
- Current Project Stage: N/A
- Council District: Multiple
- Start/End Date: N/A
- Neighborhood District: Multiple
- Urban Village: Multiple
- Total Project Cost: N/A

This ongoing project provides funding for improvements at 27 community centers, the oldest of which is 103 years old. Typical improvements include renovation, upgrades, or replacement of major building systems, roof and building envelopes, seismic upgrades, painting, energy efficient lighting and other environmentally sustainable building components, Americans with Disabilities (ADA) access improvements, and related work. In some instances, facilities will be replaced or remodeled to improve programming space. The individual projects will address health and safety codes, extend the life of the asset, improve access for all, reduce energy costs, improve the overall community center experience for the public, and meet today's and future recreation needs. This project is part of the Metropolitan Parks District measure put before voters in 2014.

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<td><strong>3,752</strong></td>
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</tbody>
</table>

O&M Impacts: NA

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Community Food Gardens and P-Patches

This project provides for acquisition and development of new sites and development of new community gardens or P-Patches on existing City-owned property. The primary (but not exclusive) focus is on Ballard, Queen Anne, Rainier Valley, and West Seattle. This project is part of the 2008 Parks Levy.

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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Develop 14 New Parks at Land-Banked Sites

This ongoing project develops 14 new parks on land-banked sites that were acquired under prior levies. Depending on the size, location, and type of park, new elements could include trees and landscaping, paths, plazas, a play area, site furniture, lighting, and related improvements. Each newly developed park will improve the neighborhood and contribute to improved health for park users, and will have environmental benefits. This project is part of the Metropolitan Parks District measure put before voters in 2014.

<table>
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<tbody>
<tr>
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</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Duwamish Waterway Park Improvements

This project will make major improvements to Duwamish Waterway Park, including installation of a new play area, renovation of grill/picnic areas, addition of pathways and a drinking fountain, and related work. This project is part of the Building for the Future BSL, and uses donated funds from the Seattle Parks Foundation.

<table>
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<tr>
<th>Resources</th>
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<th>2019</th>
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<th>2021</th>
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<th>2023</th>
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</tr>
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</table>

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

O&M Impacts: NA

56 2020 - 2025 Proposed Capital Improvement Program
Electrical System Replacement Program

This ongoing project renovates electrical systems throughout the park system to reduce fire hazards and performs other related work. Future funding depends on specific projects and available resources, including grants. This project extends the useful life of electrical systems in various Parks facilities and increases the safety of these systems.

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<tr>
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¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

O&M Impacts: NA
Emma Schmitz Sea Wall Replacement-2008 Levy

This project, funded with 2008 Parks Levy funds redirected from the Seattle Asian Art Museum renovation project, is Seattle Parks' share of the replacement or repair of the seawall which is failing. The Army Corps of Engineers is funding a study to determine the best option for replacement or repair of the seawall. It is anticipated that the cost of the project will be less than $2 million. Parks and the Army Corps will share the costs of the project (Parks 35% and Army Corps 65%).

<table>
<thead>
<tr>
<th>Resources</th>
<th>2019</th>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Environmental Remediation Program

Project No: MC-PR-41016  BSL Code: BC-PR-40000
Project Type: Ongoing  BSL Name: Fix It First
Project Category: Rehabilitation or Restoration  Location: Citywide
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

This ongoing project provides for abatement of lead paint, asbestos, contaminated soils, and other required remediation efforts at sites throughout the City. Projects are determined based on legal requirements, the severity of the problem, and the impact to the public and Parks operations.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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<tr>
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<td>100</td>
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</tr>
<tr>
<td>Total:</td>
<td>820</td>
<td>115</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
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</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
First Hill Park Development

Project No: MC-PR-15015
Project Type: Discrete
Project Category: Improved Facility
Current Project Stage: Stage 1 - Pre-Project Development
Start/End Date: 2018 - 2020
Total Project Cost: $1,000

This project re-develops a First Hill Park in the First Hill community. This project is part of the 2008 Parks Levy using funds reallocated from Neighborhood Park Acquisitions.

Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<th>Total</th>
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</thead>
<tbody>
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Fund Appropriations / Allocations¹

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<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tbody>
<tr>
<td>2008 Parks Levy Fund</td>
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</tr>
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<td><strong>1,000</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
# Fountain Discharge Retrofit

**Project No:** MC-PR-41033  
**BSL Code:** BC-PR-40000

**Project Type:** Discrete  
**BSL Name:** Fix It First

**Project Category:** Rehabilitation or Restoration  
**Location:** Citywide

**Current Project Stage:** Stage 3 - Design  
**Council District:** Multiple

**Start/End Date:** 2012 - 2020  
**Neighborhood District:** Multiple

**Total Project Cost:** $606  
**Urban Village:** Multiple

This project retrofits the filter backwash system for four fountains: Piggott, American Legion, Canyon-Cascade in Freeway Park and Cal Anderson Park. These fountains will be modified in accordance with current codes and permits.

### Resources

<table>
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<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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<td>106</td>
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<td>-</td>
<td>-</td>
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### Fund Appropriations / Allocations

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<td>606</td>
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</table>

**O&M Impacts:** NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Freeway Park Improvements

This project will make major improvements to Freeway Park, including renovation and upgrades to its electrical and lighting systems, utilities, and storm-water infrastructure. Related work may also include enhancements to entries, renovation of the comfort station, site furnishings, wayfinding, programming and activation. This project is part of the Building for the Future Budget Summary Level, and using mitigation funds allocated from the convention center expansion public benefits package.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tr>
<td>Total:</td>
<td>53</td>
<td>1,897</td>
<td>8,050</td>
<td>-</td>
<td>-</td>
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<td>-</td>
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<tbody>
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<td>Park And Recreation Fund</td>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Gas Works Park - Remediation

Project No: MC-PR-31007  BSL Code: BC-PR-30000
Project Type: Ongoing  BSL Name: Debt and Special Funding
Project Category: Rehabilitation or Restoration  Location: 2101 N Northlake Wy
Start/End Date: N/A  Neighborhood District: Lake Union
Total Project Cost: N/A  Urban Village: Not in an Urban Village

This project provides ongoing monitoring efforts to ensure the measures constructed for remediation of soils at Gas Works Park were effective. Monitoring activities include maintenance and operation of the air sparging, SVE systems, soil cap, and other institutional controls; groundwater testing; quarterly reports; and other related work. The project also provides for ongoing monitoring for as long as 20 years from installation, effectively until 2021. All measures of the Compliance Monitoring Project must be executed in accordance with the Consent Decree established in 1998, requiring the Seattle Department of Parks and Recreation, Puget Sound Energy, and the Department of Ecology to implement a Cleanup Action Plan.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasworks Park Contamination Remediation Fund</td>
<td>402</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>402</td>
</tr>
<tr>
<td>Park And Recreation Fund</td>
<td>72</td>
<td>103</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>175</td>
</tr>
<tr>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2,260</td>
</tr>
<tr>
<td>REET II Capital Fund</td>
<td>616</td>
<td>719</td>
<td>670</td>
<td>1,040</td>
<td>2,290</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>5,735</td>
</tr>
<tr>
<td>Total</td>
<td>3,165</td>
<td>1,007</td>
<td>-</td>
<td>670</td>
<td>1,040</td>
<td>2,290</td>
<td>200</td>
<td>200</td>
<td>8,572</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Golf - Capital Improvements

This project is an ongoing program designed to improve the four City-owned golf courses (Interbay, Jackson, Jefferson, and West Seattle). Funding for these improvements is provided by green fees, golf cart rentals, ball purchases, and other golf revenues.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Golf Revenues</td>
<td>2,406</td>
<td>89</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2,495</td>
</tr>
<tr>
<td>King County Voter-Approved Levy</td>
<td>891</td>
<td>1,538</td>
<td>1,536</td>
<td>1,541</td>
<td>1,155</td>
<td>1,154</td>
<td>1,151</td>
<td>1,144</td>
<td>10,110</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>3,297</strong></td>
<td><strong>1,627</strong></td>
<td><strong>1,536</strong></td>
<td><strong>1,541</strong></td>
<td><strong>1,155</strong></td>
<td><strong>1,154</strong></td>
<td><strong>1,151</strong></td>
<td><strong>1,144</strong></td>
<td><strong>12,605</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>King County Parks Levy Fund</td>
<td>891</td>
<td>1,538</td>
<td>1,536</td>
<td>1,541</td>
<td>1,155</td>
<td>1,154</td>
<td>1,151</td>
<td>1,144</td>
<td>10,110</td>
</tr>
<tr>
<td>Unrestricted Cumulative Reserve Fund</td>
<td>2,406</td>
<td>89</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2,495</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>3,297</strong></td>
<td><strong>1,627</strong></td>
<td><strong>1,536</strong></td>
<td><strong>1,541</strong></td>
<td><strong>1,155</strong></td>
<td><strong>1,154</strong></td>
<td><strong>1,151</strong></td>
<td><strong>1,144</strong></td>
<td><strong>12,605</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Golf Master Plan Implementation

This project provides improvements to the four City-owned golf courses (Interbay, Jackson, Jefferson, and West Seattle), including but not limited to, building replacements, driving ranges, cart path improvements, and course and landscaping renovation. Golf Capital Improvements will be phased over 6+ years, placing the revenue generating improvements upfront. The project will expand Golf program capacity and revenues by implementing portions of the Golf Master Plan.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>LTGO Bond Proceeds</td>
<td>15,751</td>
<td>774</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>16,524</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>15,751</strong></td>
<td><strong>774</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td><strong>16,524</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010 Multipurpose LTGO Bond Fund</td>
<td>863</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>863</td>
</tr>
<tr>
<td>2011 Multipurpose LTGO Bond Fund</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2,049</td>
</tr>
<tr>
<td>2012 Multipurpose LTGO Bond Fund</td>
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<td>-</td>
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<td>4,242</td>
</tr>
<tr>
<td>2013 Multipurpose LTGO Bond Fund</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,810</td>
</tr>
<tr>
<td>2014 Multipurpose LTGO Bond Fund</td>
<td>5,485</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>5,561</td>
</tr>
<tr>
<td>2015 Multipurpose LTGO Bond Fund</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2,000</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>15,751</strong></td>
<td><strong>774</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td><strong>16,524</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Green Lake CC - Evans Pool Roof Replacement & Solar Hot Water

This project demolishes the existing 15,130 square foot Evans Pool roof and the 13,625 Community Center roof and replaces them with a rubberized membrane roofing/EPDM system and solar panels to supplement the pool hot water system, seismic improvements, and related work. The flat roof section of the roof will accommodate a 1,000,000 Btu/day system and will help to reduce pool heating costs.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>LTD Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Real Estate Excise Tax I</td>
<td>923</td>
<td>750</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,672</td>
</tr>
<tr>
<td>Total:</td>
<td>923</td>
<td>750</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,672</td>
</tr>
<tr>
<td>REET I Capital Fund</td>
<td>923</td>
<td>750</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,672</td>
</tr>
<tr>
<td>Total:</td>
<td>923</td>
<td>750</td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td>1,672</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Green Lake Community Center & Evans Pool Replacement

**Project No:** MC-PR-41071  
**BSL Code:** BC-PR-40000

**Project Type:** Discrete  
**BSL Name:** Fix It First

**Project Category:** Rehabilitation or Restoration  
**Location:** 7201 E Green Lake DR N

**Current Project Stage:** Stage 1 - Pre-Project Development  
**Council District:** Council District 6

**Start/End Date:** 2019 - 2022  
**Neighborhood District:** Northwest

**Total Project Cost:** $1,000  
**Urban Village:** Green Lake

This project will achieve planning and schematic design for replacement of the current Green Lake Community Center and Evans Pool. Work will entail public outreach and engagement, feasibility analysis of alternatives, and development of a preferred schematic design and cost estimating. Funding for construction of this project is anticipated to be included in the 2021-2026 Seattle Park District spending plan. This plan will be adopted in the Fall of 2020.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Real Estate Excise Tax II</td>
<td>-</td>
<td>500</td>
<td>500</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,000</td>
</tr>
<tr>
<td>Total:</td>
<td>-</td>
<td>500</td>
<td>500</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>REET II Capital Fund</td>
<td>-</td>
<td>500</td>
<td>500</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,000</td>
</tr>
<tr>
<td>Total:</td>
<td>-</td>
<td>500</td>
<td>500</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,000</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Green Lake Community Center Electrical and Mechanical Renovation-2008 Levy

<table>
<thead>
<tr>
<th>Project No:</th>
<th>MC-PR-16009</th>
<th>BSL Code:</th>
<th>BC-PR-10000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type:</td>
<td>Discrete</td>
<td>BSL Name:</td>
<td>2008 Parks Levy</td>
</tr>
<tr>
<td>Project Category:</td>
<td>Rehabilitation or Restoration</td>
<td>Location:</td>
<td>7201 E Green Lake DR N</td>
</tr>
<tr>
<td>Start/End Date:</td>
<td>2014 - 2020</td>
<td>Neighborhood District:</td>
<td>Northwest</td>
</tr>
<tr>
<td>Total Project Cost:</td>
<td>$1,216</td>
<td>Urban Village:</td>
<td>Green Lake</td>
</tr>
</tbody>
</table>

This project, funded with 2008 Parks Levy funds redirected from the Seattle Asian Art Museum renovation project, replaces selected electrical and mechanical components in the facility, including replacing the main boiler, adding a new DCC controls system, upgrading building, emergency, and exit lighting, the fire alarm system, and related improvements. It is anticipated that these improvements will improve safety and improve energy efficiency in the Center and Pool.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seattle Voter-Approved Levy</td>
<td>143</td>
<td>1,072</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,216</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>143</strong></td>
<td><strong>1,072</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>1,216</strong></td>
</tr>
<tr>
<td>Fund Appropriations / Allocations¹</td>
<td>LTD Actuals</td>
<td>2019 Revised</td>
<td>2020</td>
<td>2021</td>
<td>2022</td>
<td>2023</td>
<td>2024</td>
<td>2025</td>
<td>Total</td>
</tr>
<tr>
<td>2008 Parks Levy Fund</td>
<td>143</td>
<td>1,072</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,216</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>143</strong></td>
<td><strong>1,072</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>1,216</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Green Space Acquisitions - 2008 Parks Levy

This project provides for acquisition of properties to fill gaps in existing public ownership and preserve continuity in existing public ownership. The project scope targets acquisitions in the following designated green spaces: Arroyos Natural Area, East Duwamish Greenbelt, Northeast Queen Anne Greenbelt, Ravenna Woods, Thornton Creek Watershed, and West Duwamish Greenbelt. These acquisitions will enhance livability and increase opportunities for the public to enjoy nature. They also implement the Parks Strategic Action Plan by encouraging long-term stewardship of natural resources. Levy funds are expected to be supplemented by grants and funds from other sources for these acquisitions. This project is part of the 2008 Parks Levy.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interest Earnings</td>
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<td>-</td>
<td>-</td>
<td>-</td>
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<td>305</td>
</tr>
<tr>
<td>Seattle Voter-Approved Levy</td>
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<td>5</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
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<td>-</td>
<td>9,491</td>
</tr>
</tbody>
</table>

Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

O&M Impacts: NA
Hiawatha Community Center Renovation-2008 Levy

Project No: MC-PR-16010  BSL Code: BC-PR-10000
Project Type: Discrete  BSL Name: 2008 Parks Levy
Project Category: Rehabilitation or Restoration  Location: 2700 California AVE SW
Current Project Stage: Stage 3 - Design  Council District: Council District 1
Start/End Date: 2014 - 2021  Neighborhood District: Southwest
Total Project Cost: $1,193  Urban Village: Admiral District

This project, funded with 2008 Parks Levy funds redirected from the Seattle Asian Art Museum renovation project, renovates the building to include an updated kitchen, interior space renovations, new electrical, water and sewer services, exterior and seismic upgrades, ADA improvements, and other related work. Combined, these major systems and programmatic renovations will allow the building to operate more efficiently, and increases the opportunities for more facility rentals.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seattle Voter-Approved Levy</td>
<td>41</td>
<td>1,152</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,193</td>
</tr>
<tr>
<td>Total:</td>
<td>41</td>
<td>1,152</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,193</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008 Parks Levy Fund</td>
<td>41</td>
<td>1,152</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,193</td>
</tr>
<tr>
<td>Total:</td>
<td>41</td>
<td>1,152</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,193</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Hubbard Homestead Park (Northgate) Acquisition- Debt Service

Project No: MC-PR-31003  BSL Code: BC-PR-30000
Project Type: Debt Service  BSL Name: Debt and Special Funding
Project Category: New Facility  Location: NE 112th St
Current Project Stage: Stage 6 - Closeout  Council District: Multiple
Start/End Date: 2007 - 2027  Neighborhood District: Multiple
Total Project Cost: $3,749  Urban Village: Northgate

This project funds the 20-year debt service payment on $3 million Limited Tax General Obligation (LTGO) debt issued in 2007 to pay for the acquisition of the new Northgate Urban Center Park.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Real Estate Excise Tax I</td>
<td>2,204</td>
<td>222</td>
<td>224</td>
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<td>218</td>
<td>220</td>
<td>220</td>
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<td>3,749</td>
</tr>
<tr>
<td>Total:</td>
<td>2,204</td>
<td>222</td>
<td>224</td>
<td>221</td>
<td>218</td>
<td>220</td>
<td>220</td>
<td>220</td>
<td>3,749</td>
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</table>

<table>
<thead>
<tr>
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<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
HVAC System Duct Cleaning Program - Large Buildings

This ongoing project provides periodic (every two to five years) cleaning of the air ducts in the heating, ventilation, and air conditioning (HVAC) systems in pool natatoriums, community centers, and other Department-owned buildings. This maintenance increases the lifespan of these systems and reduces potential future major maintenance projects.

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¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Improve Dog Off-Leash Areas

Project No: MC-PR-51002  BSL Code: BC-PR-50000
Project Type: Ongoing  BSL Name: Maintaining Parks and Facilities
Project Category: Improved Facility  Location: Citywide
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

This ongoing project improves the City’s 14 existing off-leash areas, most of which have aging infrastructure. In 1996, seven sites were selected as pilot off-leash areas. In 1997, four of them (Blue Dog Pond, Genesee, Golden Gardens, and Westcrest) were selected as the first permanent sites. By 2011, there were a total of 11 off-leash areas, and three more have been added since then (Magnolia Manor, Kinnear, and Denny). Typical projects will improve Americans with Disabilities (ADA) access, address drainage and erosion issues, update aging infrastructure, and related work. This project is part of the Seattle Park District measure put before voters in 2014.

<table>
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Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

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O&M Impacts: NA
Irrigation Replacement and Outdoor Infrastructure Program

Project No: MC-PR-41020 Project Type: Ongoing BSL Code: BC-PR-40000 BSL Name: Fix It First
Project Category: Rehabilitation or Restoration Location: Citywide
Current Project Stage: N/A Council District: Multiple
Start/End Date: N/A Neighborhood District: Multiple
Total Project Cost: N/A Urban Village: Multiple

This ongoing project funds engineering and other studies of the Department's park irrigation and outdoor infrastructure systems (e.g., water mains, irrigation and drainage lines, sanitary and storm sewers, electrical utilities, roads, paths, trails, retaining walls, bridges, saltwater piers, and related infrastructure); associated cost estimating; related staff and consultant support for developing and prioritizing projects within the Department's Asset Management Plan; and implements replacement projects at various sites. Specific projects are determined by the study and operational considerations. This project provides conservation benefits by reducing water loss due to leaking systems, allocating water flow more efficiently through improved technology, and implementing other related work. It also extends the useful life of the infrastructure.

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<th>Resources</th>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Jimi Hendrix Park Improvements

Project No: MC-PR-15003  BSL Code: BC-PR-10000
Project Type: Discrete  BSL Name: 2008 Parks Levy
Project Category: Improved Facility  Location: 2400 Massachusetts ST
Start/End Date: 2011 - 2019  Neighborhood District: Southeast
Total Project Cost: $2,029  Urban Village: North Rainier

This project, part of the 2008 Parks Levy Opportunity Fund, completes the development of the park, enhancing an existing open green space by adding park elements that will make the site more usable and provide a unique space to honor the legacy of the park's namesake.

Resources

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<tr>
<th>Resources</th>
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Fund Appropriations / Allocations¹

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O&M Impacts:

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Joint Preschool Site and Tenant Improvements

This project provides funding to evaluate, plan, and design preschool classrooms and to further perform the necessary alterations, tenant improvements, site improvements, and other related improvements necessary to expand, renovate, or construct preschool classrooms at Parks sites/facilities. This project is primarily funded by the Seattle Preschool Program Levy.

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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Lake City Community Center Improvements

This project will replace the current Lake City Community Center with a new facility and perform other related work. The new Lake City Community Center will be more accessible for all users, more inviting and comfortable, and include improved recreation spaces. The project will begin with a feasibility study that will identify the probable costs associated with a variety of options such as underground parking, gym size, possible childcare rooms and facilities, and number of floors and other recreation spaces. Funding for construction of this project is anticipated to be included in the 2021-2026 Seattle Park District spending plan. This plan will be adopted in the Fall of 2020.

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O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Landscape Restoration Program

This ongoing program restores developed landscape areas by replacing and installing shrubbery, trees, turf, structural elements, and other elements in parks throughout the City. The program also includes a monitoring and plant establishment project, which provides necessary labor and materials to ensure that each restoration site is checked twice a year for the first three years after planting.

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<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<tbody>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Loyal Heights Community Center Renovation

This project renovates the building including interior space renovations, ADA improvements, seismic upgrades, window glazing, and some major systems improvements. Combined, these major systems and programmatic renovations will allow the building to operate more efficiently, and to increase the opportunities for more facility rentals.

<table>
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<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2022</th>
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<th>2025</th>
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<tbody>
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<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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</tr>
</thead>
<tbody>
<tr>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Loyal Heights Playfield Turf Replacement

This project replaces the synthetic turf field surfacing (134,000 square feet) which was installed in 2006, and is near the end of its lifecycle. This improvement allows the continued use and scheduling of the playfield for soccer, baseball, and other activities.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<td>2,307</td>
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<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
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<th>2020</th>
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<th>2022</th>
<th>2023</th>
<th>2024</th>
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<tr>
<td>REET II Capital Fund</td>
<td>78</td>
<td></td>
<td>2,307</td>
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<td>2,307</td>
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<td>2,385</td>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Seattle Parks and Recreation

Magnuson Community Center Improvements

<table>
<thead>
<tr>
<th>Project No:</th>
<th>MC-PR-41067</th>
<th>BSL Code:</th>
<th>BC-PR-40000</th>
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<td>BSL Name:</td>
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<tr>
<td>Project Category:</td>
<td>Improved Facility</td>
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<td>Start/End Date:</td>
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<td>Total Project Cost:</td>
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This project provides funding for design and renovation of the Magnuson Park Community Center (Building #47) to reconfigure the interior space of the south side of the building for increased programming options. Work on Building #47 will include new mechanical, electrical, and plumbing components, window replacement, hazardous material abatement, and other related work.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<table>
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<tr>
<th>Fund Appropriations / Allocations¹</th>
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<th>2020</th>
<th>2021</th>
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<td>-</td>
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<tr>
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<td>-</td>
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<tr>
<td><strong>Total:</strong></td>
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<td><strong>2,650</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2018 - 2025 Proposed Capital Improvement Program
Magnuson Park Athletic Field 12 Conversion

Project No: MC-PR-41064  BSL Code: BC-PR-40000
Project Type: Discrete  BSL Name: Fix It First
Project Category: Improved Facility  Location: 7400 Sand Point Way NE
Current Project Stage: Stage 1 - Pre-Project Development  Council District: Council District 4
Start/End Date: 2021 - 2023  Neighborhood District: Northeast
Total Project Cost: $7,522  Urban Village: Not in an Urban Village

This project converts approximately 100,000 square feet of an existing grass to synthetic turf, installs lighting, drainage improvements, and performs related work. Per the Magnuson Park Master Plan, the field is located south of the existing field 6 and west of the existing field 7 and will be reconfigured into field 12. This improvement allows for greater use and scheduling of the playfield for soccer, lacrosse, and other activities.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tbody>
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<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>REET I Capital Fund</td>
<td>-</td>
<td>-</td>
<td>5,618</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>5,618</td>
</tr>
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<td>1,570</td>
<td>-</td>
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<td>1,904</td>
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<td>1,570</td>
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<td>7,522</td>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Magnuson Park Building #406 Roof Replacement-2008 Levy

This project, funded with 2008 Parks Levy funds redirected from the Seattle Asian Art Museum renovation project, replaces the Built Up Roofing (BUR) system with a rubberized/EPDM roofing system with 20KW photovoltaic panels, and performs other related work. The system will supply power into the electrical system for the building, which will reduce the amount of utility power used. At certain times, the system may produce more power than is being used by the building, resulting in a credit for power used. This project eliminates a leaky roof and will make the facility more energy efficient.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<th>2024</th>
<th>2025</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Seattle Voter-Approved Levy</td>
<td>51</td>
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<td><strong>2022</strong></td>
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<td><strong>2024</strong></td>
<td><strong>2025</strong></td>
<td><strong>Total</strong></td>
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<td><strong>1,352</strong></td>
</tr>
</tbody>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Major Maintenance Backlog and Asset Management

Project No: MC-PR-41001
BSL Code: BC-PR-40000

Project Type: Ongoing
BSL Name: Fix It First

Project Category: Rehabilitation or Restoration
Location: Citywide

Current Project Stage: N/A
Council District: Multiple

Start/End Date: N/A
Neighborhood District: Multiple

Total Project Cost: N/A
Urban Village: Multiple

This ongoing project provides funding for major maintenance projects for assets in all of the city parks and recreation facilities, including athletic fields, play areas, swimming pools, trails, buildings, accessibility elements, outdoor infrastructure, and related work. This project also funds a new integrated asset management and work order system to better track and forecast long-term asset and maintenance needs. The project also increases Parks’ ability to remove property encroachments. Typical major maintenance improvements may include, but are not limited to renovating buildings, Americans with Disabilities (ADA) access improvements, replacing play area structures, forest, landscape, trail maintenance and improvements, swimming pool repairs, athletic field refurbishment, and installation of energy efficient lighting, and related major maintenance work. These projects will address health and safety codes, extend the life of the asset, improve access for all, reduce energy costs, reclaim Parks property, and improve the overall park experience for the public. This project is part of the Metropolitan Parks District measure put before voters in 2014.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2022</th>
<th>2023</th>
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<td>-</td>
<td>-</td>
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<td>1,947</td>
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<td>5,213</td>
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<td><strong>209,820</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Major Parks- 2008 Parks Levy

The project provides a contingency for Major Parks projects on a case-by-case basis, subject to Department recommendations. General costs applicable to all projects, such as interest on borrowed funds, may be paid from this project. This project is part of the 2008 Parks Levy.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<th>Total</th>
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<tbody>
<tr>
<td>Seattle Voter-Approved Levy</td>
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<td>14</td>
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<td>Fund Appropriations / Allocations¹</td>
<td>LTD Actuals</td>
<td>2019 Revised</td>
<td>2020</td>
<td>2021</td>
<td>2022</td>
<td>2023</td>
<td>2024</td>
<td>2025</td>
<td>Total</td>
</tr>
<tr>
<td>2008 Parks Levy Fund</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>14</td>
</tr>
<tr>
<td>Total:</td>
<td>14</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>14</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This ongoing project provides funding to leverage community-generated funding for renovation or development of large projects of Parks' facilities where other City funding is unavailable, often times due to the magnitude of the project. These projects will require matching funds, so the leveraging will stretch the City's funding, and more great community-generated projects can be accomplished. The community will benefit from new and/or improved facilities that can better accommodate current and projected park and recreation needs and demands. This project is part of the Metropolitan Parks District measure put before voters in 2014.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seattle Park District Revenues</td>
<td>1,148</td>
<td>5,496</td>
<td>1,766</td>
<td>1,810</td>
<td>1,855</td>
<td>1,902</td>
<td>1,950</td>
<td>1,999</td>
<td>17,926</td>
</tr>
<tr>
<td>Total:</td>
<td>1,148</td>
<td>5,496</td>
<td>1,766</td>
<td>1,810</td>
<td>1,855</td>
<td>1,902</td>
<td>1,950</td>
<td>1,999</td>
<td>17,926</td>
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<td>Fund Appropriations / Allocations¹</td>
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<td>2020</td>
<td>2021</td>
<td>2022</td>
<td>2023</td>
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<td>1,855</td>
<td>1,902</td>
<td>1,950</td>
<td>1,999</td>
<td>17,926</td>
</tr>
<tr>
<td>Total:</td>
<td>1,148</td>
<td>5,496</td>
<td>1,766</td>
<td>1,810</td>
<td>1,855</td>
<td>1,902</td>
<td>1,950</td>
<td>1,999</td>
<td>17,926</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Marra-Desimone Park Development

This project provides for development of Marra-Desimone Park, which includes the Marra Farm, Seattle's largest site for urban gardening. It implements elements of the "Long-Range Development Plan for Marra-Desimone Park" (2008), and may include enhancement of the existing farm area, development of community and recreation space on the eastern side of the park, paths, and gateway features. This project is part of the 2008 Parks Levy.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seattle Voter-Approved Levy</td>
<td>320</td>
<td>780</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,100</td>
</tr>
<tr>
<td>Total:</td>
<td>320</td>
<td>780</td>
<td>-</td>
<td>-</td>
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<td>-</td>
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<thead>
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<th>Fund Appropriations / Allocations¹</th>
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<th>2021</th>
<th>2022</th>
<th>2023</th>
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<th>Total</th>
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<tbody>
<tr>
<td>2008 Parks Levy Fund</td>
<td>320</td>
<td>780</td>
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</tr>
<tr>
<td>Total:</td>
<td>320</td>
<td>780</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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</tbody>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Municipal Energy Efficiency Program - Parks

Project No: MC-PR-41030  |  BSL Code: BC-PR-40000
Project Type: Ongoing  |  BSL Name: Fix It First
Project Category: Rehabilitation or Restoration  |  Location: Citywide Multiple Locations
Current Project Stage: N/A  |  Council District: Multiple
Start/End Date: N/A  |  Neighborhood District: Multiple
Total Project Cost: N/A  |  Urban Village: Multiple

This project provides for investment in more energy efficient building systems and other facility efficiency improvements. By making these investments the City expects future savings in utility and labor costs, and significant progress toward carbon neutrality. This program is intended to fund facility retrofit projects identified by energy audits conducted in 2010 (funded by the City's Energy Efficiency and Conservation Block Grant) and similar projects identified by the department. Depending on project demand and available funding, additional resources may be added in the future.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<th>2025</th>
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<td>-</td>
<td>478</td>
</tr>
<tr>
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<td>1,323</td>
<td>881</td>
<td>-</td>
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<td>-</td>
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<tr>
<td>Real Estate Excise Tax II</td>
<td>177</td>
<td>79</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
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<td>2,939</td>
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<table>
<thead>
<tr>
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<th>LTD Actuals</th>
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<th>2021</th>
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<tbody>
<tr>
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<td>-</td>
<td>478</td>
</tr>
<tr>
<td>Park And Recreation Fund</td>
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</tr>
<tr>
<td>REET I Capital Fund</td>
<td>-</td>
<td>1,323</td>
<td>881</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2,205</td>
</tr>
<tr>
<td>REET II Capital Fund</td>
<td>177</td>
<td>79</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>256</td>
</tr>
<tr>
<td>Total:</td>
<td>655</td>
<td>1,402</td>
<td>881</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2,939</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Neighborhood Capital Program

<table>
<thead>
<tr>
<th>Project No:</th>
<th>MC-PR-41015</th>
<th>BSL Code:</th>
<th>BC-PR-40000</th>
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<tbody>
<tr>
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<td>BSL Name:</td>
<td>Fix It First</td>
</tr>
<tr>
<td>Project Category:</td>
<td>Rehabilitation or Restoration</td>
<td>Location:</td>
<td>Citywide</td>
</tr>
<tr>
<td>Current Project Stage:</td>
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<td>Council District:</td>
<td>Multiple</td>
</tr>
<tr>
<td>Start/End Date:</td>
<td>N/A</td>
<td>Neighborhood District:</td>
<td>Multiple</td>
</tr>
<tr>
<td>Total Project Cost:</td>
<td>N/A</td>
<td>Urban Village:</td>
<td>Multiple</td>
</tr>
</tbody>
</table>

This program provides funding for various projects that were proposed and prioritized through participatory budgeting process administered by the Department of Neighborhoods. This is a partner project to SDOT's Neighborhood Parks Street Fund - Your Voice, Your Choice project.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Real Estate Excise Tax I</td>
<td>243</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>243</td>
</tr>
<tr>
<td>Real Estate Excise Tax II</td>
<td>1,177</td>
<td>622</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,799</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
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<td><strong>622</strong></td>
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<td>-</td>
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<td>-</td>
<td><strong>2,042</strong></td>
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</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>REET I Capital Fund</td>
<td>243</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>243</td>
</tr>
<tr>
<td>REET II Capital Fund</td>
<td>1,177</td>
<td>622</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,799</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>1,420</strong></td>
<td><strong>622</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td><strong>2,042</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Neighborhood Park Acquisitions- 2008 Parks Levy

This project provides for acquisition of property to create new urban parklands in Seattle's most densely-developed neighborhoods as identified in Seattle Parks and Recreation's 2006 Gap Analysis. New park land acquisition enhances livability and increases opportunities for the public to enjoy the outdoors. The acquisitions also implement the Parks Strategic Action Plan. Levy funds are expected to be supplemented by grants and funds from other sources and are not expected to be sufficient to complete acquisitions in all the targeted areas. This project is part of the 2008 Parks Levy.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seattle Voter-Approved Levy</td>
<td>22,272</td>
<td>2,133</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>24,406</td>
</tr>
<tr>
<td>Total:</td>
<td>22,272</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>24,406</td>
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Fund Appropriations / Allocations¹

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008 Parks Levy Fund</td>
<td>22,272</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>24,406</td>
</tr>
<tr>
<td>Total:</td>
<td>22,272</td>
<td>2,133</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>24,406</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Neighborhood Parks & Playgrounds- 2008 Parks Levy

The project provides a contingency for Neighborhood Parks & Playground projects on a case-by-case basis, subject to Department recommendations. General costs applicable to all projects, such as interest on borrowed funds, may be paid from this project. This project is part of the 2008 Parks Levy.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<tbody>
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<td>-</td>
<td>-</td>
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<td>(1,348)</td>
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Fund Appropriations / Allocations¹

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<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008 Parks Levy Fund</td>
<td>134</td>
<td>1,586</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>Total:</td>
<td>134</td>
<td>1,586</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>1,720</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Neighborhood Response Program

Project No: MC-PR-41024  BSL Code: BC-PR-40000
Project Type: Ongoing  BSL Name: Fix It First
Project Category: Rehabilitation or Restoration  Location: Citywide
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

This ongoing program provides funding for small projects identified by citizens, neighborhood groups, or other community organizations. Projects address requests which are typically under $50,000, and may be used for major maintenance activities performed in conjunction with development-oriented Neighborhood Matching Fund (NMF) projects. This program enables the Department to respond quickly to community requests for repairs in neighborhood parks.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<td>Real Estate Excise Tax II</td>
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<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tbody>
<tr>
<td>REET I Capital Fund</td>
<td>666</td>
<td>58</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>723</td>
</tr>
<tr>
<td>REET II Capital Fund</td>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Northwest Native Canoe Center Development

Project No: MC-PR-15010  BSL Code: BC-PR-10000
Project Type: Discrete  BSL Name: 2008 Parks Levy
Project Category: Improved Facility  Location: 860 Terry AVE N
Current Project Stage: Stage 2 - Initiation, Project Definition, & Planning
Start/End Date: 2014 - 2021
Total Project Cost: $750

This project, part of the 2008 Parks Levy Opportunity Fund, develops a carving shed which includes a living roof, and installs a carved "Welcome" figure on the beach. The project provides insight into distinctive varieties of Native American culture in a location at Lake Union where Native carvers are safe, and the public is welcome. This is the first phase of a two building development.

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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Opportunity Fund Acquisitions- 2008 Parks Levy

This project provides funding to cover the costs of pre-acquisition activities (including planning, title searches, appraisals, negotiations, and community involvement) associated with acquisitions of specified real property as approved for the Opportunity Fund of the levy. Acquisitions will be authorized and funded through separate legislative action. This project is part of the 2008 Parks Levy.

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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Opportunity Fund Development- 2008 Parks Levy

Project No: MC-PR-15002  BSL Code: BC-PR-10000
Project Type: Ongoing  BSL Name: 2008 Parks Levy
Project Category: Improved Facility  Location: Citywide
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Not in an Urban Village

The project provides a contingency for Opportunity Fund projects on a case-by-case basis, subject to Department recommendations. General costs applicable to all projects, such as interest on borrowed funds, may be paid from this project. Specific projects will be authorized and funded through separate legislative action. This project is part of the 2008 Parks Levy.

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<th>Resources</th>
<th>LTD Actuals</th>
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<th>2022</th>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Othello Park Improvements

This project, part of the 2008 Parks Levy Opportunity Fund, renovates the play area and basketball courts, installs benches and games tables, prepares P-Patches, and adds rain gardens and bio-swales to address drainage. This project also includes way-finding markers embedded in the walking paths. Renovations improve safety in the park and help the park function better as a neighborhood and community gathering spot.

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This project provides funding for property acquisition for park purposes using a variety of funding sources. It also provides funding for developing acquired property.

<table>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This ongoing project provides funds for land acquisition, leveraging capital projects, pre-acquisition activities (including planning, title searches, appraisals, negotiations, and community involvement), associated with acquisitions of specified real property, and related work. The project also serves as a match to leverage other funding sources such as King County Conservation Futures. The City is growing and there is a need to add parkland to meet park and open space goals and improve the quality of life for Seattle residents. This project is part of the Metropolitan Parks District measure put before voters in 2014.

<table>
<thead>
<tr>
<th>Resources</th>
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<td>2,320</td>
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<td>2,437</td>
<td>2,498</td>
<td>22,409</td>
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<td><strong>Total:</strong></td>
<td><strong>2,447</strong></td>
<td><strong>10,459</strong></td>
<td><strong>3,708</strong></td>
<td><strong>2,263</strong></td>
<td><strong>2,320</strong></td>
<td><strong>2,378</strong></td>
<td><strong>2,437</strong></td>
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<td>2,378</td>
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<td>1,500</td>
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<tr>
<td><strong>Total:</strong></td>
<td><strong>2,447</strong></td>
<td><strong>10,459</strong></td>
<td><strong>3,708</strong></td>
<td><strong>2,263</strong></td>
<td><strong>2,320</strong></td>
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<td><strong>2,437</strong></td>
<td><strong>2,498</strong></td>
<td><strong>28,509</strong></td>
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**O&M Impacts:** NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Parks Central Waterfront Piers Rehabilitation

Project No: MC-PR-21007
BSL Code: BC-PR-20000

Project Type: Discrete
BSL Name: Building For The Future

Project Category: Rehabilitation or Restoration
Location: Alaskan Way

Current Project Stage: Stage 5 - Construction

Start/End Date: 2016 - 2024
Neighborhood District: Downtown

Total Project Cost: $100,217
Urban Village: Downtown

The Waterfront Park and Pier 62/63 are public park facilities that provide public access to Elliott Bay and host a range of public events, markets and performances. Both piers need a full seismic upgrade to meet current life safety codes, and Waterfront Park needs significant access improvements. Waterfront Park is envisioned as a flexible public recreation and open space. Pier 62/63 is anticipated to be more heavily programmed, with a flexible activity rink, events, and performances. The Department of Parks and Recreation (DPR) owns the piers, but the Office of the Waterfront will lead the rehabilitation. The Pier 62/63 Phase 1 Rebuild will be the first element completed in this project, with construction anticipated to be completed at the end of 2019. This project is part of the overall Central Waterfront program. (Interfund Loan will be repaid with Local Improvement District Bonds.)

The Waterfront Park and Pier 62/63 are public park facilities that provide public access to Elliott Bay and host a range of public events, markets and performances. Both piers need a full seismic upgrade to meet current life safety codes, and Waterfront Park needs significant access improvements. Waterfront Park is envisioned as a flexible public recreation and open space. Pier 62/63 is anticipated to be more heavily programmed, with a flexible activity rink, events, and performances. The Department of Parks and Recreation (DPR) owns the piers, but the Office of the Waterfront will lead the rehabilitation. The Pier 62/63 Phase 1 Rebuild will be the first element completed in this project, with construction anticipated to be completed at the end of 2019. This project is part of the overall Central Waterfront program. (Interfund Loan will be repaid with Local Improvement District Bonds.)

O&M Impacts: NA

---

### Resources

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### Fund Appropriations / Allocations¹

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</tbody>
</table>

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Parks Maintenance Facility Acquisition - Debt Service

This project funds debt service payments on 20-year bonds issued in 2002 to pay for the acquisition of the Westbridge Building, a facility that replaced the Department's primary maintenance facility at Roy Street. The replacement of the Roy Street facility assures a safe and efficient location for the Department's professional trades and a portion of the maintenance crews and management staff.

<table>
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<tr>
<th>Resources</th>
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<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<td>555</td>
<td>555</td>
<td>556</td>
<td></td>
<td></td>
<td></td>
<td>9,114</td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>561</strong></td>
<td><strong>555</strong></td>
<td><strong>555</strong></td>
<td><strong>556</strong></td>
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<td><strong>9,770</strong></td>
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<th>Fund Appropriations / Allocations¹</th>
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<th>2019 Revised</th>
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</tr>
<tr>
<td>REET I Capital Fund</td>
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<td>555</td>
<td>555</td>
<td>556</td>
<td></td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>561</strong></td>
<td><strong>555</strong></td>
<td><strong>555</strong></td>
<td><strong>556</strong></td>
<td></td>
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<td><strong>9,770</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
This ongoing program provides minor capital improvements to low-income area parks throughout the City. Conservation Corps Program staff perform this work, providing training opportunities for low-income, homeless, and other at-risk community members. Program elements include provision of ADA improvements to parks and park restrooms, accessible drinking fountain installation, basketball court construction, bench and picnic table installation, tree purchase and planting, and other small-scale capital projects. Funding is also targeted to projects that can be integrated with other community-identified amenities.
This ongoing project funds various project activities, including, but not limited to, seal-coats to new pavement to extend its lifespan, pavement patching, sub-grade repairs, overlays to small areas, and repairs associated with pavement failures (e.g., heaving, sinking, cracking, and root invasion). Improvements reduce damage to asphalt, lengthen pavement lifespan, and reduce safety hazards such as uneven pavement.

<table>
<thead>
<tr>
<th>Resources</th>
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<td>400</td>
<td>400</td>
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<tbody>
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<td>-</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>642</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>2,687</strong></td>
<td><strong>510</strong></td>
<td><strong>320</strong></td>
<td><strong>400</strong></td>
<td><strong>400</strong></td>
<td><strong>400</strong></td>
<td><strong>400</strong></td>
<td><strong>400</strong></td>
<td><strong>5,517</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Play Area Renovations

This project renovates a number of play areas in the park system. Improvements may include equipment replacement, ADA access, surfacing and containment renovation, and related elements. The sites will be determined each year using the Play Area Inventory and Assessment report.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<th>2022</th>
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<th>2024</th>
<th>2025</th>
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<tr>
<td>General Fund</td>
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<td>King County Parks Levy Fund</td>
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<td>2,346</td>
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<td>500</td>
<td>750</td>
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<td>750</td>
<td>750</td>
<td>7,151</td>
</tr>
<tr>
<td>REET I Capital Fund</td>
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<td>-</td>
<td>2,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2,000</td>
</tr>
<tr>
<td>REET II Capital Fund</td>
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<td>-</td>
<td>-</td>
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<td>1,000</td>
<td>1,000</td>
<td>1,000</td>
<td>1,000</td>
<td>5,489</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>1,348</strong></td>
<td><strong>2,351</strong></td>
<td><strong>2,500</strong></td>
<td><strong>1,500</strong></td>
<td><strong>1,750</strong></td>
<td><strong>1,750</strong></td>
<td><strong>1,750</strong></td>
<td><strong>1,750</strong></td>
<td><strong>14,700</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Play Area Safety Program

- **Project No:** MC-PR-41018
- **BSL Code:** BC-PR-40000
- **Project Type:** Ongoing
- **BSL Name:** Fix It First
- **Project Category:** Rehabilitation or Restoration
- **Location:** Citywide
- **Current Project Stage:** N/A
- **Council District:** Multiple
- **Start/End Date:** N/A
- **Neighborhood District:** Multiple
- **Total Project Cost:** N/A
- **Urban Village:** Multiple

This ongoing program renovates play areas, makes ADA improvements, installs safety upgrades, and performs other related work. The program focuses on addressing safety issues at two to four play areas per year. Primarily, the program is focused on installing proper safety surfacing at children's play areas throughout the parks system. Future funding for this program depends on specific projects and available resources, including grants. This program extends the useful life and improves the safety of the play areas.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<tbody>
<tr>
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</tr>
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### Fund Appropriations / Allocations

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<th>2024</th>
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<tbody>
<tr>
<td>REET I Capital Fund</td>
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<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>REET II Capital Fund</td>
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<td>75</td>
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<td>150</td>
<td>150</td>
<td>150</td>
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<td>1,640</td>
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<tr>
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<td><strong>75</strong></td>
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</table>

**O&M Impacts:** NA

---

Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Pratt Park Water Feature Renovation-2008 Levy

This project, funded with 2008 Parks Levy funds redirected from the Seattle Asian Art Museum renovation project, repairs or replaces the surface at the water play feature, installs a recirculating system for it, and performs related improvements. It is anticipated that these elements will improve water conservation, safety, and water play value at this busy park.

### Resources

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<tr>
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<th>2022</th>
<th>2023</th>
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### Fund Appropriations / Allocations¹

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<th>2023</th>
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<td>1,177</td>
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<td>-</td>
<td>1,314</td>
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</tbody>
</table>

**O&M Impacts:** NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Puget Park - Environmental Remediation

This project funds a cleanup action on a portion of Puget Park and on an adjacent related parcel, with participation by four parties involved in the original contamination. The City negotiated a settlement agreement with all parties for funding cleanup costs incurred in the past, as well as future site mitigation costs.

### Resources

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### Fund Appropriations / Allocations

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O&M Impacts: NA

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Queen Anne Turf Field Replacement

This project will improve playability and increase year-round athletic field capacity at West Queen Anne Playfield. The existing natural turf field will be replaced with a synthetic field, the lights will be replaced, and paths will be repaved to improve accessibility, along with related work.

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
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<th>Fund Appropriations / Allocations¹</th>
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<th>2019 Revised</th>
<th>2020</th>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Rainier Beach CC Debt Service

This project funds the 20-year debt service payment on bonds issued from 2019 -2033 to pay for the renovation of Rainier Beach Community Center.

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<thead>
<tr>
<th>Resources</th>
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<th>2020</th>
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<th>2022</th>
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<td>1,210</td>
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<td>General Fund</td>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
RDA HQ Relocation

This project partially funds current cost estimates to move Parks staff from the RDA Building to another work location beginning in 2019.

<table>
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<tr>
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<th>2021</th>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This ongoing project revitalizes the City's 82 P-Patch Community Gardens. Typical projects will improve the paths, improve the planting beds and common areas, improve Americans with Disabilities (ADA) access, update aging infrastructure, and related work. The first P-Patch was constructed in 1973, and more have been added in the past 40 years. The individual projects will address safety and code requirements, extend the life of the asset, improve accessibility, and contribute to better air quality. This project is part of the Metropolitan Parks District measure put before voters in 2014.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seattle Park District Revenues</td>
<td>658</td>
<td>272</td>
<td>221</td>
<td>226</td>
<td>232</td>
<td>238</td>
<td>244</td>
<td>250</td>
<td>2,341</td>
</tr>
<tr>
<td>Total</td>
<td>658</td>
<td>272</td>
<td>221</td>
<td>226</td>
<td>232</td>
<td>238</td>
<td>244</td>
<td>250</td>
<td>2,341</td>
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</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
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<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<th>2025</th>
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</tr>
<tr>
<td>Total</td>
<td>658</td>
<td>272</td>
<td>221</td>
<td>226</td>
<td>232</td>
<td>238</td>
<td>244</td>
<td>250</td>
<td>2,341</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
This ongoing project funds architectural, engineering and other studies of the Department's buildings (roofs, structure and other related infrastructure); associated cost estimating; related staff and consultant support for developing and prioritizing projects within the Department’s Asset Management Plan; and implements the replacement or renovation of buildings and roofs throughout the park system, including those at comfort stations, picnic shelters, community centers, and small roof sections of larger buildings. This project extends the useful life of the buildings and roofs; assures that the facilities are protected against damage from roof and wall leaks; and assures that general building issues are addressed in the Asset Management Plan.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<th>2025</th>
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<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>1,477</td>
</tr>
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<td>350</td>
<td>350</td>
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<tr>
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<td><strong>350</strong></td>
<td><strong>350</strong></td>
<td><strong>350</strong></td>
<td><strong>350</strong></td>
<td><strong>350</strong></td>
<td><strong>5,726</strong></td>
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### Fund Appropriations / Allocations

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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<td>-</td>
<td>700</td>
</tr>
<tr>
<td>REET I Capital Fund</td>
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<td>18</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>1,477</td>
</tr>
<tr>
<td>REET II Capital Fund</td>
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<td>256</td>
<td>250</td>
<td>350</td>
<td>350</td>
<td>350</td>
<td>350</td>
<td>350</td>
<td>3,549</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3,452</strong></td>
<td><strong>274</strong></td>
<td><strong>250</strong></td>
<td><strong>350</strong></td>
<td><strong>350</strong></td>
<td><strong>350</strong></td>
<td><strong>350</strong></td>
<td><strong>350</strong></td>
<td><strong>5,726</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
This ongoing project restores and maintains Seattle's 2,500 acres of urban forests. Seattle's trees are aging and inundated with invasive plants, including English ivy, Himalayan blackberry, Scot's broom, and knotweed. This project expands Parks' capacity to restore forest land, and to provide the ongoing monitoring and maintenance work necessary to keep restored areas from being overrun by invasive plants. A healthy urban forest contributes significantly to the health of the environment by cleaning air and water, filtering and retaining storm water, and providing a respite from the built environment. This project is part of the Metropolitan Parks District measure put before voters in 2014.

O&M Impacts: NA
# Seattle Asian Art Museum Renovation

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<tr>
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<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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<tbody>
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<tr>
<td>Seattle Voter-Approved Levy</td>
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<tr>
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<th>2023</th>
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<tr>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>15,200</td>
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<tr>
<td>REET II Capital Fund</td>
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<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
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<td>3,800</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>16,660</strong></td>
<td><strong>2,341</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
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<td><strong>19,000</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

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Seward Park Forest Restoration

This project provides for the restoration of old growth forest in Seward Park as part of the Green Seattle Partnership. The restoration work will be guided by the established vegetation management plan for Seward Park. This additional work is being funded by a private donation of $1 million. The donation will be made to the Seattle Foundation over the course of 3 to 4 years and dispersed to Parks over a period of 10 to 11 years.

O&M Impacts:

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2020 - 2025 Proposed Capital Improvement Program
Smith Cove Park Development

Project No: MC-PR-21005  BSL Code: BC-PR-20000
Project Type: Discrete  BSL Name: Building For The Future
Project Category: Improved Facility  Location: W Galer ST
Start/End Date: 2015 - 2021  Neighborhood District: Magnolia/Queen Anne
Total Project Cost: $6,966  Urban Village: Not in an Urban Village

This project, funded by the MPD, develops the 4.9 acre waterfront portion of Smith Cove Park located just west of Pier 91 on Elliott Bay. The park will be developed following a planning and design process for the site. These amenities may include paths, landscaping, waterfront access points, a play area, and related improvements. Some improvements will also be made to the existing part of Smith Cove Park (west of this site), currently used for sports such as soccer. The improved park will provide waterfront access and ADA accessibility, provide enhanced opportunities for active recreation, increase environmental-sensitivity, and make the park inviting and usable for more people.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<td>-</td>
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<td>250</td>
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<table>
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<th>2021</th>
<th>2022</th>
<th>2023</th>
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<td>6,966</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
South Park Campus Improvements

**Project No:** MC-PR-21013  
**BSL Code:** BC-PR-20000

**Project Type:** Discrete  
**BSL Name:** Building For The Future

**Project Category:** Improved Facility  
**Location:** 8319 8th AVE S

**Current Project Stage:** Stage 1 - Pre-Project Development  
**Council District:** Council District 1

**Start/End Date:** 2019 - 2021  
**Neighborhood District:** Greater Duwamish

**Total Project Cost:** $1,800  
**Urban Village:** South Park

This project will implement the South Park Site Plan approved by Seattle Parks and Recreation in March 2018, by renovating and relocating numerous park elements. The site plan calls for the existing play area and wading pool to be demolished and replaced with a new play area and spray park in new locations within the site. The existing grass playfield will be renovated and upgraded with synthetic turf and lighting. The project may also include the replacement of the existing sport courts, installation of a loop trail and planted buffer, new fencing and related work. Partial funding for this project is anticipated from various public and private sources in the forms of grants and donations. Once the project is completed, these improvements will increase safety and site capacity, support more active uses and types of healthy outdoor play, and provide opportunities for programming throughout the year. The total estimated cost for this project is $9.8 million. This project will be funded by public and private sources. With the addition of the Real Estate Excise Tax (REET) funding in 2019, the project is expected to be fully funded.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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</tr>
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**O&M Impacts:** NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
# Sport Court Restoration Program

**Project No:** MC-PR-41019  
**BSL Code:** BC-PR-40000

**Project Type:** Ongoing  
**BSL Name:** Fix It First

**Project Category:** Rehabilitation or Restoration  
**Location:** Citywide

**Current Project Stage:** N/A  
**Council District:** Multiple

**Start/End Date:** N/A  
**Neighborhood District:** Multiple

**Total Project Cost:** N/A  
**Urban Village:** Not in an Urban Village

This ongoing project renovates sport courts including tennis, basketball, and pickleball courts throughout the City. The program focuses on crack repair, color coating, providing new posts, standards, and nets, and completing less expensive repairs. Between one and three courts are renovated each year that are selected based on user complaints and staff evaluation of conditions.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>Revised</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
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<th>2020</th>
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**O&M Impacts:** NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
This ongoing project implements a comprehensive trail renovation strategy. Funding addresses trail failures throughout the park system to correct safety problems, prevent further erosion and deterioration, and perform other related work. The project leverages community support by providing technical assistance, training, and materials to district staff and volunteers who are engaged in other trail-related projects.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<tbody>
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<td>350</td>
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<thead>
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<tr>
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<td>2,995</td>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Urban Forestry - Forest Restoration Program

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<td>Location:</td>
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<tr>
<td>Start/End Date:</td>
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<td>Total Project Cost:</td>
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</table>

This program develops forest and vegetation management plans, implements restoration projects at sites throughout the City's park system, removes hazardous trees, and performs other related work. Restoration projects, with much of the work being performed by citizen volunteers, may include removal of invasive plants, such as English ivy and Himalayan blackberry, followed by replanting with native plants. Future funding for this program depends on available resources. This project enhances Seattle's urban forest and supports the Green Seattle Partnership to increase overall City tree canopy and the Restore Our Waters Strategy to improve Seattle's aquatic environments.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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<th>2023</th>
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<th>Fund Appropriations / Allocations¹</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<tbody>
<tr>
<td>REET I Capital Fund</td>
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<td>-</td>
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<td>-</td>
<td>586</td>
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<tr>
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<td>200</td>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Urban Forestry - Green Seattle Partnership

This ongoing project is a collaborative effort between the City of Seattle and Forterra to restore 2,500 acres of forested park lands in Seattle by 2025. Restoration for each acre occurs over a three-year period and includes clearing invasive plants, replanting the area with native plants, caring for the plants through establishment, and other related work. This project supports the Green Seattle initiative.

### Resources

<table>
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<tr>
<th>Resources</th>
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<th>2020</th>
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<th>2022</th>
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<tr>
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<td>-</td>
<td>-</td>
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<td>-</td>
<td>7,255</td>
</tr>
<tr>
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<td>1,700</td>
<td>1,700</td>
<td>1,700</td>
<td>1,700</td>
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### Fund Appropriations / Allocations

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<td>7,255</td>
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<tr>
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<td>1,700</td>
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<td>1,700</td>
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**O&M Impacts:** NA

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¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This ongoing project replaces each tree removed from developed park land and boulevards with two new trees. The Department typically removes approximately 500 trees per year. This project increases the City’s tree canopy and supports the Green Seattle initiative.

<table>
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<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<th>2021</th>
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<th>2024</th>
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<tbody>
<tr>
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<td>-</td>
<td>-</td>
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¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

O&M Impacts: NA
Utility Conservation Program

Project No: MC-PR-41010
BSL Code: BC-PR-40000

Project Type: Ongoing
BSL Name: Fix It First

Project Category: Rehabilitation or Restoration
Location: Citywide

Current Project Stage: N/A
Council District: Multiple

Start/End Date: N/A
Neighborhood District: Multiple

Total Project Cost: N/A
Urban Village: Multiple

This ongoing project implements energy conservation projects in collaboration with Seattle City Light, Seattle Public Utilities, and Puget Sound Energy. Projects may include lighting, heating, and water use renovations at various facilities throughout the Parks system. These projects result in energy savings and better air and water quality, and support the Climate Protection Initiative by reducing greenhouse gas emissions. The cost of these projects is expected to be recovered within approximately five years through reduced utility costs and rebates from the three utilities. Rebates and other additional resources will be pursued to fund future conservation projects.

Resources

<table>
<thead>
<tr>
<th></th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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Fund Appropriations / Allocations¹

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<td><strong>5,762</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Victor Steinbrueck Park Renovation

This project renovates the existing Victor Steinbrueck Park to help revitalize this park located in the Pike Place Market. Renovations may include new seating, paths and circulation modifications, landscaping, lighting, signage, and related elements. This park is within the boundaries of the Pike Place Historical District. This project is part of the 2008 Parks Levy.

<table>
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<tr>
<th>Resources</th>
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<tbody>
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<tr>
<td>Total:</td>
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<tr>
<td>Total:</td>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This project will replace the existing membrane between the westerly portion of Victor Steinbrueck Park and the Unico parking garage below, and other related items. The membrane is a waterproofing layer that keeps stormwater and irrigation that falls on the park from entering the garage below and damaging the concrete structure. The membrane was installed in 1981 when the park was originally constructed on top of the parking garage. These membranes typically last no more than 30 years; the existing membrane has failed and no longer prevents water from entering the garage below. The membrane replacement requires the removal and subsequent replacement of all the park improvements above and the installation of a new drainage system. The new membrane will provide a waterproofed foundation for the associated park renovation project.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
W Magnolia PF South Athletic Field Conversion

This project converts an existing grass athletic field of approximately 135,500 square feet to synthetic turf, replaces lighting, installs drainage improvements, and performs related work. This improvement allows for enhanced use and scheduling of the playfield for soccer, lacrosse, baseball, and other activities.

Resources

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<tr>
<th>Resources</th>
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Fund Appropriations / Allocations

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O&M Impacts: NA
Washington Park Arboretum Improvements- 2008 Parks Levy

Project No: MC-PR-13002  
BSL Code: BC-PR-10000

Project Type: Discrete  
BSL Name: 2008 Parks Levy

Project Category: Improved Facility  
Location: 2300 Arboretum DR E

Current Project Stage: Stage 6 - Closeout  

Start/End Date: 2010 - 2020  
Neighborhood District: East District

Total Project Cost: $2,925  
Urban Village: Not in an Urban Village

This project provides for improvements to the Washington Park Arboretum. These improvements will further implement the Arboretum Master Plan, including projects such as the Pacific Connections Garden, trails, and other elements of the Plan. This project is part of the 2008 Parks Levy.

Resources

<table>
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<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<th>2022</th>
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Fund Appropriations / Allocations¹

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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Woodland Park Zoo Night Exhibit Renovation

Project No: MC-PR-41046
Project Type: Discrete
Project Category: Rehabilitation or Restoration
Current Project Stage: Stage 2 - Initiation, Project Definition, & Planning
Start/End Date: 2017 - 2020
Total Project Cost: $2,795

This project provides funding to re-build the Woodland Park Zoo Night Exhibit, and other related work. The Exhibit was substantially damaged in December of 2016. This project is funded by insurance proceeds.

<table>
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<th>Resources</th>
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<th>2021</th>
<th>2022</th>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Yesler Crescent Improvements

Project No: MC-PR-21012  BSL Code: BC-PR-20000
Project Type: Discrete  BSL Name: Building For The Future
Project Category: Improved Facility  Location:
Current Project Stage: Stage 1 - Pre-Project Development  Council District: Council District 7
Start/End Date: 2019 - 2021  Neighborhood District: Downtown
Total Project Cost: $647  Urban Village: Downtown

This project will create improvements to City Hall Park that enhance circulation and focus on park activation and preservation. Potential improvements may include pathway renovation, furnishing replacement, lighting upgrades, irrigation renovation and related work. This project is part of the Building for the Future Budget Summary Level, and uses REET funding only for planning and design at this time. Potential rebuilding or renovation of the Prefontaine fountain and plaza will also be assessed in the planning process.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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**Fund Appropriations / Allocations¹**

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<th>2020</th>
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**O&M Impacts:** NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This ongoing project preserves the Zoo facilities to enable it to operate efficiently, and to offer a world-class experience to the patrons. Typical projects include exhibit renovation or replacement, water, electrical, irrigation, and sewer systems replacement, energy efficient improvements, pavement and grounds restoration, Americans with Disabilities (ADA) access improvements, and related work. The oldest buildings at the Zoo were constructed in the 1930s and others have been built in subsequent decades. The individual projects will address health and safety codes, extend the life of the asset, improve access for all, reduce energy costs, and improve the overall Zoo experience for the public. This project is part of the Metropolitan Parks District measure put before voters in 2014.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
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<td>1,938</td>
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<td>2,194</td>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Seattle Center
Overview

Seattle Center’s Capital Improvement Plan (CIP) is at the heart of the Center’s purpose “to create exceptional events, experiences and environments that delight and inspire the human spirit to build stronger communities.” The Center’s CIP repairs, renews, and redevelops the facilities and grounds of Seattle Center to provide a safe and welcoming place for millions of annual visitors.

Seattle Center is a 74-acre campus in the middle of the City. It is the largest visitor destination in Washington state, attracting an estimated 12 million visits each year to attend arts, sporting, educational, and cultural events and festivals, and to enjoy the grounds and open spaces. There are 24 buildings and three parking garages on the campus. Seattle Center is also a major urban park with lawns, gardens, fountains, a children’s play area, and a variety of plazas and open spaces. The Seattle Center Monorail runs between the Seattle Center campus and downtown Seattle. The City owns the Monorail, which is operated by Seattle Monorail Services on behalf of the City. The Space Needle, the Pacific Science Center, the Museum of Pop Culture, the Chihuly Garden and Glass Exhibition, and the Seattle Public Schools’ Memorial Stadium and an adjacent parking lot are also part of the campus but are privately owned and operated.

The origins of a civic campus at Seattle Center go back to the 1920s, with Mayor Bertha Landes presiding over the groundbreaking for the Civic Auditorium, Civic Ice Arena and Civic Field. In the 1930s the Washington State Armory was built. Memorial Stadium was constructed in the 1940s. In the late 1950s and early 1960s the site for the 1962 Seattle World’s Fair was created, expanding the size of the campus to roughly what we know today. One result of this long history as a civic gathering place is aging infrastructure. Some facilities have been significantly renovated (e.g., Civic Auditorium into the Opera House for the World’s Fair, and into McCaw Hall in 2003, and the Civic Ice Arena/Mercer Arena site into the new Seattle Opera at the Center facility in 2018), while others remain in need of major renovation and redevelopment (e.g., Memorial Stadium).

In 2008, following a two-year community process, the City Council adopted the Seattle Center Century 21 Master Plan. The Master Plan provides a roadmap for the redevelopment of Seattle Center around a set of design and planning principles including increased open space; sustainable design and operations; opening the edges of the campus to the surrounding community; enlivening the campus throughout the day; being pedestrian friendly and accessible to all; and continuing to provide a diversity of programming and attractions for all parts of our community. The master plan is expected to be supported, as Seattle Center redevelopment has in the past, by a mix of public and private funding.

In 2015, Seattle Center began a multi-year facility condition assessment (FCA) program to identify current and future capital investment needs. Seattle Center’s Proposed 2020-2025 CIP is in large part driven by the FCA program, with funds allocated for renovation of campus infrastructure, including roofs, elevators, sewer lines, parking structures, and the International Fountain. Seattle Center’s Proposed 2020-2025 CIP Budget is $63.6 million.

Seattle Center staff plan and implement capital projects to minimize the impact on events that occur throughout the year, including four major festivals between May and September.

Thematic Priorities

Seattle Center’s Proposed 2020-2025 CIP focuses on four primary themes:
• renovating basic infrastructure;
• preparing for a new Arena in the summer of 2021;
• preserving heavily used visitor amenities; and
• planning for the next phase of campus development – Memorial Stadium.

Renovating Basic Infrastructure
Asset preservation investments in campus facilities are at the core of Seattle Center’s CIP. The Proposed 2020-2025 CIP prioritizes needs identified in the latest phase of facility condition assessments including:

• roof replacement for the Cornish Playhouse and Seattle Children’s Theatre;
• Campus HVAC control system upgrades;
• Armory exterior renovation;
• Mercer Garage deferred major maintenance; and
• phased renovation of the International Fountain.

Preparing for a New Arena in 2021
In 2019, construction began on a new, privately-funded Arena. Seattle Center’s Proposed CIP includes several Arena-related elements:

Mercer Garage – The City’s lease agreement with ArenaCo for a privately-funded renovation of the Arena commits the City to operation of the Mercer Garage until 2035. Seattle Center’s CIP prioritizes improvements to the Mercer Garage, including deferred major maintenance repairs and installation of a new Parking Access and Revenue Control (PARC) system in both the Mercer and 5th Avenue North garages in conjunction with ArenaCo installing a compatible system in the First Avenue North garage, in time for the Arena opening in the summer of 2021.

Skatepark Relocation – Seattle Center’s 2019-24 Adopted CIP included funding to replace the former Seattle Center skatepark facility, which was located within the footprint of the new Arena. The replacement skatepark facility is scheduled to open in the summer of 2020. It will be located on a closed portion of Broad Street just east of the main Seattle Center campus. ArenaCo is providing partial funding for skatepark relocation.

Northwest Courtyard – The public open space north of the new Arena will be heavily impacted by Arena construction. The City is renovating the Dupen Fountain and is working in conjunction with ArenaCo on a renovation plan for the upper Northwest Courtyard area, so the quality of the public open space at the north end of the Arena matches that at the west, south and east. Seattle Center’s Proposed CIP includes funding for Northwest Courtyard renovation. Additional funding will come from ArenaCo.

Monorail Station Improvements – In 2018, Seattle Center, in conjunction with Seattle Monorail Services and VIA Architecture, completed a feasibility study for improvements at both Monorail stations that would increase the capacity of the Monorail system to move passengers before and after large events at Seattle Center and to improve the passenger experience. The Monorail Transit Asset Management Plan and Capital and Major Maintenance Program Plan, a 5-year capital plan for the Monorail system, includes $2.5 million for station improvements.

Preserving Visitor Amenities
Seattle Center

To complement the construction of a new, world-class arena, Seattle Center’s Proposed CIP prioritizes investments in highly visible and heavily-used free public facilities in order to continue to delight and inspire the millions of annual visitors to the campus. These include:

**International Fountain** – Voted a few years ago as the top public fountain in the country, the International Fountain is the centerpiece of the Seattle Center campus and a very popular free attraction for the public. Seattle Center’s CIP includes funding for phased renovation of International Fountain systems over multiple years.

**Dupen Fountain** – A short walk from the International Fountain is the Dupen Fountain, a favorite gathering place on the Seattle Center campus since the 1962 World’s Fair, featuring the artwork of Everett Dupen. While the adjacent Arena is under construction, Seattle Center will carry out a full renovation of the Dupen Fountain.

**Planning for the Next Phase of Campus Development – Memorial Stadium**

In follow-up to the November 2017 Public Process Partnership Agreement with Seattle Public Schools, discussions continue between the City and Seattle Public Schools regarding the possible redevelopment and joint use of the Memorial Stadium site. Creating new public open space in the center of the Seattle Center campus is at the heart of the Seattle Center Century 21 Master Plan.

**Aligning Capital Investments with Growth and/or Community Planning**

The Seattle Center campus is located within the Uptown Urban Center. In 2015-16 Seattle Center participated with the Office of Planning and Community Development (OPCD) and the Uptown community on the development of the Uptown Urban Design Framework (UDF). The design principles of the Seattle Center Century 21 Master Plan are incorporated into the UDF. After completion of the UDF, Seattle Center partnered with OPCD and the Uptown community on the Seattle Center and Uptown Strategic Parking Study and the Uptown Rezone Environmental Impact Statement (EIS) process. Capital projects which invest in the facilities and grounds of the 74-acre Seattle Center campus support the growth of the Uptown Urban Center as well the South Lake Union and Belltown neighborhoods. Capital projects starting or underway in 2020 which support growth in the neighborhoods surrounding Seattle Center include:

- Skatepark Relocation
- Northwest Courtyard Public Open Space Improvements
- Monorail Station Improvements
- Artists at Play Children’s Play Area Refurbishment
- International Fountain Improvements
- Memorial Stadium Planning/Seattle Center Century 21 Master Plan Update

**Project Selection Criteria**

For each two-year budget cycle, a broad cross-section of Seattle Center staff members engage in the process of identifying the highest priority asset preservation and improvement needs on the campus. This includes staff members who maintain facilities, rent facilities to clients, provide technical support for events, manage parking and public assembly facilities, and manage capital projects. Projects are prioritized around a set of criteria, including public and staff safety, regulatory requirements, failing
building systems, asset preservation, master plan implementation, reducing operating costs and/or increasing revenue potential, leveraging non-City funds, and race and social justice. Historically, Center’s three operating boards (Armory, Campus, and McCaw Hall) have played a central role in identifying and prioritizing capital needs in the facilities they oversee. The Seattle Center Executive Team takes all of this information and prioritizes projects across the entire Seattle Center campus within funding targets provided. Seattle Center’s program of facility condition assessments, utilizing a number of specialty consultants, is a key source of information for identifying current and future capital needs at Seattle Center to inform capital investment priorities.

2020-2025 Proposed CIP Highlights
Seattle Center’s Proposed CIP Budget for 2020 is $11.6 million. The Center’s CIP prioritizes funding to address needs identified in the latest phase of facility condition assessments, including roofs, parking structures, and the International Fountain. The CIP also includes funding for asset preservation investments in McCaw Hall and the Monorail, guided by the McCaw Hall Capital Renewal/Major Maintenance Plan and the Seattle Center Monorail Transit Asset Management Plan and Capital and Major Maintenance Program Plan. Asset preservation investments in 2020 include:

Armory – An ongoing program of renovation of the Seattle Center Armory continues in 2020 and is currently focused on an exterior renovation of this 1939 building. REET I funding in 2020 for Armory Rehabilitation is $720,000. In addition, for the costs of Armory food court renovations completed in 2012, Seattle Center will pay debt service of $380,000 in 2020. The final debt service payment will be in 2021.

General Site Improvements – In 2020, $450,000 in REET I funding is allocated for phased renovation of the International Fountain and for campus security and technology infrastructure improvements.

McCaw Hall – Annual REET I allocations for McCaw Hall asset preservation are matched 100% by the resident tenants of McCaw Hall, the Seattle Opera and Pacific Northwest Ballet, to carry out the McCaw Hall Capital Renewal/Major Maintenance Plan, under the direction of the McCaw Hall Operating Board. The total of REET I and privately donated funds for McCaw Hall asset preservation in 2020 is $614,000.

Monorail Renovation – In 2020, $1,255,000 of Federal Transit Administration grant funds and local matching funds is allocated to continue implementation of the Seattle Center Monorail Transit Asset Management Plan and Capital and Major Maintenance Program Plan for renovation of the Monorail trains, guideways and stations.

Open Space Restoration and Repair – In 2020, $900,000 of REET I funding is allocated for renovation of public open spaces, including renovation work in the public open space north of the new Arena, in conjunction with ArenaCo.

Parking Repairs and Improvements – The City’s Lease with ArenaCo for the Arena at Seattle Center commits to operation of the Mercer Garage until 2035. Seattle Center’s CIP prioritizes the Mercer Garage in 2020, including deferred major maintenance repairs and installation of a new Parking Access and Revenue Control (PARC) system in both the Mercer and 5th Avenue North garages in conjunction with ArenaCo installing a compatible system in the First Avenue North garage, in time for the Arena opening in the summer of 2021. In 2020, $2,400,000 in REET I funding is allocated for this work.

Roof Replacements – In 2020, $3,445,000 of REET I funding is allocated for roof replacement at the Cornish Playhouse, the highest priority identified in a facility condition assessment of campus roofs.
Utility Infrastructure – Renovation of campus utility infrastructure in 2020 includes upgrades to the campus Energy Management and Control System, and HVAC efficiency improvements. REET I funding in 2020 for campus utility infrastructure is $640,000.

Municipal Energy Efficiency Program – The 2020-25 Proposed CIP transfers $526,105 of Municipal Energy Efficiency Program (MEEP) funding to Seattle Center. Previously, this funding was budgeted centrally in the Department of Finance and Administrative Services. MEEP is managed by the Office of Sustainability and Environment in support of the City’s goal to reduce building energy use and uses REET for its funding source.

CIP Revenue Sources
Seattle Center’s Proposed 2020-2025 CIP is funded from a combination of revenue sources including Real Estate Excise Tax (the primary funding source for 2020-2025), federal grants, and private funds. Over the years other key funding sources for Seattle Center included voter-approved property tax levies, Washington State and King County funds, and proceeds from property sales, in addition to private funds. Following the adoption of the 1990 Seattle Center Master Plan, two voter-approved levies raised $62 million for implementing the master plan. This amount in turn leveraged $500 million in non-City funds, including $440 million from private sources. The Seattle Center campus is experiencing another wave of private investment, including KEXP, the Opera at the Center, Space Needle renovation, and the renovation of the Arena at Seattle Center.

Summary of Upcoming Budget Issues and Challenges
The biggest challenges facing Seattle Center’s CIP are aging infrastructure and funding constraints. Seattle Center buildings date from the 1930s and some underground sewer lines within the campus are over 100 years old. While some facilities have been significantly renovated, others remain in need of major renovation. Seattle Center is carrying out a program of facility condition assessments to identify current and future needs for capital renovation and replacement. The 2020 Proposed CIP addresses priority needs identified in these condition assessments. Additional funding will need to be identified to address future needed asset preservation investments in Seattle Center facilities.

Real estate excise tax is the primary funding source for Seattle Center’s CIP. Real estate markets run in cycles, as Seattle Center experienced from 2009-2012, when annual REET revenue allocated to Seattle Center dropped below $500,000 in three of the four years. Although City of Seattle REET revenues have been strong in recent years, due to a robust commercial and residential real estate market, an economic downturn could jeopardize this important resource for Seattle Center’s capital work. In the past, Seattle Center has augmented REET funding with proceeds from property sales, voter-approved levies, and private funding. The availability of these other funding sources is uncertain going forward.

In 2008, following a two-year community process, the City Council adopted the Seattle Center Century 21 Master Plan. The Master Plan provides a roadmap for the redevelopment of Seattle Center around a set of design and planning principles. Implementation of the plan is expected to be supported by a mix of public and private funding. A challenge in the coming years is how to fund the remaining vision of the master plan as well as maintain existing capital assets.

Future Projects/What is on the Horizon
In follow-up to the November 2017 Public Process Partnership Agreement with Seattle Public Schools (SPS), discussions continue between the City and Seattle Public Schools regarding redevelopment and joint use of the Memorial Stadium site. Creating new public open space in the center of the Seattle Center campus is at the heart of the Seattle Center Century 21 Master Plan, and is one of the City’s priorities for a future City-SPS redevelopment partnership.

Seattle Center skilled trades staff are based in a leased facility located just off the Seattle Center campus. At some point in the future this leased facility will no longer be available. Seattle Center is looking to relocate its skilled trades staff within the Seattle Center campus, perhaps as part of development of the Memorial Stadium site.

A light rail station will be located on or adjacent to the Seattle Center campus as part of Sound Transit 3 (ST3). Seattle Center is participating in Sound Transit’s efforts to identify a preferred site for the Seattle Center station and is providing suggestions regarding where station ingress and egress could potentially occur on the Seattle Center campus.

Seattle Center has aging infrastructure dating to the 1930s. Initial facility condition assessment work completed by Seattle Center prioritized funding in 2019 and 2020 for roof replacement, Mercer Garage seismic upgrades, renovation of selected elevators and sewer lines, and renovation of the International Fountain. Seattle Center will need to address other major maintenance needs on the campus in future CIPs.
## Project Summary

<table>
<thead>
<tr>
<th>Project Name &amp; ID</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<th>2022</th>
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*Amounts in thousands of dollars.*

2020 - 2025 Proposed Capital Improvement Program
## Project Summary

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*Amounts in thousands of dollars.*
## Fund Summary

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<td><strong>10,577</strong></td>
<td><strong>10,616</strong></td>
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*Amounts in thousands of dollars.*
ADA Improvements

This ongoing project makes the Seattle Center campus more accessible to people with disabilities. Improvements may include, but are not limited to, assisted listening devices, automatic doors, ramps, signage, seating and other features that accommodate Seattle Center visitors.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
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<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>241</td>
</tr>
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<td>2,480</td>
<td>1,989</td>
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<td><strong>4,884</strong></td>
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### Fund Appropriations / Allocations¹

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<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<th>2024</th>
<th>2025</th>
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<tr>
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<td>-</td>
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<tr>
<td>Unrestricted Cumulative Reserve Fund</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>241</td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>1,989</strong></td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td><strong>4,884</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: No expected impact on O&M costs.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Armory Food Court Renovation - Debt Service

Project No: MC-SC-S1002
BSL Code: BC-SC-S03P01

Project Type: Debt Service
BSL Name: Building and Campus Improvements

Project Category: Rehabilitation or Restoration
Location: 305 Harrison St

Current Project Stage: N/A

Start/End Date: 2011 - 2021
Neighborhood District: Magnolia/Queen Anne

Total Project Cost: $3,881
Urban Village: Uptown

This project provides for payment of debt service on 10-year LTGO bonds issued in 2011 to fund renovation of the Seattle Center Armory atrium, formerly known as the Center House Food Court.

Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<td>382</td>
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<td>383</td>
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<td>-</td>
<td>-</td>
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Fund Appropriations / Allocations¹

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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<td>380</td>
<td>383</td>
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<tr>
<td>Total:</td>
<td>2,737</td>
<td>382</td>
<td>380</td>
<td>383</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>3,882</td>
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</table>

O&M Impacts: No impact.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Armory Rehabilitation

This ongoing project provides for major maintenance and improvements to the 275,000 square-foot Seattle Center Armory, formerly known as Center House, a 1939 structure that serves as the primary free indoor public gathering and programming space at Seattle Center. Work may include, but is not limited to, restroom and mechanical renovations, elevator renovation, fire-safety and seismic improvements, window replacement, signage improvements, wall and floor surface repairs, and improvements to the atrium.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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<tr>
<td>LTGO Bond Proceeds</td>
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<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,233</td>
</tr>
<tr>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>3,632</td>
</tr>
<tr>
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<td>5,035</td>
<td>2,370</td>
<td>720</td>
<td>1,199</td>
<td>1,667</td>
<td>1,610</td>
<td>1,672</td>
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<td>-</td>
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<td>-</td>
<td>2,462</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>12,362</strong></td>
<td><strong>2,370</strong></td>
<td><strong>720</strong></td>
<td><strong>1,199</strong></td>
<td><strong>1,667</strong></td>
<td><strong>1,610</strong></td>
<td><strong>1,672</strong></td>
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<td><strong>23,210</strong></td>
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<table>
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<tr>
<th>Fund Appropriations / Allocations¹</th>
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<th>2019 Revised</th>
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<th>2021</th>
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<td>-</td>
<td>-</td>
<td>1,233</td>
</tr>
<tr>
<td>REET I Capital Fund</td>
<td>5,035</td>
<td>2,370</td>
<td>720</td>
<td>1,199</td>
<td>1,667</td>
<td>1,610</td>
<td>1,672</td>
<td>1,611</td>
<td>15,883</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>3,632</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>12,362</strong></td>
<td><strong>2,370</strong></td>
<td><strong>720</strong></td>
<td><strong>1,199</strong></td>
<td><strong>1,667</strong></td>
<td><strong>1,610</strong></td>
<td><strong>1,672</strong></td>
<td><strong>1,611</strong></td>
<td><strong>23,210</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: No expected impact on O&M costs.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Artwork Maintenance

This ongoing project provides for maintenance of public artwork on the Seattle Center campus to ensure the integrity of the artwork. Typical improvements may include, but are not limited to, surface restoration and repainting, mechanical upgrades and repairs, and structural repairs. Some artworks on the Seattle Center campus are maintained by the Office of Arts and Culture.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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</tr>
<tr>
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<td>30</td>
<td>30</td>
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<td>30</td>
<td>50</td>
<td>848</td>
</tr>
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<td><strong>Total</strong></td>
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<td><strong>84</strong></td>
<td><strong>30</strong></td>
<td><strong>30</strong></td>
<td><strong>30</strong></td>
<td><strong>30</strong></td>
<td><strong>30</strong></td>
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<td><strong>879</strong></td>
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<tr>
<td>Unrestricted Cumulative Reserve Fund</td>
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<td>30</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>595</strong></td>
<td><strong>84</strong></td>
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<td><strong>30</strong></td>
<td><strong>30</strong></td>
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<td><strong>30</strong></td>
<td><strong>50</strong></td>
<td><strong>879</strong></td>
</tr>
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</table>

O&M Impacts: No expected impact on O&M costs.

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2020 - 2025 Proposed Capital Improvement Program
This project provides for asset preservation investments in Fisher Pavilion, a public assembly facility completed in 2002.

<table>
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<tr>
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<th>LTD Actuals</th>
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<th>2024</th>
<th>2025</th>
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<td>50</td>
<td>50</td>
<td>50</td>
<td>100</td>
<td>605</td>
</tr>
<tr>
<td>Total</td>
<td>64</td>
<td>241</td>
<td>-</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>100</td>
<td>605</td>
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<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>REET I Capital Fund</td>
<td>64</td>
<td>241</td>
<td>-</td>
<td>50</td>
<td>50</td>
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<tr>
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<td>50</td>
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<td>605</td>
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</tbody>
</table>

O&M Impacts: No expected impact on O&M costs.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
General Site Improvements

Project No: MC-SC-S0305
BSL Code: BC-SC-S03P01
Project Type: Ongoing
BSL Name: Building and Campus Improvements
project Category: Rehabilitation or Restoration
Location: Seattle Center Campus
Current Project Stage: N/A
Start/End Date: N/A
Neighborhood District: Magnolia/Queen Anne
Urban Village: Uptown

This ongoing project improves the safety, security, facility integrity, and visitor experience on the Seattle Center campus. Improvements may include, but are not limited to, installation of security bollards, lighting upgrades, sealing of building exteriors, technology and security system upgrades, and renovation of fountains, site amenities and open spaces.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<td>-</td>
<td>-</td>
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<td>109</td>
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<tr>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
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<td>550</td>
<td>450</td>
<td>650</td>
<td>670</td>
<td>7,371</td>
<td></td>
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<td><strong>1,163</strong></td>
<td><strong>450</strong></td>
<td><strong>550</strong></td>
<td><strong>450</strong></td>
<td><strong>450</strong></td>
<td><strong>650</strong></td>
<td><strong>670</strong></td>
<td><strong>7,371</strong></td>
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</table>

### Fund Appropriations / Allocations¹

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<th>Resources</th>
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<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
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<td>-</td>
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<td>109</td>
</tr>
<tr>
<td>REET I Capital Fund</td>
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<td>1,163</td>
<td>450</td>
<td>550</td>
<td>450</td>
<td>650</td>
<td>670</td>
<td>5,649</td>
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<td>820</td>
</tr>
<tr>
<td>Unrestricted Cumulative Reserve Fund</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>793</td>
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<td><strong>670</strong></td>
<td><strong>7,371</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: No expected impact on O&M costs.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Lot 2 Development

This project provides for activities related to the sale of Seattle Center Parking Lot 2 to the Bill & Melinda Gates Foundation. The property sale closed in November 2006. All sale-related activities are completed with the exception of groundwater remediation and monitoring, expected to continue until 2025.

Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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Fund Appropriations / Allocations¹

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<th>2020</th>
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<th>2022</th>
<th>2023</th>
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<td>5,616</td>
</tr>
<tr>
<td>Total:</td>
<td>6,319</td>
<td>97</td>
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<td>-</td>
<td>-</td>
<td>6,416</td>
</tr>
</tbody>
</table>

O&M Impacts: No expected impact on O&M costs.

¹ Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
McCaw Hall Asset Preservation

Project No: MC-SC-S0303  BSL Code: BC-SC-S0303
Project Type: Ongoing  BSL Name: McCaw Hall Capital Reserve
Project Category: Rehabilitation or Restoration  Location: 321 Mercer St
Start/End Date: N/A  Neighborhood District: Magnolia/Queen Anne
Total Project Cost: N/A  Urban Village: Uptown

This project provides for the implementation of the McCaw Hall Capital Renewal/Asset Preservation Plan under the direction of the McCaw Hall Operating Board. The plan identifies asset preservation investments in the facility. Funding comes from the City and from the two resident tenants of McCaw Hall, Seattle Opera and Pacific Northwest Ballet.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<td>337</td>
<td>347</td>
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<td><strong>2,578</strong></td>
<td><strong>614</strong></td>
<td><strong>632</strong></td>
<td><strong>650</strong></td>
<td><strong>671</strong></td>
<td><strong>691</strong></td>
<td><strong>711</strong></td>
<td><strong>9,627</strong></td>
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<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
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<tr>
<td><strong>Total:</strong></td>
<td><strong>3,080</strong></td>
<td><strong>2,578</strong></td>
<td><strong>614</strong></td>
<td><strong>632</strong></td>
<td><strong>650</strong></td>
<td><strong>671</strong></td>
<td><strong>691</strong></td>
<td><strong>711</strong></td>
<td><strong>9,627</strong></td>
</tr>
</tbody>
</table>

**O&M Impacts:** No expected impact on O&M costs.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Monorail Improvements

This project provides for the renovation of the Seattle Center Monorail, including the two trains, the two stations and the guideways that run in between. The City operates the Monorail through its contractor, Seattle Monorail Services. Monorail improvements may include, but are not limited to, floor replacement, door refurbishment, renovation of pneumatic and electrical systems and other train components, guideway renovation, and station upgrades.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<tr>
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<td><strong>6,393</strong></td>
<td><strong>1,255</strong></td>
<td><strong>1,255</strong></td>
<td><strong>1,255</strong></td>
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<td><strong>1,255</strong></td>
<td><strong>1,255</strong></td>
<td><strong>29,441</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: No expected impact on O&M costs.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
**Municipal Energy Efficiency Program**

- **Project No:** MC-SC-S1003
- **BSL Code:** BC-SC-S03P01
- **Project Type:** Ongoing
- **BSL Name:** Building and Campus Improvements
- **Project Category:** Rehabilitation or Restoration
- **Location:** Seattle Center Campus
- **Current Project Stage:** N/A
- **Council District:** Council District 7
- **Start/End Date:** N/A
- **Neighborhood District:** Magnolia/Queen Anne
- **Total Project Cost:** N/A
- **Urban Village:** Uptown

This project provides for energy saving facility retrofit projects at Seattle Center. This project results in more energy efficient building systems, reductions in utility use and cost, and other facility efficiency improvements.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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</thead>
<tbody>
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<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,214</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>438</strong></td>
<td><strong>884</strong></td>
<td><strong>526</strong></td>
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<td><strong>1,849</strong></td>
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### Fund Appropriations / Allocations¹

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<th>Resources</th>
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<th>2020</th>
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<th>2022</th>
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<td>1,214</td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>884</strong></td>
<td><strong>526</strong></td>
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<td><strong>1,849</strong></td>
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</tbody>
</table>

### O&M Impacts:

Projects reduce energy use.

---

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2020 - 2025 Proposed Capital Improvement Program
Open Space Restoration and Repair

This ongoing project provides for the renovation, repair and the planning for the future renovation of open spaces, green spaces, hard surfaces, and fountains throughout the 74-acre Seattle Center campus. Typical improvements may include, but are not limited to, International Fountain mechanical and hard surface renovation, pedestrian and landscape improvements, hard surface repairs in heavily-trafficked areas, lighting upgrades, and tree replacement.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<th>2022</th>
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<th>2024</th>
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<td>-</td>
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<td>1,592</td>
<td>15,217</td>
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<td><strong>Total:</strong></td>
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<td><strong>2,135</strong></td>
<td><strong>900</strong></td>
<td><strong>1,725</strong></td>
<td><strong>1,616</strong></td>
<td><strong>1,300</strong></td>
<td><strong>1,653</strong></td>
<td><strong>1,592</strong></td>
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### Fund Appropriations / Allocations¹

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</tr>
<tr>
<td>REET I Capital Fund</td>
<td>4,296</td>
<td>2,135</td>
<td>900</td>
<td>1,725</td>
<td>1,616</td>
<td>1,300</td>
<td>1,653</td>
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<td>15,217</td>
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</tr>
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<tr>
<td><strong>Total:</strong></td>
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<td><strong>2,135</strong></td>
<td><strong>900</strong></td>
<td><strong>1,725</strong></td>
<td><strong>1,616</strong></td>
<td><strong>1,300</strong></td>
<td><strong>1,653</strong></td>
<td><strong>1,592</strong></td>
<td><strong>19,609</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: No expected impact on O&M costs.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Parking Repairs and Improvements

Project No: MC-SC-S0301  BSL Code: BC-SC-S03P01
Project Type: Ongoing  BSL Name: Building and Campus Improvements
Project Category: Rehabilitation or Restoration  Location: Seattle Center Campus
Start/End Date: N/A  Neighborhood District: Magnolia/Queen Anne
Total Project Cost: N/A  Urban Village: Uptown

This ongoing project provides for the repair and improvement of Seattle Center's parking facilities. Typical improvements may include, but are not limited to, concrete repairs, garage resealing, elevator renovation and repair, signage improvements, installation of emergency phones, and installation of electronic parking access and revenue control systems.

<table>
<thead>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<th>2024</th>
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<th>Total</th>
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<tbody>
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<tr>
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<td>567</td>
<td>14,280</td>
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</tbody>
</table>

O&M Impacts: No expected impact on O&M costs.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Preliminary Engineering and Planning

Project No: MC-SC-S9706  BSL Code: BC-SC-S03P01
Project Type: Ongoing  BSL Name: Building and Campus Improvements
Project Category: Rehabilitation or Restoration  Location: Seattle Center Campus
Start/End Date: N/A  Neighborhood District: Magnolia/Queen Anne
Total Project Cost: N/A  Urban Village: Uptown

This ongoing project provides for the development of scopes of work, concept plans, design alternatives, and cost estimates for Seattle Center capital projects. Typical planning work includes, but is not limited to, pre-design and analysis of project alternatives, planning for property sales, conceptual design and financial analysis of capital improvement options in conjunction with development of, and revisions to, the Seattle Center Century 21 Master Plan, and facility condition assessments.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
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<td>125</td>
<td>125</td>
<td>125</td>
<td>125</td>
<td>125</td>
<td>150</td>
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<td><strong>125</strong></td>
<td><strong>125</strong></td>
<td><strong>125</strong></td>
<td><strong>125</strong></td>
<td><strong>150</strong></td>
<td><strong>3,332</strong></td>
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Fund Appropriations / Allocations¹

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<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<tbody>
<tr>
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<td>125</td>
<td>125</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>557</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>2,087</strong></td>
<td><strong>469</strong></td>
<td><strong>125</strong></td>
<td><strong>125</strong></td>
<td><strong>125</strong></td>
<td><strong>125</strong></td>
<td><strong>125</strong></td>
<td><strong>150</strong></td>
<td><strong>3,332</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: No impact.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Public Gathering Space Improvements

This ongoing project provides for major maintenance and improvements to meeting rooms, exhibition spaces, and other indoor and outdoor public assembly and gathering spaces at Seattle Center.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<td>-</td>
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<td>1,399</td>
<td>1,327</td>
<td>1,380</td>
<td>1,310</td>
<td>10,140</td>
</tr>
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<td><strong>100</strong></td>
<td><strong>800</strong></td>
<td><strong>1,499</strong></td>
<td><strong>1,427</strong></td>
<td><strong>1,480</strong></td>
<td><strong>1,410</strong></td>
<td><strong>16,037</strong></td>
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Fund Appropriations / Allocations¹

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<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<th>2022</th>
<th>2023</th>
<th>2024</th>
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<th>Total</th>
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<tbody>
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<tr>
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<td>1,399</td>
<td>1,327</td>
<td>1,380</td>
<td>1,310</td>
<td>10,140</td>
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<td>100</td>
<td>100</td>
<td>2,411</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>7,736</strong></td>
<td><strong>1,585</strong></td>
<td><strong>100</strong></td>
<td><strong>800</strong></td>
<td><strong>1,499</strong></td>
<td><strong>1,427</strong></td>
<td><strong>1,480</strong></td>
<td><strong>1,410</strong></td>
<td><strong>16,037</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: No expected impact on O&M costs.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Roof/Structural Replacement and Repair

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<td>-</td>
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</tr>
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<td>742</td>
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<td>540</td>
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<td>574</td>
<td>591</td>
<td>10,357</td>
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<td><strong>742</strong></td>
<td><strong>3,445</strong></td>
<td><strong>2,141</strong></td>
<td><strong>540</strong></td>
<td><strong>1,550</strong></td>
<td><strong>574</strong></td>
<td><strong>591</strong></td>
<td><strong>18,291</strong></td>
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</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<td>6,330</td>
</tr>
<tr>
<td>REET I Capital Fund</td>
<td>774</td>
<td>742</td>
<td>3,445</td>
<td>2,141</td>
<td>540</td>
<td>1,550</td>
<td>574</td>
<td>591</td>
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<tr>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,154</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>8,708</strong></td>
<td><strong>742</strong></td>
<td><strong>3,445</strong></td>
<td><strong>2,141</strong></td>
<td><strong>540</strong></td>
<td><strong>1,550</strong></td>
<td><strong>574</strong></td>
<td><strong>591</strong></td>
<td><strong>18,291</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: No expected impact on O&M costs.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
# Seattle Center Long Range Investment Plan

**Project No:** MC-SC-S0703  
**BSL Code:** BC-SC-S03P01  
**Project Type:** Ongoing  
**BSL Name:** Building and Campus Improvements  
**Project Category:** Improved Facility  
**Location:** Seattle Center Campus  
**Current Project Stage:** N/A  
**Council District:** Council District 7  
**Start/End Date:** N/A  
**Neighborhood District:** Magnolia/Queen Anne  
**Total Project Cost:** N/A  
**Urban Village:** Uptown

This project provides for the development and implementation of the Seattle Center Century 21 Master Plan. Work includes, but is not limited to, working with stakeholder groups and consultant teams to identify development alternatives, holding public meetings, developing concept plans, carrying out environmental review and other studies, real estate analysis, developing public and private partnerships, recommending packages of improvements to elected officials, and updating the Master Plan as needed.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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</tr>
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<td>Earnings</td>
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<td>1,893</td>
</tr>
<tr>
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<td>-</td>
<td>4,057</td>
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<table>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Key Arena Settlement Proceeds</td>
<td>270</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>4,057</td>
</tr>
</tbody>
</table>

**O&M Impacts:** No impact.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Site Signage

This ongoing project funds replacement and renovation of wayfinding, event, building and informational signage throughout the Seattle Center campus. Improvements may include, but are not limited to, repair, replacement and upgrades to exterior readerboards and other signage, and development of a digital media network of electronic signage throughout the campus.

**Resources**

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<tbody>
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**Fund Appropriations / Allocations¹**

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<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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</thead>
<tbody>
<tr>
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<td>125</td>
<td>125</td>
<td>125</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>485</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3,161</strong></td>
<td><strong>521</strong></td>
<td>-</td>
<td>125</td>
<td>125</td>
<td>125</td>
<td>125</td>
<td>250</td>
<td><strong>4,432</strong></td>
</tr>
</tbody>
</table>

**O&M Impacts:** No expected impact on O&M costs.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Skatepark Relocation

This project provides for the replacement of the former Seattle Center Skatepark at a new location on a closed portion of Broad Street, just east of the main Seattle Center campus. The former skatepark was within the footprint of the Arena construction project. ArenaCo, the developer of the Arena, is contributing to the cost of the skatepark replacement.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tr>
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<tr>
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<td>-</td>
<td>-</td>
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<th>Fund Appropriations / Allocations¹</th>
<th>LTD</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
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O&M Impacts: To be determined once new skatepark is completed and in use.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Theatre Improvements and Repairs

Project No: MC-SC-S9604  BSL Code: BC-SC-S03P01
Project Type: Ongoing  BSL Name: Building and Campus Improvements
Project Category: Rehabilitation or Restoration  Location: Seattle Center Campus
Start/End Date: N/A  Neighborhood District: Magnolia/Queen Anne
Total Project Cost: N/A  Urban Village: Uptown

This ongoing project funds improvements to the various theater spaces and facilities on the Seattle Center campus. Typical improvements may include, but are not limited to, fire safety, mechanical, structural, sound, staging, dressing room, building envelope and lobby improvements.

<table>
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<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2023</th>
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<td>LTGO Bond Proceeds</td>
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<td>-</td>
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<tr>
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<td>-</td>
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<td>100</td>
<td>100</td>
<td>1,393</td>
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<td><strong>63</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
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<th>Fund Appropriations / Allocations¹</th>
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<th>2020</th>
<th>2021</th>
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<th>2023</th>
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<tr>
<td>REET I Capital Fund</td>
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<td><strong>Total:</strong></td>
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O&M Impacts: No expected impact on O&M costs.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Utility Infrastructure Restoration and Repairs

Project No: MC-SC-S0101  BSL Code: BC-SC-S03P01
Project Type: Ongoing  BSL Name: Building and Campus Improvements
Project Category: Rehabilitation or Restoration  Location: Seattle Center Campus
Start/End Date: N/A  Neighborhood District: Magnolia/Queen Anne
Total Project Cost: N/A  Urban Village: Uptown

This ongoing project funds the repair, renovation and upgrade of utility infrastructure at Seattle Center. Utility infrastructure includes chilled water and steam lines, water and sewer lines, electrical equipment, communication lines, fire alarms, access control and other systems. Typical improvements may include, but are not limited to, repair and replacement of underground piping for steam, chilled water and condensate lines; efficiency upgrades to the Center’s chilled water loop; HVAC system renovation; replacement of water and fire mains; connectivity improvements; and electrical infrastructure upgrades.

<table>
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<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<td>1,622</td>
<td>1,559</td>
<td>1,389</td>
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<tr>
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<td>5,198</td>
<td>1,873</td>
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<td>713</td>
<td>2,027</td>
<td>2,027</td>
<td>1,622</td>
<td>1,559</td>
<td>15,096</td>
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<td><strong>Total</strong></td>
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<td><strong>1,873</strong></td>
<td><strong>640</strong></td>
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<td><strong>2,027</strong></td>
<td><strong>1,622</strong></td>
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<th>Fund Appropriations / Allocations¹</th>
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<td>REET I Capital Fund</td>
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<td>1,622</td>
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<tr>
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<td><strong>713</strong></td>
<td><strong>2,027</strong></td>
<td><strong>1,464</strong></td>
<td><strong>1,622</strong></td>
<td><strong>1,559</strong></td>
<td><strong>16,485</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: No expected impact on O&M costs.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Seattle Public Library
Overview

The Seattle Public Library’s facilities include 26 branch libraries and the Central Library, as well as leased storage and shops space. In 2008, the Library completed the final building projects of an extensive, system-wide capital program, known as “Libraries for All” (LFA). The LFA program increased the amount of physical space by 80% to a total of over 600,000 square feet, greatly increasing the demands on the Library’s major maintenance program.

The subsequent 2012 Library Levy provided an essential seven-year funding stream to maintain the five new and 22 updated libraries that had been renovated, expanded or replaced during LFA. As the 2012 levy concludes at the end of 2019, the Library is preparing to embark on a new seven-year asset preservation program which will also include seismic retrofits at three century-old Carnegie-era branches.

The Library’s buildings can be divided into four major categories:

1. There are ten buildings designated as historic landmarks, including seven Carnegie-era libraries (built in the early 1900s) and three modern buildings.

2. Eleven branch libraries are either LFA new construction (eight buildings) or non-landmarked buildings developed between the 1950s and the 1970s (three buildings).

3. Five small library branches are essentially storefronts, four of which are part of larger buildings.

4. The Central Library is a 12-story 363,000 square foot building that serves as headquarters and hub of the library system. It houses the materials distribution system, Library administration, a 425-seat auditorium and public meeting rooms, large public areas for reading and access to 330 public computers, a data center housing system-wide servers, and the Central Library collection of books and materials.

The Library Major Maintenance program provides ongoing funding for work that preserves or improves building integrity, efficiency and functionality.

Thematic Priorities

The Library’s Capital Improvement Program (CIP) projects generally fall into one or more categories: asset preservation, operational efficiency, environmental stability, public service improvements, and safety and security.

Asset Preservation

The overriding priority of the Library’s capital program is to extend the useful life of its buildings. Roughly $3 million of the Library’s $3.69 million 2019 Library Levy planning capital spending for 2020 can be predominantly classified as asset preservation work. As the Library’s buildings have all surpassed the ten-year mark since LFA, they require attention to flooring, casework, finishes and restroom fixtures. Major repairs and replacement to roofs, building envelopes, HVAC and other critical building systems, doors, windows, flooring and casework are also examples of asset preservation items funded through the Library’s CIP budget.

2020-2025 Proposed Capital Improvement Program
New 2020 projects include major mechanical system/HVAC maintenance scheduled for Ballard, Fremont and Greenwood branches; roof repairs and fall protection for Lake City; interior refresh/refurbishment for Northeast and Queen Anne; and carpet/flooring at Southwest. Multi-year projects at branches that may carry into 2020 include window restoration at two century-old Carnegie branches (Queen Anne, West Seattle) and exterior work/access improvements at the Douglass-Truth branch. At Central Library, several projects that were in the planning stages during 2019 will move to construction in 2020, including upgrades to the freight/materials elevator; security camera upgrades throughout the building; parking garage door replacement; and 4th Avenue plaza berm repair.

While these projects are essential for preserving the Library’s physical assets, many of them also contribute to the Library system’s other essential themes: operational efficiency, environmental sustainability, and improved service to the public.

Library Operational Efficiency; Environmental Sustainability; Safety and Security of Public/Staff
The Library delivers direct services to Seattle residents, who expect highly functional and welcoming library buildings. Major maintenance work carried out under these priorities supports:

- upgrades to help the Library reduce operating costs while minimizing impact to the public;
- renovations to enhance the environmental sustainability of Library buildings; and
- repairs and improvements that augment the safety of library facilities (immediate safety concerns and building integrity are highest priority).

The most significant 2020 projects in this area, totaling $600,000, are security upgrades throughout the system and upgraded security cameras and servers for Central.

Public Service Improvements
There are no specific “Reimagining Spaces” projects scheduled for 2020, though scheduled asset preservation projects will also likely improve the patron experience at several branches, including the interior refresh/refurbishment efforts planned for Northeast and Queen Anne branches, and new carpet/flooring at Southwest. Larger scale public service improvements will happen concurrently with the three projects to improve seismic stability (Green Lake, University and Columbia) scheduled over the life of the seven-year renewal levy.

Project Selection Criteria

In selecting major maintenance work to accomplish each year, the Library evaluates the preservation of building integrity, impact on safety to the public and staff, importance of the work to core library building functions, operational efficiency gains (both economic and environmental), and opportunities to improve or preserve service to the public.

The Library conducts condition assessments and updates information based on inspection by the capital program manager and facilities maintenance staff. The Library obtains professional evaluations of roofs, mechanical, HVAC and lighting systems to flag deficiencies and identify areas where the capital program may be able to reduce operating costs. Library public services managers develop proposals to change
the functional use of library space. These proposals are evaluated for feasibility, cost and urgency, and the capital program works with Library services managers to scope alternatives. Public input also plays a role in project planning. The Library leadership team has ultimate responsibility for authorizing and prioritizing functional building modifications.

Many library facilities are open seven days per week, which requires careful planning and staging of projects to keep libraries open as much as possible while capital improvement work is underway. Flexibility is critical to respond to building issues as they emerge.

CIP Highlights

The first year of the Library’s 2020-2025 CIP provides a base level of support for asset management during the period when all buildings have surpassed the ten-year mark from their LFA construction or renovation. The 2019 Library Levy provides $3.69 million and Real Estate Excise Tax (REET) provides $578,000 for a total of $4,768,000 in 2020.

Several projects planned for 2019 (the final year of the 2012 levy) will carry into 2020. Multi-year projects at branches that may carry over from 2019 into 2020 include window restoration at two century-old Carnegie branches (Queen Anne, West Seattle) and exterior work and access improvements at Douglass-Truth. Roof, envelope and window repair necessary at Green Lake, University and Columbia branches had been in various planning stages; that work will now be integrated into each branch’s seismic retrofit, which will be predominantly funded by the 2019 Library Levy over the next seven years. New 2020 projects include major mechanical system/HVAC maintenance is scheduled for Ballard, Fremont and Greenwood branches. Roof repairs and fall protection work are planned for Lake City. Interior refresh/refurbishment is slated for Northeast and Queen Anne, carpet/flooring is scheduled for Southwest. System-wide AMAG security upgrades are also planned for 2020.

The iconic Central Library often requires a significant portion of CIP funds, usually distributed over multi-year projects. Historically, larger, complex and challenging projects have been planned and staged sequentially to minimize the impact on Library services to patrons. Several projects that were in the planning stages during 2019 will move to construction in 2020, including upgrades to the freight/materials elevator; security camera upgrades throughout the building; parking garage door replacement; and 4th Avenue plaza berm repair.

Real Estate Excise Tax (REET) revenue plays a vital role in supporting projects that are beyond the scope of the Library’s Levy-funded major maintenance program. The REET appropriated in 2020 in the Library’s CIP will be used for the Library’s upcoming seismic projects for buildings with unreinforced masonry (URM).

CIP Revenue Sources

Historically, Real Estate Excise Tax (REET) was the primary source of funding for the Library’s CIP, with an additional smaller allocation from the General Fund. In 2012, the Library worked with the Mayor and City Council to develop a Library Levy proposal that voters approved in August of that year. One of the core areas the levy funds is major maintenance. Upon passage of the 2012 Library Levy, the City shifted most major maintenance funding from REET/General Fund to the levy, which provided a significant increase in major maintenance funding for major maintenance. The 2019 Library Levy continues support
to preserve the Library’s capital assets, including significant investments in seismic upgrades for three branches.

Levy funding is insufficient to fully cover costs associated with programmatically driven or reimagining projects, significant building infrastructure renovations, or replacement of major building systems at the Central Library and larger branches. Since passage of 2012 Levy, Real Estate Excise Tax revenue has continued to provide additional funding for targeted efforts, such as the Library’s Reimagining Spaces initiative (which aims to enhance Library physical spaces to better address patron and community needs) or large-scale major maintenance requirements not anticipated during the planning of the levy. The Proposed 2020-2025 CIP continues REET support for Library capital projects and will be used for upcoming seismic-retrofit projects.

Summary of Upcoming Budget Issues and Challenges

Aging Buildings and Infrastructure
Library buildings are the most intensively-used City facilities in Seattle. The Central Library hosts over 1.3 million visitors annually, with library branches serving over 3.8 million visitors. The Library’s historic landmark buildings have unique features such as brick facades, slate roofs and other details. It is important to use designs and materials consistent with their landmark status – all factors that increase major maintenance costs. The Central Library poses a different set of challenges. A building of its size, complexity and intensity of use requires significant annual major maintenance to preserve core functionality and continually improve building efficiency. All of these factors were considered in establishing the major maintenance component of the 2012 Library Levy and the 2019 Library Levy.

The LFA improvement projects were completed on a rolling basis over the course of a decade starting in the late 1990s, and a dozen years have passed since the last LFA project was completed in 2007. The Library developed a projection of annual asset preservation requirements by focusing on the year in which each building reaches the 10-year mark from its LFA construction or expansion/renovation, and has updated the prospective schedule of major maintenance for the levy renewal. Typically, 10 to 15 years after new construction or major renovation is a critical milestone for renewal of mechanical systems, building envelopes/roofs, and interiors. The Library continually assesses the status of many of its systems at this point and will replace, repair or upgrade components as warranted.

Seismic Preparedness
A 2016 survey conducted by the Seattle Department of Construction and Inspections (SDCI) identified seven unreinforced masonry (URM) facilities in the Library’s property portfolio requiring seismic retrofit to reduce the risk of injury and loss of life during an earthquake. The survey classified buildings into three categories of vulnerability (critical, high, and medium) with regard to life safety impacts. Three of the seven Library facilities - Green Lake, University and Columbia - fell within the high-vulnerability category (with the balance in the medium-vulnerability category) and the Library Board of Directors identified those branches as a critical issue to be addressed. The 2019 Library Levy funds seismic retrofits for those three Carnegie-era branches over the next seven years, with $500,000 in planning funds allocated for 2020.

As the URM projects will necessitate closure of the branches for a year or more, other needed building improvements will also be scheduled concurrently. Work may entail roof and envelope restoration;
elevator and mechanical system upgrades; interior renovation (including electrical, carpeting, furniture and finishes); and efforts to ensure ADA compliance and equitable access.

Adjusting to a Changing Climate
The Library is also adapting to a changing climate. Several branches — including most of the landmarked branches — are not air-conditioned, and rising summer temperatures can lead to closures which impact patrons and Library operations. The Library is exploring logistics and funding options to add air conditioning to high-use branches that currently lack air-conditioning.

Future Projects / What is on the Horizon

Offsite Multi-Use Facility
For the past several years, the Library has sought a permanent location for its off-site maintenance shop, storage functions and Library delivery vehicle parking. The Library is in the fourth year of its five-year lease at 6345 6th Avenue South; the facility is being used to consolidate the Library’s building maintenance, custodial, landscaping and storage facilities in the near-term. While the Library would prefer to own (rather than lease) such a multi-use facility, this lease provides time for the Library to continue its search for a permanent site with the assistance of the Department of Finance and Administration’s Property Management Division. Ideally, a permanent site would allow flexibility to add other services as operational needs evolve. Proceeds from the 2017 sale of the Library’s Queen Anne Storage facility, as well as funds from property sales during the Library’s “Library’s For All” initiative, will be used to offset the cost of purchasing a new multi-use facility.
### Project Summary

<table>
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<tr>
<th>Project Name &amp; ID</th>
<th>LTD Actuals</th>
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<th>2022</th>
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<td>7,910</td>
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<td>76,648</td>
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<td>25,061</td>
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<td>4,768</td>
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<td>5,784</td>
<td>7,910</td>
<td>5,877</td>
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*Amounts in thousands of dollars.*
## Fund Summary

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<td><strong>4,768</strong></td>
<td><strong>7,597</strong></td>
<td><strong>5,784</strong></td>
<td><strong>7,910</strong></td>
<td><strong>5,877</strong></td>
<td><strong>9,136</strong></td>
<td><strong>76,648</strong></td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.*
ADA Improvements - Library

This project represents ADA improvements for The Seattle Public Library, and includes work on accessible paths and adjustments to casework, restroom fixtures, and railings.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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<tr>
<td>Real Estate Excise Tax I</td>
<td>946</td>
<td>109</td>
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<tr>
<td>Total:</td>
<td>946</td>
<td>109</td>
<td>-</td>
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<td>-</td>
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<td>1,055</td>
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</tbody>
</table>

O&M Impacts:

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Central Library Infrastructure Improvements

This project provides for improved infrastructure at the 363,000 square foot Central Library. Central requires substantial infrastructure work to achieve operational efficiency and set the stage for its eventual programmatic re-imagining. Changes to Central also require additional lead time for planning and design, due both to its unique physical configuration/infrastructure and iconic architectural status. Typical improvements may include, but are not limited to, structural and mechanical repairs or improvements, safety and security upgrades, lighting and signage enhancements, and wall and floor surface repairs.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<th>2025</th>
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<tr>
<td>Total:</td>
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<td>1,617</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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</thead>
<tbody>
<tr>
<td>REET I Capital Fund</td>
<td>1,617</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
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<td>1,617</td>
</tr>
<tr>
<td>Total:</td>
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<td>-</td>
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<td>1,617</td>
</tr>
</tbody>
</table>

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

O&M Impacts:

2020 - 2025 Proposed Capital Improvement Program
This ongoing project provides for major maintenance to Library facilities, which include the 363,000 square foot Central Library and 26 branch libraries as well as storage/shops facilities. Typical improvements may include, but are not limited to, structural and mechanical repairs or improvements, safety and security upgrades, lighting and signage improvements, wall and floor surface repairs, landscape and exterior hard surface repairs, and projects that enhance service delivery or facilitate operational cost-savings at our libraries. This project preserves building integrity and improves functionality, and provides responsible management of the Library's building assets to ensure their long-term operational use. The project was created in 2009 in connection with midyear budget reductions to facilitate efficient asset management.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<tbody>
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<td>760</td>
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<tr>
<td><strong>Total:</strong></td>
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<td><strong>4,768</strong></td>
<td><strong>7,597</strong></td>
<td><strong>5,784</strong></td>
<td><strong>7,910</strong></td>
<td><strong>5,877</strong></td>
<td><strong>9,136</strong></td>
<td><strong>73,976</strong></td>
</tr>
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</table>

### Fund Appropriations / Allocations¹

<table>
<thead>
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<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<td>7,150</td>
<td>5,244</td>
<td>8,489</td>
<td>36,934</td>
</tr>
<tr>
<td>General Fund</td>
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<td>-</td>
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<td>Library Fund</td>
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<td>-</td>
<td>2,855</td>
</tr>
<tr>
<td>Library Trust &amp; Memorial Fund</td>
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<td>-</td>
<td>259</td>
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<td>REET I Capital Fund</td>
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<td>760</td>
<td>760</td>
<td>633</td>
<td>647</td>
<td>11,477</td>
<td></td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>22,498</strong></td>
<td><strong>10,406</strong></td>
<td><strong>4,768</strong></td>
<td><strong>7,597</strong></td>
<td><strong>5,784</strong></td>
<td><strong>7,910</strong></td>
<td><strong>5,877</strong></td>
<td><strong>9,136</strong></td>
<td><strong>73,976</strong></td>
</tr>
</tbody>
</table>

### O&M Impacts:

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**Seattle Public Library**

**CIP Project Page**

**2020 - 2025 Proposed Capital Improvement Program**
One of the Library’s long-term goals has been to consolidate the maintenance shop, storage and vehicle fleet parking at one location to maximize operational efficiencies. Proceeds from property sales during the Libraries for All construction program were reserved in a special fund (the Library Capital Subfund) for this purpose. Revenue from the sale of the Library’s former storage location (Queen Anne Storage) was also designated for this purpose by a Q3 2015 Library Board resolution. The Library Capital Subfund is being converted into this CIP project to allow expenditure of the funds as directed by the Library Board.

O&M Impacts:

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Seattle Department of Transportation
Overview

The Seattle Department of Transportation (SDOT) is responsible for building and maintaining a safe, reliable, efficient and socially equitable transportation network. In addition, SDOT maintains and improves critical transportation infrastructure of regional, statewide, and national significance in cooperation with external partners. Achieving transportation excellence helps support businesses, improves access to services and opportunity, enhances quality of life, and builds a more sustainable community. This is accomplished by:

- preserving existing transportation infrastructure and using it to its fullest capabilities;
- moving people and goods efficiently and safely, using technology wherever possible to overcome transportation challenges;
- making transit, bicycling, and walking convenient and attractive and reducing reliance on the automobile;
- shaping future transportation improvements that reflect Seattle’s role and connections to the region;
- incorporating environmental excellence and climate protection into every decision, project, and program;
- promoting the livability of our neighborhoods and communities;
- guiding investments that contribute to the economic vitality of neighborhood businesses and industries in Seattle and the region; and
- managing resources wisely with performance measures.

The replacement value of the City’s transportation infrastructure is estimated to be approximately $23 billion. Major system assets include:

- 1,548 lane-miles of arterial streets;
- 2,396 lane-miles of non-arterial streets;
- 124 bridges;
- 502 stairways;
- 613 retaining walls;
- 22 miles of seawalls;
- 1,085 signalized intersections;
- 46 miles of multi-purpose trails;
- 361 miles of on-street bicycle facilities;
- more than 191,000 signs;
- 41,000 street trees;
- 1,581 pay stations;
- 2,293 miles of sidewalks; and
- 31,319 curb ramps.

The 2020 Proposed Budget and the 2020-2025 Proposed Capital Improvement Program (CIP) emphasize transportation safety, efficient mobility of goods, and mobility for people of all ages and abilities. It is worth noting that Seattle is experiencing significant population growth and increasing density; to address these changes, the proposed CIP includes investments to move people and goods efficiently. SDOT is working hard to develop facilities to move people and freight. Transit projects are on the forefront with numerous projects to support transit services including a new pedestrian bridge to facilitate non-motorized travel to the new Northgate Light Rail Station, a multimodal corridor along
Roosevelt Way to improve connections with new stations, and the new Madison Street Bus Rapid Transit line. Planning will continue for the City Center Connector Streetcar, connecting the South Lake Union and First Hill Streetcar lines, along with a new Sound Transit Light Rail alignment between West Seattle, Downtown, the Seattle Center, Interbay, and Ballard. Freight movement will improve with the new S. Lander Street Grade Separation, a rebuilt Alaskan Way, and continued spot improvements. Additional investments on the City’s bridges includes replacing the Fairview Avenue Bridge and studying improvements needed for 13 additional bridges. SDOT continues to invest in pedestrian and bicycle infrastructure to increase safety for both pedestrians, riders and motorists, through new protected bike lanes, new sidewalks, and improved street crossings.

The voters of Seattle approved the Move Seattle Levy in 2015; in November 2018, SDOT published the Move Seattle Levy Workplan, which documented updated deliverable commitments, delivery plans, schedule assumptions, risk considerations, and spending plans for all 30 Levy subprograms. The 2020-2025 Proposed CIP incorporates these Workplan strategies, and applies updated schedule, risk, and spending assumptions for new developments that have occurred since November 2018. A table summarizing the Move Seattle Levy investments (both operating and capital) can be found in the Seattle Department of Transportation section of the 2020 Proposed Budget.

The 2020 Proposed Budget and the 2020-2025 Proposed CIP outline investments in critical transportation infrastructure needs and include planned spending of more than $1.8 billion during the six-year planning period. Key work includes street paving and resurfacing; building new sidewalks and curb ramps; school safety improvements; implementation of the Bike, Pedestrian, and Transit Master Plans; investments to facilitate freight mobility; traffic cameras and signals; bridge projects such as bridge replacement, maintenance, and seismic retrofitting; and support for the Seawall and Waterfront Program. For details, please see the associated explanations below.

**Street Paving and Resurfacing:** The proposed CIP includes funding for the following projects:

- $6.7 million in 2020 for Arterial Major Maintenance;
- $40.1 million in 2020 for Arterial Asphalt & Concrete Program Phase II; and
- $1.8 million in 2020 for Non-Arterial Street Resurfacing and Restoration.

In 2020, the Arterial Asphalt & Concrete Program Phase II (AAC) is scheduled to start construction on the following streets: NW Market St, 15th Ave NE, and NE Pacific St. The AAC project will continue construction of new pavement on 35th Ave SW and Avalon Way SE, as well as in the Green Lake/Wallingford area (Green Lake Loop, N/NE 50th St, N/NE 40th St, N/NE 80th St, and Stone Way).

In addition to major contract paving, SDOT crews will undertake approximately six lane-miles of paving on Arterial Major Maintenance (AMM) and another three lane-miles on Non-Arterial Street Resurfacing and Restoration (NASRR).

**Pedestrian Master Plan Investments:** The 2020-2025 Proposed CIP includes five projects that are solely dedicated to advancing the recommendations of the Pedestrian Master Plan.

- The Pedestrian Master Plan–Crossing Improvements Project funds pedestrian crossing improvements. The proposed CIP includes $3.5 million in 2020 for this project.
The Pedestrian Master Plan–New Sidewalks Project includes $12.2 million in 2020 to design and construct new sidewalks. Of the total, $4.2 million in 2020 is funded by ticket revenue generated from fixed automated cameras located near school zones. These funds will be used to construct sidewalks within Seattle Public Schools walk zones. The remaining $8 million is eligible for use anywhere in Seattle.

The Pedestrian Master Plan–School Safety Project emphasizes pedestrian improvements in school zones and is partially funded by the School Safety Traffic and Pedestrian Improvement Fund (SSTPIF). This fund was created to fund school safety infrastructure improvements, school zone camera installation and operation, school zone warning beacon maintenance, school safety program administration, and safety education. The proposed CIP includes $4 million in 2020 for capital improvements dedicated to school zones. These capital improvements may include school zone signing, crosswalk maintenance, curb bulb and curb ramp replacement and maintenance, sidewalk maintenance, and changes to traffic circulation around schools.

The Pedestrian Master Plan–Stairway Rehabilitation Program includes $1.5 million in 2020 from various local funding sources, including Move Seattle funds. The program rebuilds and/or rehabilitates stairways to the latest standards, adding proper width, step height, grip rail, landings, and other features required by the Americans with Disabilities Act.

The SDOT ADA Program includes $14.1 million of local funding to deliver ADA-compliant curb ramps and accessible pedestrian signals. Total budget for 2020 includes $7.2 million in additional funding to support the City in meeting the annual ADA-compliant curb ramp requirement of 1,250 ramps per year. $5.1 million of the funding for this increase was made available from anticipated savings from the South Lander Street Grade Separation project due to a higher than anticipated grant to local funding ratio; these funds are eligible for use anywhere in Seattle. The remaining $2.1 million is funded by ticket revenue generated from fixed automated cameras located near school zones. School Safety Traffic and Pedestrian Improvement funds will support the installation of curb ramps at approximately 12 intersections near Seattle Public Schools.

The table below shows a summary of the Pedestrian Master Plan investments:

<table>
<thead>
<tr>
<th>Pedestrian Master Plan Projects</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Master Plan - Crossing Improvements</td>
<td>$3,455,901</td>
</tr>
<tr>
<td>Pedestrian Master Plan - New Sidewalks</td>
<td>$12,206,675</td>
</tr>
<tr>
<td>Pedestrian Master Plan - School Safety</td>
<td>$4,040,002</td>
</tr>
<tr>
<td>Pedestrian Master Plan - Stairway Rehabilitation</td>
<td>$1,449,810</td>
</tr>
<tr>
<td>SDOT ADA Program</td>
<td>$14,060,324</td>
</tr>
<tr>
<td>Total</td>
<td>$35,212,712</td>
</tr>
</tbody>
</table>

**Bicycle Master Plan Investments:** The Bicycle Master Plan includes three projects specifically focused on advancing the Bike Master Plan recommendations, for a total 2020 investment of $19.2 million. These projects support the Bicycle Master Plan goals of safety, connectivity, ridership, equity, and livability. Typical project types include neighborhood greenways, protected bicycle lanes, other types of bicycle lanes, trail improvements, and bicycle parking, as well as spot improvements and programs that promote safety and encourage riding. In 2018, the Bike Master Plan Implementation program was split
into three programs for clarity: Bike Master Plan–Greenways, Bike Master Plan–Protected Bike Lanes and Bike Master Plan–Urban Trails & Bikeways.

The table below shows a summary of the Bicycle Master Plan investments:

<table>
<thead>
<tr>
<th>Bike Master Plan Projects</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Master Plan - Greenways</td>
<td>$9,367,903</td>
</tr>
<tr>
<td>Bike Master Plan - Protected Bike Lanes</td>
<td>$8,670,267</td>
</tr>
<tr>
<td>Bike Master Plan - Urban Trails &amp; Bikeways</td>
<td>$1,236,594</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$19,274,764</strong></td>
</tr>
</tbody>
</table>

In addition to the projects solely dedicated to delivering the Pedestrian and Bicycle Master Plans, there are many SDOT capital projects that indirectly contribute improvements that advance the plans. The table below shows the total budget for projects that support the Pedestrian and Bicycle Master Plans; note that the total budget also include other investments within that projects objective. For example, the Vision Zero project invests in pedestrian, bike, signals, painting, and street design improvements.

<table>
<thead>
<tr>
<th>Projects that Support the Bike &amp; Pedestrian Master Plan</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>23rd Avenue Corridor Improvements</td>
<td>$1,720,151</td>
</tr>
<tr>
<td>Burke-Gilman Trail Extension</td>
<td>$5,106,779</td>
</tr>
<tr>
<td>Delridge Multimodal Corridor</td>
<td>$15,226,743</td>
</tr>
<tr>
<td>Heavy Haul Corridor</td>
<td>$4,000,001</td>
</tr>
<tr>
<td>Highland Park Intersection Improvements</td>
<td>$900,000</td>
</tr>
<tr>
<td>Madison Street Bus Rapid Transit</td>
<td>$29,824,006</td>
</tr>
<tr>
<td>Market / 45th Multimodal Corridor</td>
<td>$4,721,199</td>
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<tr>
<td>NE 43rd Street Improvements</td>
<td>$1,228,410</td>
</tr>
<tr>
<td>Neighborhood Large Projects</td>
<td>$516,755</td>
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<tr>
<td>Neighborhood Parks Street Fund - Your Voice, Your Choice</td>
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<tr>
<td>Overlook Walk and East-West Connections Project</td>
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<tr>
<td>Rainier / Jackson Multimodal Corridor</td>
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<tr>
<td>Roosevelt Multimodal Corridor</td>
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<td>Route 40 Northgate to Downtown Transit Improvements</td>
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<td>S Lander St. Grade Separation</td>
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<td>Sidewalk Safety Repair</td>
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<td>Transit Corridor Improvements</td>
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<td>Vision Zero</td>
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<tr>
<td><strong>Grand Total</strong></td>
<td><strong>$130,769,067</strong></td>
</tr>
</tbody>
</table>

Several projects noted above include funds programmed in anticipation of the sale of the City’s 800/816 Mercer (“Mercer Megablock”) properties in late 2020. Of the total anticipated proceeds, $54.7 million has been set aside to fund transportation initiatives; of that, $16.7 million is specifically reserved to
advance vision zero, pedestrian, and bike priorities. As part of the 2020-2025 Proposed CIP, SDOT has programmed these funds as follows:

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Const Year</th>
<th>Amount ($)</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>Scope of Work</th>
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<tr>
<td>Pedestrian Master Plan – Crossings</td>
<td>2020</td>
<td>$1.7</td>
<td>$0.7</td>
<td>$1.0</td>
<td></td>
<td></td>
<td>New sidewalks, curb bulbs, and curb ramps at five intersections</td>
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<tr>
<td>NE 43rd Street Improvements</td>
<td>2021</td>
<td>$0.65</td>
<td></td>
<td></td>
<td>$0.65</td>
<td></td>
<td>Construction of pedestrian, bicycle, and transit-only street between Light Rail Station and UW</td>
</tr>
<tr>
<td>Pedestrian Master Plan – Crossings</td>
<td>2020-2021</td>
<td>$0.5</td>
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<td>$0.1</td>
<td></td>
<td>$0.4</td>
<td>New curb bulbs, curb ramps, and sidewalk repair at three intersections</td>
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<td>Bicycle Master Plan – Greenways</td>
<td>2022-2023</td>
<td>$2.0</td>
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<td></td>
<td>$1.0</td>
<td>$1.0</td>
<td>Traffic calming, new curb bulbs, curb ramps, and wayfinding near Seattle Center</td>
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<tr>
<td>Highland Park Way Safety Corridor</td>
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<td>$3.5</td>
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<tr>
<td>Bicycle Master Plan – Protected Bike Lanes</td>
<td>2022-2023</td>
<td>$8.35</td>
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<td>$5.55</td>
<td>$5.5</td>
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</tr>
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</table>

**Transit Projects:**

The 2020 Proposed CIP contains six of the seven Transit-Plus Multimodal Corridor projects the City committed to improve to as part of the Move Seattle Levy program. These projects include redesigning major streets with more frequent and reliable bus service as well as upgrading paving, signals, and other improvements to improve connectivity and safety for all travelers, whether walking, biking, driving, or taking transit.

The Transit-Plus Multimodal Corridor projects include (in order of scheduled delivery): Delridge Way SW – RapidRide H Line, Madison BRT – RapidRide G Line, Route 7 Transit-Plus Multimodal Corridor (Rainier), Route 44 Transit-Plus Multimodal Corridor (Market/45th), RapidRide Roosevelt, Route 40 Transit-Plus Multimodal Corridor (Fremont/Northgate). These projects rely on a variety of levy, local, and leveraged funding, including still-to-be secured FTA Small Starts grants for the Madison and Roosevelt projects. The seventh project, 23rd Bus Rapid Transit, is in early planning stages and is not yet reflected in the CIP.

2020-2025 Proposed Capital Improvement Program

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In addition to the large capital Transit-Plus Multimodal Corridor projects, the proposed CIP includes budget for transit spot improvements throughout Seattle. These spot improvements focus on operational efficiencies (which help reduce travel time and therefore, operational costs), safety, and access enhancements (which improve the rider experience while ensuring safe conditions for riders of all abilities). Investments include installing queue jumps, bus-only lanes, in-lane stops/bus bulbs, and bus stop access amenities.

The table below shows a summary of transit related investments:

<table>
<thead>
<tr>
<th>Transit Projects</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>23rd Avenue Corridor Improvements</td>
<td>$1,720,151</td>
</tr>
<tr>
<td>BRT Concepts Design</td>
<td>$219,495</td>
</tr>
<tr>
<td>Delridge Multimodal Corridor</td>
<td>$15,266,743</td>
</tr>
<tr>
<td>Lynnwood Link Extension</td>
<td>$59,999</td>
</tr>
<tr>
<td>Madison Street Bus Rapid Transit</td>
<td>$29,824,006</td>
</tr>
<tr>
<td>Market / 45th Multimodal Corridor</td>
<td>$4,721,199</td>
</tr>
<tr>
<td>Rainier / Jackson Multimodal Corridor</td>
<td>$932,499</td>
</tr>
<tr>
<td>Roosevelt Multimodal Corridor</td>
<td>$8,085,609</td>
</tr>
<tr>
<td>Route 40 Northgate to Downtown Transit Improvements</td>
<td>$494,869</td>
</tr>
<tr>
<td>Sound Transit - East Link</td>
<td>$70,000</td>
</tr>
<tr>
<td>Sound Transit 3</td>
<td>$1,802,326</td>
</tr>
<tr>
<td>Transit Corridor Improvements</td>
<td>$3,634,006</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>$66,790,902</strong></td>
</tr>
</tbody>
</table>

**Streetcar Projects:** In 2018, having reached 30% design, the Center City Connector project was put on hold while an independent review and engineering analysis was performed. The project was subsequently restarted in January of 2019 with the understanding that additional scope elements to accommodate a larger and heavier vehicle specification would be needed. In August 2019, the City Council approved a $9 million appropriation in order to advance those additional scope elements to 30% design and establish a new baseline scope, schedule and cost for the entirety of the project. The $9 million in funding is supported by an interfund loan that will be repaid from the expected 2020 sale of the 800/816 Mercer (Megablock) properties. The project anticipates reaching the 30% design milestone by year-end 2020.

**Freight Projects:** The most significant freight investment in the proposed CIP is the South Lander Street Grade Separation Project which is now in construction. The $96 million project will enhance mobility and safety by building a new grade-separated crossing over the BNSF Railway Company tracks in SODO. The project is supported by federal and state grants, local funds including Move Seattle Levy and utility funding, as well as partnerships with BNSF and the Port of Seattle. The proposed CIP reflects updated estimates of grant and partnership utilization as well as a reduced project cost, which has made local funds available to resolve emerging transportation needs, including:

- $2 million of bond funding repurposed for design of the Northlake Retaining Wall;
- $5.1 million of REET funding to support the City in meeting the ADA consent decree;

2020-2025 Proposed Capital Improvement Program
• $4.1 million of Move Seattle Levy funding to resolve a funding gap in the Northgate Bridge and Multi-Use Path project; and
• $903,000 of Move Seattle Levy funding to fully fund Phase 1 of the Heavy Haul Network Program–East Marginal Way project.

The Heavy Haul Network Program–East Marginal Way project has been segmented into at least two phases to maximize grant utilization and deliver safety improvements as quickly as possible. The first phase will create separation between freight and bicycle traffic and make signal improvements aimed at increasing safety for both modes. 100% design for Phase 2 and the Central Segment will occur concurrently with design of Phase 1 due to a recently secured $4 million Federal Highways Administration grant. Phase 2 reconstructs the North Segment of the roadway to Heavy Haul pavement standards in order to support freight traffic, while the future Central Segment makes a non-motorized connection south to Diagonal Ave S. While Phase 1 is fully funded, SDOT continues to pursue funding options for future phases, including federal grants, contributions from the Port of Seattle, and potential reallocation of project savings from other Move Seattle Levy projects as they reach completion.

The 2020-2025 Proposed CIP also includes $14 million of Move Seattle Levy funds (over the 9-year life of the Levy) for the Freight Spot Improvements project. This project provides smaller-scale vital freight spot improvements such as pavement repairs in industrial areas, turning radius adjustments, and other signage and operational improvements to facilitate movement of freight throughout the city. Funding allocation varies year to year based on planned projects.

The table below shows a summary of the Freight Master Plan investments:

<table>
<thead>
<tr>
<th>Freight Master Plan Projects</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight Spot Improvement Program</td>
<td>$5,323,212</td>
</tr>
<tr>
<td>Heavy Haul Corridor (East Marginal Way)</td>
<td>$4,000,001</td>
</tr>
<tr>
<td>S Lander St. Grade Separation</td>
<td>$29,429,556</td>
</tr>
<tr>
<td>Grand Total</td>
<td>$38,752,769</td>
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</table>

**Bridge & Structures Projects:**

**Bridge Rehabilitation and Replacement:** The City owns 124 bridges and maintaining all of them in appropriate condition is a major challenge. The 2020-2025 Proposed CIP includes Move Seattle Levy funding to construct the replacement of the Fairview Avenue N Bridge (included in the Bridge Rehabilitation and Replacement CIP project), which is the last vehicular timber bridge on an arterial in Seattle. The funding is leveraging state and federal grants. It also funds the planning and design of the next phase of the bridge rehabilitation program. The program completed the permanent removal of the Post Alley Bridge and the reconstruction of Post Alley in 2018 and is studying improvements needed for 13 other bridges, which also includes the Duwamish Waterway N, Magnolia, and Thornton Creek bridges. There is also funding set aside for the improvement of pedestrian and bicycle safety on City-owned bridges.

**Bridge Seismic:** The Move Seattle Levy also provides funding for the next phase in the Bridge Seismic program. Sixteen bridges are being evaluated as part of this current bridge seismic retrofit program;
these bridges are located throughout the city. The proposed CIP also includes $2.1 million annually for the Bridge Painting program, which is a critical asset preservation project for the City’s 20 structural steel bridges.

Bridge Load Rating: Another investment in the 2020-2025 Proposed CIP relates to bridge load rating standards, which were revised by the Federal Highway Administration in November 2013. The revised standards require the SDOT to re-evaluate the load ratings for 69 bridges by 2022 at a cost of $25,000 to $175,000 per bridge. The proposed CIP includes $1.1 million of funding in 2020 to continue addressing this mandate. SDOT will also be addressing additional load rating requirements specific to Emergency Vehicles, which were mandated in November 2016 by the Federal Highway Administration. The funding impact to address Emergency Vehicles as part of the currently mandated list of bridges as well as all of the City’s remaining bridge assets is still being assessed.

Northgate Bridge and Cycle Track: Lastly, the proposed CIP provides funding to start construction on the Northgate Bridge and Multi-Use Path. The proposed CIP increases funding for the Northgate Bridge project to advance through construction. The Northgate Bridge funding gap is due to additional permitting requirements in the form of a supplemental culvert replacement project, permitting delays, unforeseen costs for WSDOT permits, increased railing procurement costs, and construction bids in excess of the engineer’s estimate. The Northgate Bridge project is a cornerstone of the Move Seattle Levy, representing nearly 3% of the entire 9-year levy (fund) portfolio and SDOT is deeply committed to building the project.

As mentioned previously SDOT has identified grant funding that can be leveraged more than previously expected for the S. Lander Street Grade Separation project, freeing up $4.1 million of Move Seattle Levy funds that, along with $7.5 million from the Bridge Rehab and Replacement project (Fairview). These monies will help resolve a funding gap in the Northgate Bridge project. Funds from the Bridge Rehabilitation and Replacement project are available to fund the Northgate Bridge Project without any reduction in scope to the Fairview Bridge Replacement effort. The City took advantage of low cost financing from the Public Works Trust Fund and grant funding, to better leverage the Move Seattle Levy dollars allocated to the project.

Retaining Wall Repair and Restoration: In addition to bridges, SDOT also maintains more than 600 retaining walls throughout Seattle. The 2020-2025 Proposed CIP includes $2 million of repurposed bond funding and $2 million of street vacations funding to reach 100% design on a new Northlake Retaining Wall Project. This critical structure is a 452-foot-long lake front timber structure that was constructed in 1951 and is located along the north shoreline of Lake Union adjacent to North Northlake Way. The wall currently shows signs of advanced deterioration, overstress, and some sections of structural failure. The current calculated capacity/demand ratio is 0.1 where 1.0 represents stability. This presents a significant risk to public safety given the right-of-way supported by the wall, the private structures directly offshore and adjacent to the wall, and the close proximity (immediately adjacent and up to 50 feet onshore) of overhead power lines and subsurface gas, sewer, drainage, and water utility infrastructure. This project is part of a pilot project where funding will be appropriated by stage, with milestone-based review from City Council. See the Capital Subcabinet section in the CIP Overview for a description of the pilot process.

Seattle Waterfront Capital Projects: The four major capital projects in the SDOT budget related to the downtown waterfront are the Alaskan Way Viaduct Replacement Project; the Elliott Bay Seawall Project; the Alaskan Way Main Corridor; and the Overlook Walk and East-West Connections Project.

2020-2025 Proposed Capital Improvement Program
Additionally, separate capital projects exist within the Department of Parks and Recreation (Parks Central Waterfront Piers Rehabilitation, Aquarium Expansion).

The Alaskan Way Viaduct Replacement Project includes SDOT’s costs related to design review, permitting issuance and administration, and construction support and acceptance for this WSDOT-led program, including the SR-99 Bored Tunnel, projects to reconnect the street grid at the north and south tunnel portals, the Battery Street Tunnel Decommissioning, and the Viaduct Demolition.

The Elliott Bay Seawall Project replaces the current seawall from Washington to Virginia Streets (also known as the Central Seawall). It also strengthened the pier support for Fire Station 5, which is currently attached to the existing seawall. The project was substantially completed in 2017 but has a few project elements that will be completed as part of the Pier 62 rebuild contract.

The Alaskan Way Main Corridor and the Overlook Walk and East-West Connection Projects are led by the Office of the Waterfront and Civic Projects. The Alaskan Way Main Corridor Project includes the design and construction of the Alaskan Way/Elliott Way surface street, the adjoining pedestrian promenade along the waterfront and several east-west connections that are primarily funded by WSDOT. The Overlook Walk and East-West Connections Projects include the Overlook Walk that provides pedestrian connections between the waterfront and the Aquarium and Pike Place Market. The project also focuses on the east/west streets that connect the downtown to the waterfront area and the Union Street pedestrian bridge.

The City began construction of the Alaskan Way Main Corridor Project in summer 2019 and substantial completion is anticipated to occur in late 2023. Construction of the Overlook Walk and East-West Connection Projects are anticipated to begin in 2020 and 2021.

**CIP Revenue Sources**

Multiple funding sources support the Transportation CIP, including:

- Move Seattle Levy;
- Gas Tax;
- Multimodal funds;
- Real Estate Excise Tax;
- Commercial Parking Tax;
- Seattle Transit Benefit District
- Vehicle License Fees
- Long-term financing (general obligation bonds);
- Public Works Trust Fund Loans;
- Street vacation revenues;
- School Safety and Pedestrian funds;
- Street use fees;
- Property sale proceeds;
- Federal and state grants; and
- Funds from various funding partners, such as Sound Transit, the Port of Seattle and the Washington State Department of Transportation.

In 2020, the SDOT proposed CIP budget is $405.6 million from the following sources:
Local Revenues

Local funding sources for the Transportation CIP include Move Seattle Levy proceeds, Gas Tax, Multimodal funds, Cumulative Reserve Real Estate Excise Tax (REET) I & II, Commercial Parking Tax, School Safety Traffic and Pedestrian Improvement funds, and the $20 and $60 Vehicle License Fees. These revenues are for programs that improve or maintain the City’s transportation system or to provide local matching funds to SDOT’s funding partners on large capital projects.

Emerging Needs: Funding Reallocations

As part of the annual budget development process, SDOT evaluates updated project costs, leverage opportunities, and new mandates against available resources. The 2020-2025 Proposed CIP takes advantage of several opportunities to adapt resources to emerging needs, many of which are discussed throughout this document. For reference, the table below summarizes material funding reallocations within the 6-year planning period. Reallocations do not impact scope or delivery timeframe for donating projects.

<table>
<thead>
<tr>
<th>Reallocating From</th>
<th>Funding Source</th>
<th>Reallocating to</th>
<th>Purpose of Reallocation</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge Rehab and Replacement</td>
<td>Move Seattle Levy</td>
<td>Northgate Bridge and MUP</td>
<td>Resolve funding gap</td>
<td>$7.5 million</td>
</tr>
<tr>
<td>South Lander Grade Separation</td>
<td>Move Seattle Levy</td>
<td>Northgate Bridge and MUP</td>
<td></td>
<td>$4.1 million</td>
</tr>
<tr>
<td>South Lander Grade Separation</td>
<td>REET II</td>
<td>SDOT ADA Program</td>
<td>Fund additional ramps to meet Consent Decree</td>
<td>$5.2 million</td>
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Seattle Department of Transportation

<table>
<thead>
<tr>
<th>Reallocating From</th>
<th>Funding Source</th>
<th>Reallocating to</th>
<th>Purpose of Reallocation</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Lander Grade Separation</td>
<td>Bonds</td>
<td>Northlake Retaining Wall</td>
<td>Fund design of critical infrastructure project.</td>
<td>$2 million</td>
</tr>
<tr>
<td>South Lander Grade Separation</td>
<td>Move Seattle Levy</td>
<td>Heavy Haul (East Marginal Way, Phase I)</td>
<td>Fully fund Phase I through construction, as well as design of Phase II</td>
<td>$903,000</td>
</tr>
<tr>
<td>23rd Ave Corridor (Phase II)</td>
<td>Move Seattle Levy</td>
<td>Heavy Haul (East Marginal Way, Phase I)</td>
<td></td>
<td>$600,000</td>
</tr>
<tr>
<td>Next Gen ITS Improvements</td>
<td>Move Seattle Levy</td>
<td>Ctr Cty Gateway &amp; S Michigan St ITS</td>
<td>Provide grant match (sister projects)</td>
<td>$2.7 million</td>
</tr>
</tbody>
</table>

**Thematic Priorities**

SDOT’s vision for Seattle is a thriving, equitable community powered by dependable transportation. The organization’s mission is to deliver a transportation system that provides safe and affordable access to places and opportunities. To accomplish this, SDOT prioritizes services and capital projects based on the core principles in the City’s 10-Year Strategic Vision for Transportation - Move Seattle. The goal of the strategic vision is to organize actions around SDOT’s core values:

1. **Equity** – transportation must meet the needs of communities of color and those of all incomes, abilities, and ages. Our goal is to partner with our communities to build a racially equitable and socially just transportation system.
2. **Safety** – everyone should be able to move safely throughout the City. Our goal is to create safe transportation environments and eliminate serious and fatal crashes in Seattle.
3. **Mobility** – transportation choices are critical to access opportunity. Our goal is to build, operate, and maintain an accessible transportation system that reliably connects people, places, and goods.
4. **Sustainability** – environmental health should be improved for future generations through sustainable transportation. Our goal is to address the climate crisis through a sustainable, resilient transportation system.
5. **Livability** – transportation is essential to support daily life. Our goal is to manage our streets and sidewalks to enrich public life and improve community health.
6. **Excellence** – in exceeding the expectations of the communities we serve. Our goal is to build an SDOT team committed to excellence and equipped with skills to meet the challenges of today and tomorrow.

Transportation projects are initiated through a number of methods including planning processes (modal, subarea, neighborhood planning), preservation, operations and safety needs assessment, regulatory requirements, elected official direction and, in some instances, from neighborhood input such as the Neighborhood Street Fund (Your Voice, Your Choice) program.

Stakeholders have significant input in development of all SDOT plans through public involvement processes. Seattle’s Pedestrian, Bicycle, Transit and Freight Advisory Boards also consulted regularly to provide input on project/program needs. Since 2016, the Move Seattle Levy Oversight Committee has reviewed SDOT’s program and project priorities and financial plans, and made recommendations to the department, the Mayor, and the City Council on the allocation of resources. Representatives from SDOT regularly meet with the Oversight Committee, who review to provide updates and solicit input on the

**2020-2025 Proposed Capital Improvement Program**
allocation of resources. Prior to 2016, the Bridging the Gap Oversight Committee performed the same advisory function.

Many factors can affect SDOT’s project and funding decisions, including regulatory requirements, state and federal law (such as the Americans with Disabilities Act), and construction seasons. Opportunities to leverage the City’s limited funding with grants or coordinating projects with other agencies can also affect SDOT’s decisions.

In every case, SDOT strives to implement the City’s policy goals laid out in Seattle’s Comprehensive Plan and individual policy initiatives such as Complete Streets, the Race and Social Justice Initiative, and the Environmental Management Initiative. SDOT’s Transportation Strategic Plan, modal plans and subarea plans provide an overall framework for implementing these goals.
Seattle Department of Transportation

Project Summary

<table>
<thead>
<tr>
<th>Project Name &amp; ID</th>
<th>LTD</th>
<th>2019 Actuals</th>
<th>Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Waterfront (BC-TR-16000)</td>
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<td></td>
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<td></td>
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<tr>
<td>Alaskan Way Main Corridor (MC-TR-C072)</td>
<td>103,026</td>
<td>60,670</td>
<td>84,040</td>
<td>81,414</td>
<td>19,270</td>
<td>19,155</td>
<td>3,144</td>
<td>-</td>
<td>370,720</td>
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<td>Overlook Walk and East-West Connections Project (MC-TR-C073)</td>
<td>10,484</td>
<td>11,431</td>
<td>14,088</td>
<td>69,285</td>
<td>68,098</td>
<td>7,703</td>
<td>3,250</td>
<td>-</td>
<td>184,339</td>
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<td><strong>BC-TR-16000 Total</strong></td>
<td><strong>113,510</strong></td>
<td><strong>72,101</strong></td>
<td><strong>98,128</strong></td>
<td><strong>150,699</strong></td>
<td><strong>87,368</strong></td>
<td><strong>26,858</strong></td>
<td><strong>6,394</strong></td>
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<td><strong>555,059</strong></td>
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<td>General Expense (BO-TR-18002)</td>
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<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Debt Service REET II (MO-TR-D006)</td>
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<td>-</td>
<td>815</td>
<td>815</td>
<td>813</td>
<td>815</td>
<td>815</td>
<td>815</td>
<td>4,887</td>
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<td><strong>BO-TR-18002 Total</strong></td>
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<td>-</td>
<td>815</td>
<td>815</td>
<td>813</td>
<td>815</td>
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<td>4,887</td>
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<tr>
<td>Major Maintenance/Replacement (BC-TR-19001)</td>
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<td>35th Avenue SW Paving (MC-TR-C099)</td>
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<td>-</td>
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<td>35,000</td>
<td>-</td>
<td>-</td>
<td>35,000</td>
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<tr>
<td>Accela Permitting System (MC-TR-C001)</td>
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<td>10,498</td>
<td>5,296</td>
<td>679</td>
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<td>1,000</td>
<td>1,000</td>
<td>1,000</td>
<td>27,156</td>
<td></td>
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<tr>
<td>Arterial Asphalt &amp; Concrete Program Phase II (MC-TR-C033)</td>
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<td>40,952</td>
<td>40,051</td>
<td>35,562</td>
<td>25,990</td>
<td>20,946</td>
<td>35,769</td>
<td>25,000</td>
<td>265,247</td>
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<td>Arterial Asphalt and Concrete Program (MC-TR-C070)</td>
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<td>2,058</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>225,767</td>
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<tr>
<td>Arterial Major Maintenance (MC-TR-C071)</td>
<td>20,924</td>
<td>5,797</td>
<td>6,688</td>
<td>6,796</td>
<td>6,812</td>
<td>6,829</td>
<td>6,927</td>
<td>7,135</td>
<td>67,907</td>
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</tr>
<tr>
<td>Bike Master Plan - Urban Trails and Bikeways (MC-TR-C060)</td>
<td>1,644</td>
<td>856</td>
<td>1,237</td>
<td>1,238</td>
<td>1,338</td>
<td>1,367</td>
<td>1,451</td>
<td>1,112</td>
<td>10,242</td>
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<tr>
<td>Bridge Load Rating (MC-TR-C006)</td>
<td>5,012</td>
<td>1,189</td>
<td>1,066</td>
<td>1,036</td>
<td>1,088</td>
<td>346</td>
<td>273</td>
<td>366</td>
<td>10,376</td>
<td></td>
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<tr>
<td>Bridge Painting Program (MC-TR-C007)</td>
<td>25,426</td>
<td>9,980</td>
<td>2,135</td>
<td>2,135</td>
<td>2,135</td>
<td>2,135</td>
<td>2,135</td>
<td>2,135</td>
<td>48,216</td>
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<tr>
<td>Bridge Rehabilitation and Replacement (MC-TR-C045)</td>
<td>95,906</td>
<td>25,121</td>
<td>13,497</td>
<td>4,039</td>
<td>276</td>
<td>30</td>
<td>63</td>
<td>-</td>
<td>138,932</td>
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<tr>
<td>Bridge Rehabilitation and Replacement Phase II (MC-TR-C039)</td>
<td>4,422</td>
<td>7,468</td>
<td>3,716</td>
<td>3,460</td>
<td>845</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>19,911</td>
<td></td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.*

2020 - 2025 Proposed Capital Improvement Program

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## Project Summary

<table>
<thead>
<tr>
<th>Project Name &amp; ID</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge Seismic - Phase III (MC-TR-C008)</td>
<td>5,937</td>
<td>16,792</td>
<td>14,975</td>
<td>10,543</td>
<td>7,056</td>
<td>14,489</td>
<td>5,778</td>
<td>5,952</td>
<td>81,523</td>
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<tr>
<td>Canton and Nord Alleys (MC-TR-C065)</td>
<td>2,128</td>
<td>371</td>
<td>-</td>
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<td>-</td>
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<td>-</td>
<td>2,499</td>
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<tr>
<td>Columbia Two-Way Street Improvements (MC-TR-C056)</td>
<td>2,660</td>
<td>1,151</td>
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<tr>
<td>Hazard Mitigation Program - Areaways (MC-TR-C035)</td>
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<td>2,500</td>
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<tr>
<td>Hazard Mitigation Program - Landslide Mitigation Projects (MC-TR-C015)</td>
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<td>482</td>
<td>488</td>
<td>496</td>
<td>503</td>
<td>510</td>
<td>16,608</td>
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<tr>
<td>Miscellaneous, Unforeseen, and Emergencies (MC-TR-C077)</td>
<td>2,508</td>
<td>-</td>
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*Amounts in thousands of dollars.*

2020 - 2025 Proposed Capital Improvement Program
### Project Summary

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*Amounts in thousands of dollars.*
# Project Summary

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*Amounts in thousands of dollars.*

2020 - 2025 Proposed Capital Improvement Program
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*Amounts in thousands of dollars.*
## Project Summary

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<td>797</td>
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*Amounts in thousands of dollars.*

**2020 - 2025 Proposed Capital Improvement Program**
# Project Summary

<table>
<thead>
<tr>
<th>Project Name &amp; ID</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tbody>
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<td>SPU Drainage</td>
<td>227</td>
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<td>320,243</td>
<td>323,647</td>
<td>204,090</td>
<td>135,551</td>
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*Amounts in thousands of dollars.*
## Fund Summary

<table>
<thead>
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<td>10102 - Emergency Fund</td>
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*Amounts in thousands of dollars.*
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*Amounts in thousands of dollars.*
## Fund Summary

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<tbody>
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<td>36900 - 2022 Multipurpose LTGO Bond Fund</td>
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<td>84,652</td>
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<td>104,326</td>
<td>50,890</td>
<td>88,718</td>
<td>402,289</td>
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### Seattle Department of Transportation Total

- 2019: 1,821,807
- 2020: 506,510
- 2021: 404,626
- 2022: 469,307
- 2023: 320,243
- 2024: 323,647
- 2025: 204,090
- Total: 135,551
- Total: 4,185,782

*Amounts in thousands of dollars.*
This multi-phase project will reconstruct sidewalks, enhance the pedestrian environment, reconstruct pavement, upgrade signalized intersections, upgrade controller cabinets to meet transit signal priority (TSP) needs, and accommodate Intelligent Transportation Systems (ITS) upgrades. Activities include the following: install ITS to provide travel time information; install fiber communication as needed along the corridor to relay information back to the Traffic Management Center; and install poles for support of future trolley wires in two gap segments of the trolley network. The project will also include design and construction of a 3-lane cross section (with 4 lanes at isolated intersections) between John Street and Rainier Ave South, as well as a greenway facility on a parallel street to facilitate north-south bicycle travel. The project includes a Vision Zero element to construct new traffic signals; parking modifications; new curb ramps; traffic calming; speed reduction; pedestrian safety; and transit stop improvements. Phases I and II are substantially complete. The final Vision Zero phase is in design.

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
# 35th Avenue SW Paving

<table>
<thead>
<tr>
<th>Project No:</th>
<th>MC-TR-C099</th>
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<td>BSL Name:</td>
<td>Major Maintenance/Replacement</td>
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<td>Project Category:</td>
<td>Rehabilitation or Restoration</td>
<td>Location:</td>
<td>35th Ave. SW from SW Morgan St to SW Roxbury</td>
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<tr>
<td>Current Project Stage:</td>
<td>Stage 1 - Pre-Project Development</td>
<td>Council District:</td>
<td>Council District 1</td>
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<td>Start/End Date:</td>
<td>2023 - 2025</td>
<td>Neighborhood District:</td>
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<td>Total Project Cost:</td>
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<td>Urban Village:</td>
<td>West Seattle Junction</td>
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This project will resurface and reconstruct 35th Ave. SW from SW Morgan St. to SW Roxbury St.

<table>
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<th>Unsecured Funding:</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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<td>-</td>
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<tr>
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<td>-</td>
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<td>-</td>
<td>-</td>
<td>35,000</td>
<td>-</td>
<td>-</td>
<td>35,000</td>
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</tbody>
</table>

**Unsecured Funding Strategy:** Funding for this project was not included as part of the Levy to Move Seattle paving commitments; the project is also not likely to rank highly for grant funding. Funding for this project may depend upon identification of new/incremental revenue sources.

**O&M Impacts:** This is a capital maintenance project that reduces the need for O&M by bringing assets to a new or like new condition.

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¹ Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

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2020 - 2025 Proposed Capital Improvement Program
This project makes multimodal improvements in the Third Avenue downtown corridor. Improvements include expanding the northbound bus stop area at Pine Street adjacent to Macy's department store, designing and constructing additional streetscape improvements, remarking numerous crosswalks, and installing pedestrian countdown signals.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tbody>
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**Fund Appropriations / Allocations¹**

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**O&M Impacts:** SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

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2020 - 2025 Proposed Capital Improvement Program
Accela Permitting System

Project No: MC-TR-C001  BSL Code: BC-TR-19001
Project Type: Ongoing  BSL Name: Major Maintenance/Replacement
Project Category: Rehabilitation or Restoration  Location: Multiple
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A  Urban Village: Not in an Urban Village

This project will migrate SDOT permitting operations from the Hansen 7 system to the new Citywide Accela permitting platform. The vision for Accela is to create a fully integrated permitting system that provides an online, all in one place experience for Seattle customers and staff. Once the initial migration is complete, this project will provide ongoing funding for routine system improvements as well as periodic major upgrades needed to stay current with changing technology.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<td>10,498</td>
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<td>679</td>
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<td>1,000</td>
<td>1,000</td>
<td>1,000</td>
<td>27,156</td>
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<tr>
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<td>10,498</td>
<td>5,296</td>
<td>679</td>
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<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<th>2022</th>
<th>2023</th>
<th>2024</th>
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<td>10,498</td>
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<td>1,000</td>
<td>1,000</td>
<td>1,000</td>
<td>27,156</td>
</tr>
</tbody>
</table>

O&M Impacts: Maintenance for the permitting system is paid for via a central cost allocation from Seattle IT and then recovered against SDOT projects through overhead allocations. The $1M annual budget after 2021 represents a sinking fund for eventual system replacement.

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The project will transform the Mt. Baker station area into a safer and comfortable place for people to walk, bike, and make transit connections; and for the Mt. Baker Town Center to take root and flourish. In addition to prioritizing walking and biking, the project will maintain transit and freight reliability and create more predictable conditions for people driving.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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### Fund Appropriations / Allocations¹

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2020 - 2025 Proposed Capital Improvement Program
This project designs and constructs the rebuilt Alaskan Way/Elliott Way surface streets and the adjoining pedestrian promenade along the Seattle waterfront following the demolition of the Alaskan Way Viaduct. The State of Washington has built a deep bore tunnel to replace the Alaskan Way Viaduct (Viaduct) and has relocated State Route (SR) 99 into the tunnel. The State is responsible for demolishing the Viaduct and decommissioning the Battery Street tunnel. The City of Seattle is responsible for the Alaskan Way/Elliott Way surface street and the promenade. The project also includes replacement of and improvements to four key connections impacted by the Viaduct removal, namely Seneca Street, Columbia Street, and the Marion Street and Lenora pedestrian bridges. This project is part of the overall waterfront improvement program. Construction of these improvements began in 2019.

This project includes funding from the Waterfront Local Improvement District (LID #7651) formed by City Council via Ordinance 125760 in January 2019. (Interfund Loan will be repaid by Local Improvement District Bonds ($5.65 million), LTGO Bonds ($3.98 million), Private Funding/Donations ($919,000) and Private Utilities ($1.1 million.)

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</tbody>
</table>

**O&M Impacts:** This project replaces aging infrastructure along the Central Waterfront providing an O&M benefit. It also builds new infrastructure for several City departments. The maintenance of the new public open space and pedestrian promenade will be funded primarily with Metropolitan Park District funds set-aside for this purpose.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Alaskan Way Viaduct Replacement

Project No: MC-TR-C066  
BSL Code: BC-TR-19002

Project Type: Discrete  
BSL Name: Major Projects

Project Category: New Facility  
Location: ALASKAN WY VI SB

Current Project Stage: Stage 5 - Construction  
Council District: Multiple

Start/End Date: 2001 - 2019  
Neighborhood District: Multiple

Total Project Cost: $97,310  
Urban Village: Multiple

This project funds the City's involvement in the replacement of the Alaskan Way Viaduct with the bored tunnel hybrid alternative. Replacement of this structure will enhance overall safety, as this structure is seismically vulnerable. In prior years, this project included design of the Central Seawall and Waterfront Improvements. For transparency purposes, the Seawall and Waterfront work was reflected in three new capital projects, Elliott Bay Seawall Project (MC-TR-C014), Alaskan Way Main Corridor Program (MC-TR-C066), and the Overlook Walk and East-West Connections Program (MC-TR-C073).

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¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
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</table>

**O&M Impacts:** SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Arterial Asphalt & Concrete Program Phase II

Project No: MC-TR-C033  BSL Code: BC-TR-19001
Project Type: Ongoing  BSL Name: Major Maintenance/Replacement
Project Category: Rehabilitation or Restoration  Location: Citywide
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

The Arterial Asphalt and Concrete Program maintains Seattle's 1,581 lane miles of arterial streets through resurfacing and reconstruction projects. The Department uses a pavement management system to track the condition of arterial street pavement, to develop maintenance needs and establish priorities, and to select the streets to be rehabilitated each year. This project improves the quality and condition of the City's arterials.

Resources

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Fund Appropriations / Allocations¹

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Unsecured Funding:

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Unsecured Funding Strategy: Funding for this program beyond 2024 is dependent upon a future voter approved levy.

O&M Impacts: This is a capital maintenance project that reduces the need for O&M by improving asset condition.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Arterial Asphalt and Concrete Program

The Arterial Asphalt and Concrete Program maintains Seattle's 1,581 lane miles of arterial streets through resurfacing and reconstruction projects. The Department uses a pavement management system to track the condition of arterial street pavement, to develop maintenance needs and establish priorities, and to select the streets to be rehabilitated each year. This project improves the quality and condition of the City's arterials. This project was superseded by Arterial Asphalt and Concrete Program Phase II.

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¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<td><strong>225,767</strong></td>
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</tbody>
</table>

**O&M Impacts:** This is a capital maintenance project that reduces the need for O&M by improving asset condition.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Arterial Major Maintenance

This ongoing project repairs and/or replaces deteriorated pavement on arterial streets. Arterial Major Maintenance paving work typically spans one to three city blocks. It allows the City to respond quickly and cost effectively to pavement issues that are too large to be addressed with a pothole repair but too small to be efficiently contracted. Project prioritization is based on pavement condition; cost; transit, bicycle, pedestrian and freight use; traffic volume; coordination opportunities; complaints and claims; and geographic balance across the city. The work extends the service life of existing pavement structures.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<td><strong>Total:</strong></td>
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<td><strong>6,688</strong></td>
<td><strong>4,296</strong></td>
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<td><strong>4,427</strong></td>
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Unsecured Funding:

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<td><strong>2,500</strong></td>
<td><strong>4,637</strong></td>
<td><strong>14,637</strong></td>
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</table>

**Unsecured Funding Strategy:** This program is evaluated annually for continuation of REET funding, based on fund availability. Funding for this program beyond 2024 is dependent upon a future voter approved levy.

**O&M Impacts:** This is a capital maintenance project that reduces the need for O&M by improving asset condition.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

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2020 - 2025 Proposed Capital Improvement Program
Ballard to Downtown High Capacity Transit and Ship Canal Crossing Project

<table>
<thead>
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<th>Project No:</th>
<th>MC-TR-C080</th>
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This project will develop recommendations for implementation of high capacity transit alternatives between Ballard and Downtown Seattle. The project will build on the Ballard-Fremont-South Lake Union-Downtown corridor identified in the Transit Master Plan. The work will be done in conjunction with Sound Transit. The project will also develop conceptual designs and cost estimates for a new ship canal crossing for transit, pedestrians, and bicycles.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals 2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<td>-</td>
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<td>-</td>
<td>800</td>
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</tbody>
</table>

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This ongoing program creates routes on residential streets that are optimized for safer and more comfortable walking and biking for people of all ages and abilities. Typical improvements include curb ramps, speed humps, crosswalks, median islands, shared lane markings, stop signs, traffic signals, pavement and sidewalk repair, and wayfinding signs. The goals of the program are to design streets with lower vehicle speeds and volumes; to increase the number of people walking and biking on residential streets; and to improve walking and biking access to schools, trails, parks, transit and neighborhood businesses.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<td><strong>9,368</strong></td>
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**Fund Appropriations / Allocations¹**

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**Unsecured Funding:**

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**Unsecured Funding Strategy:** SDOT will evaluate deliverables, prioritize and scale projects to the extent feasible, and continue to pursue grant and partnership opportunities to resolve potential funding deficits. Funding for this program beyond 2024 is dependent upon a future voter approved levy.

**O&M Impacts:** SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹ Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
This ongoing program implements the Seattle Bicycle Master Plan. Typical improvements may include installing bike lanes and sharrows, bicycle route signing, completing key links in the urban trails network, adding bicycle/pedestrian signals to complete the network, and reconstructing key sections of the trails. The goals of the program are to increase bicycle safety and access while reducing bicycle crashes. This program includes funding for street improvement and trail construction and is consistent with the focus in the City's Transportation Strategic Plan (TSP) on encouraging walking and biking. The Accelerated Move Seattle Levy - Lid Lift Revenues represent spending that is in excess of available levy funds; consequently, Move Seattle appropriations are reduced in future years so that the total Move Seattle funding and expenditures are balanced over the nine years of the levy. LTD actuals may include the BMP spot improvements, Urban Trails, and Neighborhood Greenways, which were previously combined with this project's budget.

### Resources

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<tr>
<th>Resources</th>
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<td>1,293</td>
<td>1,325</td>
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**Total:** 61,952 14,719 8,670 8,951 6,359 20,800 1,768 - 123,220

### Fund Appropriations / Allocations

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals 2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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**Total:** 61,952 14,719 8,670 8,951 6,359 20,800 1,768 - 123,220

### Unsecured Funding

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<th>Unsecured Funding</th>
<th>LTD Actuals 2019 Revised</th>
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<td>191</td>
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**Total:** - - - - - 191 9,227 9,418

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
**Unsecured Funding Strategy:** SDOT will evaluate deliverables, prioritize and scale projects to the extent feasible, and continue to pursue grant and partnership opportunities to resolve potential funding deficits. Funding for this program beyond 2024 is dependent upon a future voter approved levy.

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This program supports the City's Urban Trails and Bikeways. Activities include spot improvements, bike facility safety improvements, bike parking, education & outreach as well as planning & research.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tbody>
<tr>
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<tbody>
<tr>
<td>Bridging The Gap Levy Fund</td>
<td>94</td>
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Unsecured Funding Strategy: Funding for this program beyond 2024 is dependent upon a future voter approved levy.

O&M Impacts: This is a capital maintenance project that reduces the need for O&M by improving asset condition.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Bike Share Expansion

Project No: MC-TR-C091  BSL Code: BC-TR-19003
Project Type: Discrete  BSL Name: Mobility-Capital
Project Category: New Facility  Location: Citywide
Current Project Stage: Stage 6 - Closeout  Council District: Multiple
Start/End Date: 2016 - 2018  Neighborhood District: Multiple
Total Project Cost: $2,174  Urban Village: Multiple

This project was created to expand the Pronto bikeshare system. The Pronto bikeshare system was deactivated by the City in March of 2017, but this CIP project remains active due to the continued activity of closing out the system.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
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<th>2020</th>
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<td>2,174</td>
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<td><strong>2,174</strong></td>
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</tbody>
</table>

**O&M Impacts:** Not applicable - does not create new assets.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This program rates bridges for safe load-carry capacity as part of a federally mandated program. The work on this project, performed by both City staff and consultants, ensures public safety. Due to new load rating standards issued by the FHA on November 13, 2013 for Specialized Hauling Vehicles (SHV), additional funding was added to the program as part of the 2015-2020 Proposed CIP. The requested funding needed to meet these new standards was provided in 2019; however, shortly after signing the FAST ACT in 2015, FHWA submitted a 2016 memo that required bridge load ratings to consider Emergency Vehicles if they are at least one road-mile access to and from the National Network of highways. The program is currently assessing whether additional funding beyond 2021 will be needed to meet this mandate.

O&M Impacts: Not applicable - does not create new assets. Results of Bridge Load Rating studies may inform the need for future O&M.
Bridge Painting Program

Project No: MC-TR-C007  BSL Code: BC-TR-19001
Project Type: Ongoing  BSL Name: Major Maintenance/Replacement
Project Category: Rehabilitation or Restoration  Location: Citywide
Current Project Stage: N/A  Council District: Citywide, Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Not in an Urban Village

This ongoing asset preservation program provides for the periodic painting of each of the City’s 20 structural steel bridges. The painting cycle is initially determined by applying Federal Highway Administration standards for coating life and is supplemented by annual physical inspections to assess the rate of deterioration.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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### Fund Appropriations / Allocations¹

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O&M Impacts: This is a capital maintenance project that reduces the need for O&M by improving asset condition.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Bridge Rehabilitation and Replacement

Project No: MC-TR-C045  
BSL Code: BC-TR-19001

Project Type: Ongoing  
BSL Name: Major Maintenance/Replacement

Project Category: Rehabilitation or Restoration  
Location: Fairview Ave E between E. Blaine St and Fairview A

Current Project Stage: N/A  
Council District: Multiple

Start/End Date: N/A  
Neighborhood District: Lake Union

Total Project Cost: N/A  
Urban Village: South Lake Union

This asset preservation program addresses major bridge rehabilitation or replacement projects. The only outstanding project in this program is the Fairview Ave Bridge Replacement Project. The project is going in construction Fall of 2019 and is anticipated to be completed by mid-2021.

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Total: 95,906 25,121 13,497 4,039 276 30 63 - 138,932

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
<table>
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<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
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**O&M Impacts:** This is a capital maintenance project that reduces the need for O&M by improving asset condition.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This asset preservation program funds major bridge rehabilitation or bridge replacement. The current program, funded by the Levy to Move Seattle, is focused on planning studies. The objective of these bridge planning studies is to identify if the bridge should be rehabilitated or replaced and provided planning level costs to allow for the City and the Program Owner to prioritize the list of bridges.

### Resources

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<th>Resources</th>
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### Fund Appropriations / Allocations¹

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### O&M Impacts:
This is a capital maintenance project that reduces the need for O&M by improving asset condition.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

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2020 - 2025 Proposed Capital Improvement Program
The program prioritizes and implements seismic retrofits to bridges based on traffic importance and seismic vulnerability. Concept level analysis and evaluation is performed to develop a retrofit strategy and cost estimate. As funding allows, full retrofit design and construction phases are implemented. If full funding is not available, seismic retrofits are scaled to a level that provides some seismic resiliency to the bridge structure. As part of the evaluation process a cost-benefit assessment is made to determine if replacing the structure is a more appropriate course of action then seismically retrofitting the structure. 16 bridges are part of the current phase of the program which is funded by the Levy to Move Seattle.

Unsecured Funding Strategy: SDOT will evaluate deliverables, prioritize and scale projects to the extent feasible, and continue to pursue grant and partnership opportunities to resolve potential funding deficits. Funding for this program beyond 2024 is dependent upon a future voter approved levy.

O&M Impacts: Not applicable - does not create new assets.

---

Unsecured Funding:

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Fund Appropriations / Allocations¹

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This project will advance the concept designs for Seattle's RapidRide Expansion program. In order to deliver the seven new RapidRide lines, this work includes assessment and development of corridor design, detailed line and network ridership forecasting, capital cost estimates, traffic and environmental analysis, modal integration, and funding plans.

### Resources

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<td>781</td>
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### Fund Appropriations / Allocations¹

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</table>

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Burke Gilman Trail Improvements - UW Campus

The project will implement spot improvements to the Burke-Gilman Trail north of the campus including pavement repair and crossing upgrades. If needed, a portion of the funding will be available to help the University complete design of the second phase of upgrades to the campus portion of the trail.

O&M Impacts: This is a capital maintenance project that reduces the need for O&M by bringing assets to a new or like new condition.

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Burke-Gilman Trail Extension

This project extends the Burke-Gilman Trail from its current terminus at Eighth Avenue NW to Golden Gardens Park. The segment from Eighth Avenue NW to 11th Avenue NW was constructed in 2001. The Ballard Locks to NW 60th Street segment was constructed in 2005. The NW 60th Street to Golden Gardens segment was constructed in 2008. The "Missing Link" segment from 11th Avenue NW to the Ballard Locks was planned for construction in 2011 and 2012 but has been delayed due to ongoing litigation. Project completion is anticipated in 2020.

### Resources

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2020 - 2025 Proposed Capital Improvement Program
### Fund Appropriations / Allocations¹

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<td><strong>36,772</strong></td>
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</tbody>
</table>

**O&M Impacts:** SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

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Canton and Nord Alleys

Project No: MC-TR-C065  BSL Code: BC-TR-19001
Project Type: Discrete  BSL Name: Major Maintenance/Replacement
Project Category: Rehabilitation or Restoration  Location: Nord AL/S Main St/S Jackson St
Current Project Stage: Stage 6 - Closeout  Council District: Multiple
Start/End Date: 2014 - 2019  Neighborhood District: Downtown
Total Project Cost: $2,499  Urban Village: Downtown

SDOT will pave the alleys, while community partners will manage the design, community outreach and construction of the lighting and beautification elements of the projects. The outcome of these projects will be a revitalized and safer pedestrian environment that engages both the community and businesses.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
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2020 - 2025 Proposed Capital Improvement Program
The project will install traffic cameras, upgraded signals, vehicle detection devices and fiber communication in the Center City Gateway ITS and South Michigan Street ITS projects. The project will also construct an ITS corridor along Denny Way between Western Ave and Stewart including traffic signal modifications and closed-circuit television cameras, a dynamic message sign and ADA compliant ramps. A robust and reliable Intelligent Transportation System ensures that all modes of transportation can move through the City in a safe and sustainable manner.

**Resources**

<table>
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<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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**Fund Appropriations / Allocations**

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**O&M Impacts:** SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website ([https://www.seattle.gov/transportation/about-sdot/asset-management](https://www.seattle.gov/transportation/about-sdot/asset-management)) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
The Center City Connector is a 1.27-mile segment of the Seattle Streetcar that will link the South Lake Union and First Hill Streetcar lines, creating a system that will connect over a dozen Seattle neighborhoods in Seattle’s Center City. The project includes procurement of up to ten additional streetcars and design and construction of track and guideway; station shelters and platforms; overhead contact system; traction power substation; storage facility expansion; roadway and drainage; ADA curb ramps; curb space management; and urban streetscape.

An interfund loan of $9,000,000 will enable this project to reach 30% Design. The SDOT portion of total project costs is currently estimated to be $271 million. Of this amount, $262 million is included in the 2020-2025 CIP budget with an additional $9 million in estimated costs in 2026.

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<th>Resources</th>
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<td>34,000</td>
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<td>15,006</td>
<td>92,806</td>
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</table>

| Unsecured Funding Strategy:      | SDOT will continue to work with the Mayor's office and City Council to identify possible funding solutions to complete the Center City Connector project. In addition to the unsecured funding shown below, $8.5M is also unfunded in 2026. |

| O&M Impacts:                     | The Center City Connector would combine the two existing lines into a single Streetcar network. SDOT is currently working in collaboration with King County Metro on an operation plan for a single line. We expect to have an estimate of annual operating costs when the Center City Connector project reaches 30% design. |

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
This project consists of reconstructing Columbia between 1st & 3rd to a two-way roadway. Elements of the design and construction project will include, but is not limited to, pavement reconstruction/overlay, striping, signals, curb, sidewalk, drainage, and other elements necessary to deliver a two-way roadway for transit.

**Resources**

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<td><strong>3,812</strong></td>
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**Fund Appropriations / Allocations¹**

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<th>Funds Appropriations / Allocations¹</th>
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<td><strong>3,812</strong></td>
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</table>

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Debt Service - REET II

Project No: MO-TR-D006                BSL Code: BO-TR-18002
Project Type: Debt Service                BSL Name: General Expense
Project Category: Rehabilitation or Restoration          Location: N/A
Current Project Stage: N/A                Council District: Not Applicable
Start/End Date: N/A                Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A                Urban Village: Not in an Urban Village

The project funds debt service for the following capital projects: Alaskan Way Viaduct/Seawall (MC-TR-C006), Alaskan Way Main Corridor (MC-TR-C072), and Fremont Bridge Approaches (TC365790, no new Project ID because project completed prior to 2018).

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2020</th>
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<td>815</td>
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<td>4,887</td>
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</table>

O&M Impacts:

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2020 - 2025 Proposed Capital Improvement Program
Delridge Way SW - RapidRide H Line

Project No: MC-TR-C042    BSL Code: BC-TR-19003
Project Type: Discrete    BSL Name: Mobility-Capital
Project Category: Improved Facility    Location: Delridge AVE
Current Project Stage: Stage 3 - Design    Council District: Council District 1
Start/End Date: 2016 - 2022    Neighborhood District: Delridge
Total Project Cost: $34,300    Urban Village: Not in an Urban Village

This project improves pavement conditions, enhances safety, and improves traffic operation for all modes. The project will add transit lanes and improve transit speed and reliability. It includes protected bike lanes, sidewalk improvements, and amenities for walkers and transit riders along the corridor. It will streamline traffic operations and improve multimodal connections between transit, freight, pedestrians, and general-purpose vehicles.

Note: The project title is changing from "Delridge Multimodal Corridor" to "Delridge Way SW - RapidRide H Line".

### Resources

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### Fund Appropriations / Allocations¹

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### O&M Impacts:

SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Elliott Bay Seawall Project

Project No: MC-TR-C014  BSL Code: BC-TR-19002
Project Type: Discrete  BSL Name: Major Projects
Project Category: Rehabilitation or Restoration  Location: Alaskan WAY
Start/End Date: 2013 - 2019  Neighborhood District: Downtown
Total Project Cost: $373,608  Urban Village: Multiple

This project, created in 2013, is a critical public safety project to replace the existing seawall from S. Washington Street to Virginia Street with a structure that meets current safety and design standards. The project will also improve the nearshore ecosystem of Elliott Bay and provide opportunities for recreation and shoreline access. Costs incurred prior to 2013 are included in the Alaskan Way Viaduct Replacement project (MC-TR-C066).

Resources

<table>
<thead>
<tr>
<th>Resources</th>
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Fund Appropriations / Allocations¹

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<td><strong>373,608</strong></td>
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</tbody>
</table>

O&M Impacts: SDOT has a capital project for the maintenance of the Elliott Bay Seawall, which is constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Fauntleroy Way SW Boulevard

This project transforms Fauntleroy Way SW into a boulevard. The project elements include: a planted median, signature lighting fixtures, a protected bicycle facility, a pedestrian zone with sidewalks and planting areas including street trees, pedestrian lighting, potential stormwater infrastructure and art, as well as safety improvements for crossing movements for all modes. These safety improvements include bicycle and pedestrian crossings, signals, reconfigured intersections and bulbs, and pavement improvements. This project is on-hold pending Sound Transit decision on the West Seattle Extension alignment and does not have an expected Completion Date as a result.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
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<th>2023</th>
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<th>2022</th>
<th>2023</th>
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<tr>
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<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>17,954</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: Not applicable - project is on hold.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
First Hill Streetcar

Project No: MC-TR-C075  BSL Code: BC-TR-19002
Project Type: Discrete  BSL Name: Major Projects
Project Category: New Facility  Location: Various
Start/End Date: 2009 - 2019  Neighborhood District: Multiple
Total Project Cost: $140,700  Urban Village: Multiple

This project constructs a modern, low-floor streetcar system connecting First Hill employment centers to the regional Link light rail system, including but not limited to the International District/Chinatown Station and the Capitol Hill Station (at Broadway and John Street). The system will provide reliable, frequent service with headways of approximately 10 minutes during peak periods.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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O&M Impacts: The First Hill Streetcar line opened in February 2016. For more information related to O&M impacts, please refer to Semi-Annual Streetcar Operations Reports.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Freight Spot Improvement Program

Project No: MC-TR-C047
BSL Code: BC-TR-19003

Project Type: Ongoing
BSL Name: Mobility-Capital

Project Category: Improved Facility
Location: Citywide

Current Project Stage: N/A
Council District: Multiple

Start/End Date: N/A
Neighborhood District: Multiple

Total Project Cost: N/A
Urban Village: Multiple

This project includes small-scale mobility improvements to the City's street system to improve connections between port facilities, railroad intermodal yards, industrial businesses, the regional highway system, and the first and last miles in the supply chain. Project types include turning radius adjustments, channelization changes, left-turn improvements, and signage to direct freight to destinations and alert drivers to steep grades or sharp turns.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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Total: 6,695 1,321 5,323 3,078 2,000 1,930 1,500 - 21,847

Fund Appropriations / Allocations¹

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<td>14,000</td>
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Total: 6,695 1,321 5,323 3,078 2,000 1,930 1,500 - 21,847

Unsecured Funding:

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Total: - - - - - - - 1,500 1,500

Unsecured Funding Strategy: Funding for this program beyond 2024 is dependent upon a future voter approved levy.

O&M Impacts: This is a capital maintenance project that reduces the need for O&M by improving asset condition.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Georgetown to South Park Trail

This project will create a walkable, bikeable path uniting the Georgetown and South Park neighborhoods. The path will enhance walkability between Georgetown and South Park’s historic Main Streets. Funding covers preliminary engineering, design, and outreach.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<td>2021</td>
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Unsecured Funding Strategy: Current funding provides for preliminary engineering, design and outreach. SDOT will evaluate the project for future funding opportunities following the preliminary planning and design phase.

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Graham Street Station

Project No: MC-TR-C082  
BSL Code: BC-TR-19003

Project Type: Discrete  
BSL Name: Mobility-Capital

Project Category: Improved Facility  
Location: MLK between Graham and Morgan

Current Project Stage: Stage 1 - Pre-Project Development  
Council District: Council District 2

Start/End Date: 2016 - 2024  
Neighborhood District: Southeast

Total Project Cost: $10,000  
Urban Village: Columbia City

This project funds the City’s portion of an infill light rail station on the Sound Transit Central Link line near Martin Luther King Jr. Way South at South Graham Street, between the existing Columbia City and Othello Stations. The station would be in the northern portion of the MLK at Holly St Residential Urban Village. Funding from the Move Seattle Levy package is used to leverage a future partnership with Sound Transit.

Resources

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<tr>
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<th>LTD Actuals</th>
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Funds Appropriations / Allocations¹

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</table>

O&M Impacts: This project provides SDOT support to Sound Transit, who will own the light rail asset. SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

245

2020 - 2025 Proposed Capital Improvement Program
Hazard Mitigation Program - Areaways

Project No: MC-TR-C035  BSL Code: BC-TR-19001
Project Type: Ongoing  BSL Name: Major Maintenance/Replacement
Project Category: Rehabilitation or Restoration  Location: Various
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Downtown
Total Project Cost: N/A  Urban Village: Pioneer Square

This ongoing asset preservation program funds ongoing inspection and repair/reconstruction of areaways to reduce risks to City facilities and the general public. Areaways are usable space, generally in the street right-of-way, constructed under sidewalks between the building foundation and street wall. Typical improvements may include, but are not limited to, repairs to the existing areaway and/or filling the areaway in order to eliminate the asset. Currently the program is conducting a comprehensive evaluation of areaways, specifically within the Pioneer Square District, where load restrictions within the curb lane has been implemented due to the severity of the deterioration.

<table>
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<tr>
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O&M Impacts: This is a capital maintenance project that reduces the need for O&M by improving asset condition.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Hazard Mitigation Program - Landslide Mitigation Projects

Project Type: Ongoing  BSL Name: Major Maintenance/Replacement
Project Category: Rehabilitation or Restoration  Location: Various
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Not in an Urban Village

This project enables SDOT to address and repair landslide concerns that affect the right-of-way. The Landslide Mitigation Program provides SDOT with staff and resources to identify and prioritize landslide concerns, to undertake reconnaissance engineering and geotechnical studies of problem areas, and to make repairs at the highest priority locations, usually where landslide concerns have caused the roadway to be partially or completely closed.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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Fund Appropriations / Allocations¹

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<td>475</td>
<td>482</td>
<td>488</td>
<td>496</td>
<td>503</td>
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<td>16,608</td>
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</table>

O&M Impacts: This is a capital maintenance project that reduces the need for O&M by improving asset condition.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

247  
2020 - 2025 Proposed Capital Improvement Program
Heavy Haul Network Program - East Marginal Way

Project No: MC-TR-C090  
BSL Code: BC-TR-19003

Project Type: Discrete  
BSL Name: Mobility-Capital

Project Category: Improved Facility  
Location: E Marginal WAY

Current Project Stage: Stage 3 - Design  
Council District: Multiple

Start/End Date: 2016 - 2024  
Neighborhood District: Greater Duwamish

Total Project Cost: $59,181  
Urban Village: Not in an Urban Village

This program supports freight mobility by funding roadway improvements on the Heavy Haul Network (Ordinance 124890) to meet the needs of freight transported on our streets between Port facilities, rail yards, and industrial businesses. The initial project under this Program is the E Marginal Way Corridor Improvement project, which will be a multi-phase project. Phase I constructs a separated bicycle/pedestrian facility between S Atlantic St and Spokane St. Phase II includes roadway reconstruction, signal and ITS enhancements and safety measures to reduce conflicts between freight and non-motorized users. The Port of Seattle, through Memorandum of Understanding, is to provide partnership funding.

Note: The project title changed from "Heavy Haul Network Program" to "Heavy Haul Network Program - East Marginal Way"

### Resources

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### Fund Appropriations / Allocations

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### Unsecured Funding:

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<th>2023</th>
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<td><strong>4,650</strong></td>
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<td><strong>37,678</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Unsecured Funding Strategy:** SDOT plans to pursue a $15M federal INFRA grant and anticipates a $10M contribution from the Port of Seattle. SDOT is reviewing funding options for the remaining $12.7M.

**O&M Impacts:** This is a capital maintenance project that reduces the need for O&M by improving asset condition. Since it also builds new assets, SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

248

2020 - 2025 Proposed Capital Improvement Program
Highland Park Intersection Improvements

Project No: MC-TR-C100  BSL Code: BC-TR-19003
Project Type: Discrete  BSL Name: Mobility-Capital
Project Category: Improved Facility  Location: Highland Park Way SW and SW Holden St
Current Project Stage: Stage 1 - Pre-Project Development  Council District: Council District 1
Start/End Date: 2019 - 2022  Neighborhood District: Southwest
Total Project Cost: $4,100  Urban Village: Not in an Urban Village

This project would mitigate collision and congestion issues at the intersection of Highland Park Way SW and SW Holden St. There are currently two alternatives being considered for this work. One alternative would be installing a new traffic signals, sidewalks, curb ramps and marked crosswalks. SDOT estimates the cost of this alternative at $3M. The other alternative would install a roundabout at this intersection. After advancing design of the roundabout, we now know that significant grading is needed to accommodate the roundabout and avoid new safety issues. This has pushed the cost estimate to $7.3M. The name of this project has been changed from Highland Park Roundabout to Highland Park Intersection Improvements. The name change occurred as part of the second quarter 2019 Supplemental Amendment-Attachment A.

Resources

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<tr>
<th>Resources</th>
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Fund Appropriations / Allocations¹

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O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
King Street Station Tenant Improvements

This project will make tenant improvements to King Street Station to make uninhabited spaces ready for occupation. Tenant improvements will include installation of HVAC and electrical connections, bathrooms, office space, finishes, and restoration of historic areas. The tenant improvements will incorporate features consistent with the City's Sustainable Building Policy and the full restoration and rehabilitation of the building, which was completed by SDOT in 2013.

O&M Impacts: Not applicable - does not create new assets.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Lynnwood Link Extension

This project provides design review, permitting, and construction support services for the Sound Transit Lynnwood Link Extension project. It builds four new light rail stations and will extend the connection from Northgate to Lynnwood.

**Resources**

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<tr>
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**Fund Appropriations / Allocations¹**

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</table>

**O&M Impacts:** This project provides SDOT support to Sound Transit, who will own the light rail asset. SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
## Madison BRT - RapidRide G Line

**Project No:** MC-TR-C051  
**BSL Code:** BC-TR-19003

**Project Type:** Discrete  
**BSL Name:** Mobility-Capital

**Project Category:** New Facility  
**Location:** Madison ST/Alaskan Way/Martin Luther King Junior W

**Current Project Stage:** Stage 3 - Design  
**Council District:** Council District 3

**Start/End Date:** 2013 - 2022  
**Neighborhood District:** Multiple

**Total Project Cost:** $121,297  
**Urban Village:** Multiple

This project will include concept design and environmental review of high-capacity transit and multimodal improvements in the Madison corridor between Alaskan Way and Martin Luther King Jr. Way, connecting the Central Area with the First Hill, Downtown, and Waterfront neighborhoods. The project is identified as a priority in the Transit Master Plan. The purpose is to improve transit capacity, travel time, reliability, connectivity, comfort, visibility, and legibility in the Madison corridor.

Note: The project title is changing from "Madison Street Bus Rapid Transit" to "Madison BRT - RapidRide G Line"

### Resources

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### Fund Appropriations / Allocations¹

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### Unsecured Funding:

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<td>41,753</td>
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</table>

**Unsecured Funding Strategy:** SDOT plans to pursue a $ 59.9M Small Starts Grant and anticipates a $2.5M Connecting WA grant.

**O&M Impacts:** SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

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2020 - 2025 Proposed Capital Improvement Program
Magnolia Bridge Replacement Project

Project No: MC-TR-C083  
BSL Code: BC-TR-19002  
Project Type: Discrete  
BSL Name: Major Projects  
Project Category: New Facility  
Location: 15th Ave NW and Magnolia Way W.  
Current Project Stage: Stage 1 - Pre-Project Development  
Start/End Date: TBD  
Neighborhood District: Magnolia/Queen Anne  
Total Project Cost: TBD  
Urban Village: Ballard-Interbay Northend

The environmental analysis for replacing this bridge evaluated several possible alternatives including rehabilitation of the existing structure. In 2007, an environmental assessment was published and described the preferred alternative, a new bridge south of and adjacent to the existing bridge. The Type, Size, and Location (TS&L) Report was completed in 2007, selecting a concrete box girder supported on flared columns as the appropriate structure type for this new bridge. The Levy to Move Seattle provided limited funds to conduct a plan study that would evaluate a more cost effective alternative than a "1-to-1" replacement. Even with the reduced cost for pursuing an alternative option than a full replacement, total project cost and a funding strategy to move the project forward is unclear. The project is currently on hold.

**Resources**

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**Fund Appropriations / Allocations¹**

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**O&M Impacts:** This is a capital maintenance project that reduces the need for O&M by bringing assets to a new or like new condition.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Market to MOHAI

Project Type: Discrete  BSL Name: Mobility-Capital
Project Category: Improved Facility  Location: Western Ave
Start/End Date: 2018 - 2019  Neighborhood District: Downtown
Total Project Cost: $500  Urban Village: Downtown

The Market to MOHAI project will include pedestrian improvements on Western Ave, Bell Street, and Westlake Ave N. These improvements could include street lighting, sidewalk paving markers, wayfinding markers, and other improvements.

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O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Mercer Corridor Project West Phase

Project No: MC-TR-C017  BSL Code: BC-TR-19002
Project Type: Discrete  BSL Name: Major Projects
Project Category: New Facility  Location: Mercer ST/Elliot AVE W/Dexter AVE N
Start/End Date: 2010 - 2020  Neighborhood District: Multiple
Total Project Cost: $92,011  Urban Village: Multiple

This project converts Mercer Street to a two-way street between Dexter Ave and Elliott Ave West. The Mercer underpass at Aurora Ave will be widened to allow for six travel lanes and a bicycle/pedestrian shared use path between Dexter Ave and 5th Ave North. Roy Street, between Fifth Ave N and Queen Anne Ave, will also be converted to a two-way street with on-road bicycle lanes.

Resources

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<tr>
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Fund Appropriations / Allocations¹

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</table>

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

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2020 - 2025 Proposed Capital Improvement Program
This program provides a financial reserve for work that cannot be anticipated during the annual CIP planning process. The reserve is used on a project-specific basis when emergencies are identified.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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</table>

O&M Impacts: Responses to emergencies and unforeseen projects diverts resources from regular, day-to-day O&M operations.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
NE 43rd Street Improvements

This project will implement streetscape and pedestrian improvements on NE 43rd Street between Brooklyn Ave NE and 15th Ave NE to improve access to the Link Light Rail station, which is scheduled to open in 2021. The project will transform the operation of NE 43rd St between Brooklyn Ave NE and University Way NE to one-way westbound transit-only travel and between University Way NE and 15th Ave NE to one-way westbound, all vehicle travel. The roadway will be optimized for pedestrians with a curb-less roadway section, widened sidewalks, pedestrian illumination, bio retention, and rain gardens. A protected bike lane will be provided for eastbound bike traffic and westbound bicycle traffic will share the travel lane with westbound traffic. The project is scheduled to begin construction in the summer of 2020.

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

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¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

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2020 - 2025 Proposed Capital Improvement Program
Neighborhood Large Projects

Project Type: Ongoing  BSL Name: Mobility-Capital
Project Category: Improved Facility  Location: Citywide
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

This program enhances the safety, quality and condition of the pedestrian and neighborhood environments. Typical improvements may include, but are not limited to, sidewalk construction, repairs and replacement, installation of curb bulbs or other traffic calming devices, and improvements to crosswalks. The projects are funded by the Move Seattle transportation levy and it is a triennial program. The projects funded are identified by the community and the Move Seattle Oversight Committee.

Resources

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Fund Appropriations / Allocations¹

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Unsecured Funding:

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Unsecured Funding Strategy: Funding for this program beyond 2024 is dependent upon a future voter approved levy.

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

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2020 - 2025 Proposed Capital Improvement Program
Neighborhood Parks Street Fund - Your Voice, Your Choice

Project No: MC-TR-C022
BSL Code: BC-TR-19003

Project Type: Ongoing
BSL Name: Mobility-Capital

Project Category: Rehabilitation or Restoration
Location: Citywide

Current Project Stage: N/A
Council District: Multiple

Start/End Date: N/A
Neighborhood District: Multiple

Urban Village: Multiple

Total Project Cost: N/A

This ongoing program identifies projects estimated less than $100,000 that are prioritized through participatory budgeting in each of the 7 council districts. Typical improvements may include, but are not limited to, sidewalk construction, repairs and replacement, installation of curb bulbs or other traffic calming devices, and improvements to crosswalks. The program enhances the safety, quality, and condition of the pedestrian and neighborhood environments. This project was formerly known as "NPSF Neighborhood Parks Street Fund" and "NSF/CRS Neighborhood Program."

Resources

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Fund Appropriations / Allocations¹

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</table>

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

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2020 - 2025 Proposed Capital Improvement Program
Neighborhood Traffic Control Program

This ongoing program installs traffic calming devices citywide, primarily neighborhood traffic circles, in response to investigations of citizen requests. The program also installs some mid-block traffic calming devices such as speed humps, residential street speed limit signs, and warning signs.

### Resources

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<tr>
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### Fund Appropriations / Allocations¹

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**O&M Impacts:** Not applicable - does not create new assets.

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New Traffic Signals

Project Type: Ongoing  BSL Name: Mobility-Capital
Project Category: New Facility  Location: Citywide
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

This ongoing project installs new traffic signals or significant capital improvements to existing signals to improve traffic flow, reduce the frequency and severity of traffic collisions, and support pedestrian, bicycle or transit activity. Location choices are based upon pedestrian, bicycle, and vehicle volumes; school, senior citizen, and handicapped accessible crossing requirements; transit speed and reliability; and collisions frequency criteria.

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Unsecured Funding Strategy: SDOT will evaluate deliverables, prioritize and scale projects to the extent feasible, and continue to pursue grant and partnership opportunities to resolve potential funding deficits. Funding for this program beyond 2024 is dependent upon a future voter approved levy.

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

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Next Generation Intelligent Transportation Systems (ITS)

This project will design and implement upgrades to the Traffic Management Center (TMC); implement expansion of real-time information such as traffic cameras, sensors, and travel time to support major construction projects; deploy Dynamic Messaging Signs (DMS) at key decision points to provide real-time information such as incidents, travel times, bridge opening notices, and planned construction and event information; and install dynamic signal timing (self-adjusting traffic signal timing based on traffic volume on key corridors around the major construction projects).

### Resources

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### Fund Appropriations / Allocations¹

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<td><strong>7,590</strong></td>
<td><strong>2,547</strong></td>
<td><strong>1,857</strong></td>
<td><strong>1,227</strong></td>
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### Unsecured Funding:

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### Unsecured Funding Strategy:

Funding for this program beyond 2024 is dependent upon a future voter approved levy.

### O&M Impacts:

SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Non-Arterial Street Resurfacing and Restoration

Project No: MC-TR-C041  
Project Type: Ongoing  
Project Category: Rehabilitation or Restoration  
Location: Citywide  
BSL Code: BC-TR-19001  
BSL Name: Major Maintenance/Replacement  
Current Project Stage: N/A  
Council District: Citywide  
Start/End Date: N/A  
Neighborhood District: Multiple  
Urban Village: Multiple  
Total Project Cost: N/A

This ongoing project repairs and/or replaces deteriorated asphalt pavement and/or concrete panels on non-arterial streets. Project locations are chosen annually based upon the degree of deterioration as confirmed by Department staff field observations, citizen service requests, claims, and potential City liability. High priority is given to non-arterial streets used by transit, in areas with heavy pedestrian and bicycle traffic, and which serve business and industry.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
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<td><strong>1,868</strong></td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>6,096</strong></td>
<td><strong>2,584</strong></td>
<td><strong>1,819</strong></td>
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<td><strong>1,881</strong></td>
<td><strong>1,892</strong></td>
<td><strong>19,816</strong></td>
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</tbody>
</table>

O&M Impacts: This is a capital maintenance project that reduces the need for O&M by improving asset condition.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
North of Downtown Mobility Action Plan

This project will construct transportation related improvements in the North Downtown area in support of the Seattle Center Arena Redevelopment project. The City is also partnering with the Port of Seattle to improve movement of cargo and other modes on city streets, including 15th Ave W/Elliott Ave W/Mercer St corridor areas around Seattle Center.

### Resources

<table>
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<tr>
<th>Resources</th>
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### Fund Appropriations / Allocations¹

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### Unsecured Funding

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Unsecured Funding Strategy: SDOT will pursue bonds or other short-term loans, such as an inter-fund loan, to resolve potential funding deficits.

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

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2020 - 2025 Proposed Capital Improvement Program
Northgate Bike and Pedestrian Improvements

Project No: MC-TR-C055  
BSL Code: BC-TR-19003

Project Type: Discrete  
BSL Name: Mobility-Capital

Project Category: Improved Facility  
Location: Various

Current Project Stage: Stage 5 - Construction  
Council District: Council District 4

Start/End Date: 2017 - 2019  
Neighborhood District: North

Total Project Cost: $1,500  
Urban Village: Northgate

This project will construct new sidewalks on NE 95th St and NE 98th St. These sidewalks are included in the pedestrian and bike improvements being implemented as part of an agreement with Sound Transit to enhance access to the planned Light Rail station at Northgate. Locations: 1) NE 95th St between 1st Ave NE and 5th Avenue NE, and 2) NE 98th St between 5th Ave NE and 8th Ave NE.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

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2020 - 2025 Proposed Capital Improvement Program
Northgate Bridge and Cycle Track

This project will construct pedestrian and bicycle improvements to enhance access to the planned Sound Transit Light Rail station at Northgate. The improvements include a pedestrian and bike bridge over I-5 and a multi-use path along 1st Avenue NE.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
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O&M Impacts: This new asset will require additional O&M support. The annual estimate will be provided in the 2021 budget process.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Northlake Retaining Wall

This project will repair the Northlake Retaining Wall, which is a 452-foot-long lake front timber structure that was constructed in 1951 and is located at the north end of Lake Union adjacent to North Northlake Avenue. The wall currently shows signs of advanced deterioration, overstress, and some sections of structural failure. The current calculated capacity/demand ratio is 0.1 where 1.0 represents stability. This presents a significant risk to public safety given the right-of-way supported by the wall, the private structures directly outshore and adjacent to the wall, and the close proximity (immediately adjacent and up to 50 feet inshore) of overhead power lines and subsurface gas, sewer, drainage, and water utility infrastructure.

Financial Planning Strategy: The estimated cost to reach the 100% design level is $4,000,000, $2,000,000 of which will be funded by LTGO bonds. The remaining $2,000,000 needed to reach 100% of design will be funded with Street Vacations proceeds.

At 30% design, SDOT will reevaluate the total project cost and the financial planning strategy for the remaining costs of the project, which will include local funding, debt financing, and grant funding.

O&M Impacts: There will be ongoing operations and maintenance (O&M) costs for SDOT to maintain the retaining wall after full replacement. The estimate is $50,000/year over the 75-year design life of the structure which includes labor (maintenance, engineering, and inspection) and non-labor (materials). This would be added to the Bridge/Structures Maintenance O&M budget. An O&M BIP will be submitted along with subsequent BIPs for the final design phases in the future.

Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

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**Fund Appropriations / Allocations¹**

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**Financial Planning Estimate:**

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¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Removing the Alaskan Way Viaduct provides the opportunity for the City to improve key connections between the downtown core and the waterfront. The specific east/west streets targeted for improving connections include: Bell Street, King Street, Main Street, Pike Street, Pine Street, Railroad Way, Union Street, Washington Street, and Yesler Way. In addition to these east/west street connections, the waterfront improvement program also includes Overlook Walk, which would provide a pedestrian oriented connection between the waterfront, the Aquarium and Pike Place Market with ADA access, views, and public open spaces.

This project is part of the overall waterfront improvement program. Expenditures to the Local Improvement District Bonds revenue source that occur prior to 2019 represent anticipated future bond sales. This project includes funding from the Waterfront Local Improvement District (LID #7651) formed by City Council via Ordinance 125760 in January 2019. (Interfund Loan will be repaid by Local Improvement District Bonds.)

O&M Impacts: This project includes a mix of upgrading existing streets and building new infrastructure. O&M for new public open spaces, such as the Overlook Walk will be funded by the Metropolitan Park District.

1Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Pay Stations

This project funds the installation of parking pay stations to manage on-street parking and improve access for visitors and customers in commercial and retail areas. From 2015 through 2019, SDOT replaced its aging pay stations through a new vendor with a combination of brand-new pay stations and retrofit pay stations (keeping the older stainless-steel housing where possible but installing new technology and software.) SDOT has adopted an “Asset Lite” strategy, replacing 15%-20% fewer pay stations, while keeping at least one pay station on every block. Through the end of 2019, SDOT installed 1,030 new pay stations and 580 retrofit pay stations. The project includes the transition from pay and display payment to pay-by-plate payment, which was accomplished at the end of 2019. As other neighborhood parking plans are completed through SDOT’s Community Access and Parking Program, and paid parking is otherwise expanded to new areas, supplemental budget may be requested for this project to purchase and install parking pay stations in these new areas.

O&M Impacts: The Parking Program has an established O&M budget to maintain pay stations and implement parking policies. These O&M resources are needed to ensure the revenue produced from the pay stations is received.

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Pedestrian Master Plan - Crossing Improvements

This ongoing program implements the Pedestrian Master Plan. Typical improvements may include the installation of new marked crosswalks, curb bulbs, pedestrian signals, curb ramps, and pedestrian lighting. The goals of the program are to reduce the number and severity of crashes involving pedestrians; make Seattle a more walkable city for all through equity in public engagement, service delivery, accessibility, and capital investments; develop a pedestrian environment that sustains healthy communities and supports a vibrant economy; and raise awareness of the important role of walking in promoting health and preventing disease.

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Fund Appropriations / Allocations¹

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Unsecured Funding: To Be Determined

- | - | - | 619 | - | 58 | 1,300 | 2,810 | - | 4,786

Unsecured Funding Strategy: SDOT will evaluate deliverables, prioritize and scale projects to the extent feasible, and continue to pursue grant and partnership opportunities to resolve potential funding deficits. Funding for this program beyond 2024 is dependent upon a future voter approved levy.

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Pedestrian Master Plan - New Sidewalks

This project enhances the pedestrian environment in Seattle's neighborhoods by dedicating funding to construct new sidewalks. The New Sidewalk Program draws funding from the School Safety Traffic and Pedestrian Improvement (SSTPI) Fund and the Move Seattle Levy to improve sidewalks and the pedestrian environment near schools. Additional funding is drawn from other sources to pay for new sidewalk construction that are not in a Seattle Public School walk zone.

### Resources

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### Fund Appropriations / Allocations\(^1\)

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### Unsecured Funding:

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**Unsecured Funding Strategy:** Funding for this program beyond 2024 is dependent upon a future voter approved levy.

**O&M Impacts:** SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

\(^1\)Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Pedestrian Master Plan - School Safety

Project No: MC-TR-C059  BSL Code: BC-TR-19003
Project Type: Ongoing  BSL Name: Mobility-Capital
Project Category: Improved Facility  Location: Citywide
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

This project improves pedestrian and bicycle safety around schools. The work typically includes school zone signing and 20mph flashing beacons; new crosswalks; curb bulbs; crossing beacons and pedestrian signals; new sidewalks and maintenance; traffic calming; changes to traffic circulation around schools; installation of school zone cameras; and school walking route maps. The base level of transportation funding provides improvements at approximately three to four schools per year. The project also funds safe biking and walking education and traffic safety outreach campaigns. Operation of school zone cameras is directly funded from the Seattle Police Department budget.

Resources

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<tr>
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Fund Appropriations / Allocations¹

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O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Pedestrian Master Plan - Stairway Rehabilitation

This ongoing program implements the Pedestrian Master Plan. The goals of the program are to reduce the number and severity of crashes involving pedestrians; make Seattle a more walkable city for all through equity in public engagement, service delivery, accessibility, and capital investments; develop a pedestrian environment that sustains healthy communities and supports a vibrant economy; and raise awareness of the important role of walking in promoting health and preventing disease. The projects rebuild and/or rehabilitate stairways to the latest standards, adding proper width, step height, grip rail, landings, and other features required by the Americans with Disabilities Act. The historical LTD amount for the Stairway Rehabilitation is in project TC367150.

Resources

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Fund appropriations / Allocations*

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Unsecured Funding:

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Unsecured Funding Strategy: Funding for this program beyond 2024 is dependent upon a future voter approved levy.

O&M Impacts: This is a capital maintenance project that reduces the need for O&M by improving asset condition.
RapidRide Roosevelt

Project Type: Discrete  BSL Name: Mobility-Capital
Project Category: Improved Facility  Location: Various
Current Project Stage: Stage 3 - Design  Council District: Multiple
Start/End Date: 2013 - 2024  Neighborhood District: Multiple
Total Project Cost: $85,057  Urban Village: Multiple

This project will provide a high-quality service connecting Downtown Seattle with the neighborhoods of South Lake Union, Eastlake, University District, and Roosevelt. This project also includes protected bike lanes, streetscape improvements and intersection improvements including ADA-compliant curb ramps to provide connections to upgraded RapidRide stations.

Note: The project title is changing from "Roosevelt Multimodal Corridor" to "RapidRide Roosevelt"

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Unsecured Funding:

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Unsecured Funding Strategy: The Roosevelt RapidRide program is currently competing for a $45 million Small Starts grant from the Federal Transit Administration. Our application has been highly rated by FTA, but the process for securing the funding is highly involved and requires extensive work with the FTA throughout the design process. We are working to secure a Small Starts grant agreement in 2021.

The Roosevelt RapidRide program is also competing for $6 million in Regional Mobility grant funding from WSDOT. During WSDOT’s last award cycle, we were not awarded funding, but our project was prioritized as 1st on the contingency list, should the funding become available.

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Retaining Wall Repair and Restoration

This ongoing asset preservation program provides funding for City crews to repair or reconstruct retaining walls owned and located within the public right-of-way. The repairs/reconstruction are crucial to preserving the adjoining sidewalks and roadways. The repair of more expensive retaining walls within the program is currently underfunded; however, the program is currently funding an evaluation of the Northlake Retaining Wall in Fremont.

### Resources

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### Fund Appropriations / Allocations¹

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***O&M Impacts:*** This is a capital maintenance project that reduces the need for O&M by improving asset condition.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Route 40 Transit-Plus Multimodal Corridor

This project will design and construct transit speed and reliability improvements and upgraded bus stop passenger facilities. Improvements to the route, which connects Downtown, South Lake Union, Fremont, Ballard, and Northgate, will support conversion to RapidRide service by partner agency King County Metro. Note: The project title is changing from "Route 40 Northgate to Downtown Transit Improvements" to "Route 40 Transit-Plus Multimodal Corridor"

Resources

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<th>2023</th>
<th>2024</th>
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</table>

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

Unsecured Funding Strategy: SDOT plans to compete for FTA and WSDOT grants, as well as work with regional partners to secure funding.

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.
Route 44 Transit-Plus Multimodal Corridor

This project will implement speed and reliability improvements along the Route 44 corridor. This project seeks to improve and make reliable the connection between the University of Washington, Wallingford, and Ballard. The project may add bus lanes, pedestrian improvements, channelization changes, signal modifications, transit signal priority, and new adaptive signals.

Note: The project title is changing from "Market / 45th Multimodal Corridor" to "Route 44 Transit-Plus Multimodal Corridor"

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O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Route 48 South Electrification

This project will begin design of transit-related elements from Rainier Avenue South to NE 50th Street. The project includes two elements: 1) electrification of two gaps in the electric trolley network in order to convert King County Metro's Route 48 South to electric trolley bus operation and 2) transit operational, facility and access improvements along the two segments of Route 48 South. Elements could include bus stop improvements, thicker pavement at bus stops, upgrades to passenger amenities, and access improvements for pedestrians and cyclists connecting to bus stops.

<table>
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<th>2020</th>
<th>2021</th>
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<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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O&M Impacts: Not applicable - does not create new assets.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Route 7 Transit-Plus Multimodal Corridor Project

Project Type: Discrete  BSL Name: Mobility-Capital
Project Category: Improved Facility  Location: Rainier AVE
Start/End Date: 2016 - 2022  Neighborhood District: Multiple
Total Project Cost: $8,519  Urban Village: Multiple

This project, in partnership with King County Metro, will make street improvement on Rainier Ave which could include key features: dedicated bus lanes and queue jumps; and improvements to crossings and transit connections to help people access transit safely.

Note: The project title changed from "Rainier/Jackson Multimodal Corridor" to "Route 7 Transit-Plus Multimodal Corridor"

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
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<td>932</td>
<td>2,088</td>
<td>2,886</td>
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<tr>
<td>Total:</td>
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<td>649</td>
<td>932</td>
<td>2,088</td>
<td>2,886</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>8,519</td>
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</table>

| Allocations¹                  |             |              |      |      |      |      |      |      |       |
| Move Seattle Levy Fund        | 1,952       | 640          | 932  | 2,088| 2,886| -    | -    | -    | 8,500 |
| REET II Capital Fund          | -           | 11           | -    | -    | -    | -    | -    | -    | 11    |
| Transportation Fund           | 11          | (2)          | -    | -    | -    | -    | -    | -    | 9     |
| Total:                        | 1,963       | 649          | 932  | 2,088| 2,886| -    | -    | -    | 8,519 |

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
This project constructs a grade separation of the S Lander St. roadway and the Burlington Northern mainline railroad tracks between First Avenue S and Fourth Avenue S.

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2019 Revised</th>
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<th>2021</th>
<th>2022</th>
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<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<td><strong>96,232</strong></td>
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</tbody>
</table>

O&M Impacts: This new asset will require additional O&M support. The annual estimate will be provided in the 2021 budget process.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This program is responsible for prioritizing and constructing curb ramps and accessible pedestrian signals (APS) and improving access to city facilities for those living with disabilities.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<tbody>
<tr>
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<td>71</td>
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<td>731</td>
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<td><strong>12,152</strong></td>
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<td><strong>12,696</strong></td>
<td><strong>6,629</strong></td>
<td><strong>86,767</strong></td>
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<th>Fund Appropriations / Allocations¹</th>
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<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<td>5,500</td>
<td>5,500</td>
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<td>660</td>
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<td>765</td>
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<td>5,883</td>
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<td>-</td>
<td><strong>3,321</strong></td>
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</tbody>
</table>

Unsecured Funding Strategy: Funding for this program beyond 2024 is dependent upon a future voter approved levy.

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

281 2020 - 2025 Proposed Capital Improvement Program
This program funds projects improving transit speed, reliability, safety, and passenger amenities which occur along transit routes or at stops that serve the Urban Centers and Villages across the Seattle. The program will provide transit speed and reliability improvements allowing the people of Seattle to more quickly, effectively and safely travel via transit to, through, and between Urban Centers and Villages.

Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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Fund Appropriations / Allocations¹

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<th>2021</th>
<th>2022</th>
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<tr>
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<td>12,514</td>
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</table>

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This project will provide critical ongoing structural maintenance of the Elliott Bay Seawall, which is nearing completion. Replacement of existing assets, such as the Seawall, generally require minor maintenance, especially in the early years after the project is complete. However, the Seawall project is an exception as the asset has new features to maintain and the City, as part of its permit obligations, has committed to monitoring the performance of the habitat features over the next ten years and taking adaptive measures if performance goals are not met.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<tbody>
<tr>
<td>Commercial Parking Tax</td>
<td>-</td>
<td>399</td>
<td>813</td>
<td>269</td>
<td>825</td>
<td>732</td>
<td>339</td>
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<td>3,623</td>
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<tr>
<td>Total:</td>
<td>-</td>
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<td>825</td>
<td>732</td>
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### Fund Appropriations / Allocations¹

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<th>2020</th>
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<tr>
<td>Transportation Fund</td>
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<td>732</td>
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<td>246</td>
<td>3,623</td>
</tr>
</tbody>
</table>

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

**O&M Impacts:** This is a capital maintenance project that reduces the need for O&M by improving asset condition.
Shoreline Street End Program

Project Type: Ongoing  BSL Name: Mobility-Capital
Project Category: Rehabilitation or Restoration  Location: Various
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

This project will maintain and improve Seattle’s designated shoreline street ends. There are currently 142 shoreline street ends throughout Seattle. Shoreline street ends are community assets, which provide the opportunity for residents and visitors to experience and enjoy Seattle’s shorelines. This project improves public access, protects unique views, and enhances habitat to create long-lasting assets.

<table>
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<td>906</td>
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<td>Total:</td>
<td>824</td>
<td>1,296</td>
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</table>

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

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2020 - 2025 Proposed Capital Improvement Program
Sidewalk Safety Repair

This ongoing project rehabilitates sidewalks damaged by street trees or where there are serious safety concerns as evidenced by claims, service requests, and potential City liability. The project includes opportunities for public/private partnerships with citizens, property owners, and businesses. Asset management principles are used to guide repair needs and establish priorities for maintaining the sidewalk (or walkway), curbs, curb ramps, and in some cases, a filler strip between the sidewalk and curb.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<td>14,883</td>
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**Fund Appropriations / Allocations¹**

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<tr>
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<td>34,783</td>
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**Unsecured Funding:**

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**Unsecured Funding Strategy:** Funding for this program beyond 2024 is dependent upon a future voter approved levy.

**O&M Impacts:** This is a capital maintenance project that reduces the need for O&M by improving asset condition.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Signal Major Maintenance

<table>
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<tr>
<td>Total Project Cost:</td>
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<td>Urban Village:</td>
<td>Multiple</td>
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</tbody>
</table>

This project addresses major work related to the basic infrastructure at traffic signals such as poles, span wires, mast arms, wiring, equipment interconnectivity, video equipment and cabinets to improve and upgrade the traffic signal system. The project also is used for replacement of signal cabinets. The expected life of a signal is 30 years; currently there are more than 1,100 signals within the City.

### Resources

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<tr>
<th>Resources</th>
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<th>2024</th>
<th>2025</th>
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<tbody>
<tr>
<td>Commercial Parking Tax</td>
<td>1,538</td>
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<td>600</td>
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<td>637</td>
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<tr>
<td>Transportation Move Seattle Levy - Lid Lift</td>
<td>2,682</td>
<td>972</td>
<td>1,057</td>
<td>1,065</td>
<td>1,088</td>
<td>1,111</td>
<td>1,132</td>
<td>40</td>
<td>9,148</td>
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<tr>
<td><strong>Total</strong></td>
<td>5,232</td>
<td>2,291</td>
<td>1,657</td>
<td>1,688</td>
<td>1,725</td>
<td>1,762</td>
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### Fund Appropriations / Allocations¹

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<tr>
<td>Move Seattle Levy Fund</td>
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<td>1,762</td>
<td>1,801</td>
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<td>16,886</td>
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### Unsecured Funding:

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</table>

**Unsecured Funding Strategy:** Funding for this program beyond 2024 is dependent upon a future voter approved levy.

**O&M Impacts:** This is a capital maintenance project that reduces the need for O&M by improving asset condition.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Sound Transit - East Link

This project provides design review, permitting, and construction support services for the Sound Transit East Link Extension project. It will provide a connection from the Eastside to downtown Seattle, Sea-Tac Airport and the University of Washington. Ten stations will serve Seattle, Mercer Island, Bellevue, Bel-Red and Overlake in Redmond.

<table>
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<tr>
<th>Resources</th>
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<th>2021</th>
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<td>70</td>
<td>70</td>
<td>-</td>
<td>-</td>
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</tbody>
</table>

O&M Impacts: This project provides SDOT support to Sound Transit, who will own the light rail asset. SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

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2020 - 2025 Proposed Capital Improvement Program
Sound Transit 3

Project No: MC-TR-C088  BSL Code: BC-TR-19003
Project Type: Ongoing  BSL Name: Mobility-Capital
Project Category: New Facility  Location: Various
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A  Urban Village: Multiple

The City of Seattle is committed to actively collaborating with Sound Transit early in the environmental assessment and design phases of ST3 projects to refine and provide certainty around project scope and cost estimates, and to streamline and expedite the permitting processes.

Resources

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<tr>
<th>Resources</th>
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Fund Appropriations / Allocations¹

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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
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<td>1,802</td>
<td>1,842</td>
<td>1,883</td>
<td>1,775</td>
<td>1,819</td>
<td>1,855</td>
<td>14,316</td>
</tr>
<tr>
<td>Total:</td>
<td>594</td>
<td>2,796</td>
<td>1,802</td>
<td>1,842</td>
<td>1,883</td>
<td>1,775</td>
<td>1,819</td>
<td>1,855</td>
<td>14,367</td>
</tr>
</tbody>
</table>

O&M Impacts: This project provides SDOT support to Sound Transit, who will own the light rail asset. SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Sound Transit North Link

This project provides design review, permitting, and construction support services for the Sound Transit North Link project (University District to Northgate). The 4.3-mile line includes stations at Northgate, the Roosevelt neighborhood, and the University District.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tbody>
<tr>
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<td>-</td>
<td>308</td>
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<td>1,802</td>
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<tr>
<td><strong>Total:</strong></td>
<td><strong>1,120</strong></td>
<td><strong>989</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td><strong>2,110</strong></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Fund</td>
<td>1,120</td>
<td>989</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td><strong>2,110</strong></td>
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<tr>
<td><strong>Total:</strong></td>
<td><strong>1,120</strong></td>
<td><strong>989</strong></td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td><strong>2,110</strong></td>
</tr>
</tbody>
</table>

**O&M Impacts:** This project provides SDOT support to Sound Transit, who will own the light rail asset. SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

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2020 - 2025 Proposed Capital Improvement Program
SPU Drainage Partnership - Broadview Pedestrian Improvements

Project No: MC-TR-C036  BSL Code: BC-TR-19003
Project Type: Discrete  BSL Name: Mobility-Capital
Project Category: Improved Facility  Location: Various
Start/End Date: 2016 - 2022  Neighborhood District: Northwest
Total Project Cost: $8,000  Urban Village: Bitter Lake Village

This project funding will be used to install pedestrian improvements as part of SPU's larger Broadview Sewer and Drainage Improvement project. The Broadview sewer system was built in the 1950's and cannot handle the combination of additional flow from the homes and business that have developed since then and the additional storm water that is entering the system from downspouts directly connected to the sewer system as well as additional storm water entering through deteriorated pipes. This area is also lacking conventional sidewalks and would benefit from pedestrian improvements. The overall project goal is to reduce the potential for sewer backups and surface flooding for the Broadview neighborhood while improving the pedestrian environments.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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</thead>
<tbody>
<tr>
<td>Transportation Move Seattle</td>
<td>227</td>
<td>1,467</td>
<td>-</td>
<td>6,056</td>
<td>250</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>8,000</td>
</tr>
<tr>
<td>Levy - Lid Lift</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Total</td>
<td>227</td>
<td>1,467</td>
<td>-</td>
<td>6,056</td>
<td>250</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>8,000</td>
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<td></td>
</tr>
<tr>
<td>Move Seattle Levy Fund</td>
<td>227</td>
<td>1,467</td>
<td>-</td>
<td>6,056</td>
<td>250</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>8,000</td>
</tr>
<tr>
<td>Total</td>
<td>227</td>
<td>1,467</td>
<td>-</td>
<td>6,056</td>
<td>250</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>8,000</td>
</tr>
</tbody>
</table>

O&M Impacts: This is a capital maintenance project that reduces the need for O&M by improving asset condition.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
SPU Drainage Partnership - South Park

Project No: MC-TR-C054  
BSL Code: BC-TR-19001  
Project Type: Discrete  
BSL Name: Major Maintenance/Replacement  
Project Category: Rehabilitation or Restoration  
Location: TBD  
Current Project Stage: Stage 2 - Initiation, Project Definition, & Planning  
Council District: Council District 1  
Start/End Date: 2016 - 2021  
Neighborhood District: Greater Duwamish  
Total Project Cost: $10,000  
Urban Village: South Park

This funding will be used to partner with SPU's South Park Drainage Improvement projects. SPU is planning to install a pump station to control flooding in the South Park area. However, that alone will not control flooding. Many streets in the area are in poor condition and don't have a street drainage collection system. This funding will allow SPU and SDOT to partner to install the needed collection systems and repair the deteriorated roads.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Move Seattle Levy - Lid Lift</td>
<td>62</td>
<td>1,500</td>
<td>7,300</td>
<td>1,137</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>62</strong></td>
<td><strong>1,500</strong></td>
<td><strong>7,300</strong></td>
<td><strong>1,137</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>9,999</strong></td>
</tr>
</tbody>
</table>

**Fund Appropriations / Allocations¹**

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Move Seattle Levy Fund</td>
<td>62</td>
<td>1,500</td>
<td>7,300</td>
<td>1,137</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>62</strong></td>
<td><strong>1,500</strong></td>
<td><strong>7,300</strong></td>
<td><strong>1,137</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>9,999</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: This is a capital maintenance project that reduces the need for O&M by improving asset condition.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
SR-520 Project

This project provides policy, planning, and technical analysis support to the Seattle Department of Transportation Director and elected officials to review and comment on the Environmental Impact Statement and the design for SR-520. This regional project included the work associated with the replacement of the SR-520 bridge with a six-lane bridge, new freeway interchanges at Montlake Boulevard and Lake Washington Boulevard, and other improvements.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tbody>
<tr>
<td>General Fund</td>
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<tr>
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<td>-</td>
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<td>Vehicle Licensing Fees</td>
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<td>-</td>
<td>-</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
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<td>5,875</td>
<td>109</td>
<td>806</td>
<td>1,984</td>
<td>1,984</td>
<td>1,984</td>
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<td>16,923</td>
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### Fund Appropriations / Allocations¹

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Fund</td>
<td>33</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>33</td>
</tr>
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<td>54</td>
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<td>-</td>
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</tr>
<tr>
<td>Transportation Fund</td>
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<td>5,875</td>
<td>109</td>
<td>806</td>
<td>1,984</td>
<td>1,984</td>
<td>1,984</td>
<td>-</td>
<td>16,776</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>4,180</td>
<td>5,875</td>
<td>109</td>
<td>806</td>
<td>1,984</td>
<td>1,984</td>
<td>1,984</td>
<td>-</td>
<td>16,923</td>
</tr>
</tbody>
</table>

### O&M Impacts

SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges. For SDOT, the annual O&M cost to support new City-owned and maintained infrastructure built by the next major phase of the SR-520 program is estimated at $56,000. The SR-520 program will also replace existing City infrastructure, such as new street and sidewalk pavement, which will reduce SDOT annual O&M costs in the near term.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Street Lighting Program

This project provides funding for the right of way (ROW) lighting components of transportation projects, where the cost of those components will ultimately be borne by the City's General Subfund. The project enables the Seattle Department of Transportation, the Department of Finance, and Seattle City Light to plan for these costs. Funding is provided from the Light Fund, which recovers these costs through streetlight rates charged by Seattle City Light to the City's General Subfund. SDOT develops project specific estimates of the cost of lighting components in the year prior to construction. No projects are budgeted for 2019 and 2020. For 2021 through 2025, the funds displayed below have not yet been allocated to specific projects but will be allocated once detailed project cost estimates are developed.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals 2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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</thead>
<tbody>
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<td>1,350</td>
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<td>1,350</td>
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<td>1,350</td>
<td>6,750</td>
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<td>2021</td>
<td>2022</td>
<td>2023</td>
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<td>1,350</td>
<td>1,350</td>
<td>1,350</td>
<td>6,750</td>
</tr>
</tbody>
</table>

O&M Impacts: Not applicable - does not create new assets.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This program implements multimodal projects which improve transit speed, reliability, access, safety, and convenience. The program focuses on corridors and projects identified in the Transit Master Plan. Funding from Move Seattle Levy and other local funding sources are used to leverage partnership opportunities.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<td><strong>5,638</strong></td>
<td><strong>4,305</strong></td>
<td><strong>1,044</strong></td>
<td><strong>80,499</strong></td>
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</table>

### Fund Appropriations / Allocations

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<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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### Unsecured Funding

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### Unsecured Funding Strategy:
Funding for this program beyond 2024 is dependent upon a future voter approved levy.

### O&M Impacts:
SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.
Urban Forestry Capital Establishment

This project includes funding transferred from other capital projects for trees and landscaping costs. This project is necessary to allow for capital projects to close in a timely way, but to ensure support to complete the three-year establishment for trees and associated planting installed by the project.

Resources

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Fund Appropriations / Allocations¹

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</table>

O&M Impacts: This CIP supports urban forestry staff to maintain landscapes installed by SDOT capital projects.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Vision Zero

Vision Zero is an approach to traffic safety, with the goal of ending traffic deaths and serious injuries. At the core of Vision Zero is the belief that death and injury on city streets is preventable. Collisions are often the result of poor behaviors and unforgiving roadway designs. This project approaches the problem from the angle of creating street designs that emphasize safety, predictability, and the potential for human error, and will complete 12-15 corridor safety projects over 9 years to improve safety for all travelers on our highest-crash streets. Corridors identified as part of the Move Seattle Levy include: 65th St., Rainier Ave S, 35th Ave SW, SW Roxbury St, Greenwood/Phinney, 1st Ave/1st Ave S, 12th Ave/12th Ave E, Aurora Ave N, Lake City Way, Sand Point Way, E Marginal Way, Airport Way, 35th Ave NE, 15th Ave NE, MLK Jr. Way S, and 5th Ave NE.

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Unsecured Funding:

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Unsecured Funding Strategy: SDOT will evaluate deliverables, prioritize and scale projects to the extent feasible, and continue to pursue grant and partnership opportunities to resolve potential funding deficits. Funding for this program beyond 2024 is dependent upon a future voter approved levy.

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (https://www.seattle.gov/transportation/about-sdot/asset-management) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

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2020 - 2025 Proposed Capital Improvement Program
Seattle City Light
Overview

Seattle City Light (SCL) is a municipal electric utility, owned by the residents of Seattle and run by the City’s elected officials. The utility serves a population of over 906,000 people living in a 131 square-mile area, which includes the City of Seattle and several adjoining jurisdictions. To serve these customers, City Light owns, maintains, and operates a multi-billion-dollar physical plant. The physical plant includes:

- a power supply generation system consisting of seven hydroelectric plants on the Pend Oreille, Skagit, Cedar, and Tolt rivers with a combined capacity of almost 2,000 megawatts;
- 656 miles of high-voltage transmission lines linking these plants to Seattle;
- a distribution system with 15 major substations and more than 2,500 miles of overhead and underground cable;
- a state-of-the-art System Control Center coordinating these activities; and
- billing and metering equipment tracking approximately 461,000 accounts.

City Light’s Capital Improvement Program (CIP) is the vehicle for repairing, upgrading, and expanding this infrastructure. The CIP funds a variety of safety improvements, mitigation activities, and licensing requirements. The goal of the utility’s capital program is to ensure that the facilities required to serve City Light customers with low-cost, reliable power, are in place. Funding for the CIP comes primarily from retail electricity sales, sales of surplus power on the wholesale market, and the sale of revenue bonds.

The last Strategic Plan for City Light (2019-2024) established spending priorities and a six-year rate path for the utility and guides development of City Light’s $2.2 billion 2020-2025 Proposed CIP budget.

Thematic Priorities

The City Light Strategic Plan identifies four strategic priorities: customer service, affordability, clean energy and core utility business.

- **Customer Service** — Upgrade customer service practices to meet evolving customer needs and expectations by modernizing customer service.
- **Affordability** — Keep customers’ bills affordable and stable by implementing strategies to control costs, capture new revenues, and restructure rates.
- **Clean Energy** — Deliver robust and innovative programs to promote the efficient use of clean energy and protect the shared ecosystem.
- **Continuing Progress on Our Core Business** — Invest in our infrastructure and workforce to provide a consistent level of service, reliability, and response.

The first three priorities are areas of strategic focus where City Light must make changes to respond to industry challenges. The initiatives that support each of these priorities are new efforts but will be funded within existing budget and staffing levels. City Light’s fourth priority is to continue to maintain and improve our core business.

City Light’s CIP projects implement these objectives in the following ways:

**Preserve Hydroelectric Generation Assets**

We need to maintain our hydroelectric generation assets through prudent and systematic investments...
and maintenance. Current planned enhancements include: dam safety; outage management processes; long-term planning for small legacy hydroelectric projects such as Cedar Falls; improvements of ancillary systems and facilities including powerhouse systems; and Boundary Master Plan and Skagit Master Plan facilities improvement plans.

Relicensing
Acquire new federal licenses to continue to operate three City Light hydroelectric projects: Skagit, Newhalem, and South Fork Tolt. License renewal applications for these projects will be filed in 2023, 2025, and 2027, respectively.

Enhanced Grid Performance & Cybersecurity
As customers have added new distributed resources, utilities – including City Light – have been improving their operational technology (OT) infrastructure. Protection of the electrical grid from cyber threats is also an ongoing challenge. City Light is responding by continuing to upgrade its OT infrastructure and energy grid to protect against cybersecurity risks and improve power grid operations.

Preserve Transmission & Distribution Infrastructure
City Light intends to implement industry best practice system improvements through prudent investment and maintenance. Planned enhancements to improve reliability include incorporating new technologies such as smart grid and advanced grid analytics. Specific efforts include: implementing metric driven, cost-benefit analysis supported planning for transmission, substation and distribution projects; developing corporate asset data management procedures; and maximizing benefits derived from our asset management capabilities.

Reliability for a Growing City
Various investments to maintain and upgrade the transmission and distribution systems will improve reliability and ensure City Light has enough capacity to serve our growing city. Specific efforts include: relocating wires and other facilities underground to accommodate changes along the downtown waterfront; adding capacity for the expanding University of Washington and new Sound Transit light rail; adjusting electrical grid operations to realize systemwide benefits from the new Denny substation; and replacing failing underground wires to bring them up to modern standards.

City Light’s Commitment to Race & Social Justice
City Light takes its lead from the Citywide Race and Social Justice Initiative (RSJI) to end institutionalized racism in City government. Reaffirmed by Mayor Durkan’s Executive Order 2017-13, and in partnership with the community, the Initiative works to change the underlying system that creates race-based disparities in our community and to achieve racial equity in City operations, public engagement and service. As a part of a municipality committed to inclusive public service, race and social justice is considered in all utility programs.

Project Selection Criteria
City Light participates in an extensive planning process to ensure project funding best meets customers’ current and future needs. The 2020-2025 CIP is based on the proposed 2019-2024 Strategic Plan. Project ideas to implement the Strategic Plan and accomplish baseline service delivery come from throughout City Light. Staff members in the operational divisions are responsible for creating official proposals. Members of each of the utility’s organizational lines of business (e.g., power supply, transmission and distribution, and customer service) prioritize capital spending within their divisions and then submit recommended projects through a centralized capital budgeting
City Light management compares proposals against criteria that evaluate the projects’ costs, benefits, and risks. The utility gives priority to mandatory requirements and projects currently underway before considering future projects and new initiatives. Utility staff develops business cases for projects with a total project cost over $1 million to document the project expectations and rationale and provide a cost-benefit analysis of alternatives.

Availability of funding and labor resources limits the CIP. City Light management seeks to balance the overall needs of the utility within these constraints and may rescope, reschedule, or defer projects in its six-year CIP. City Light intends to revisit the adopted Strategic Plan every two years to maintain transparency and set direction for future CIP development.

**2020-2025 Proposed CIP Highlights**

The 2020-2025 Proposed CIP budget outlines $2.2 billion in capital spending over six years for power supply, transmission, distribution, customer services, and central utility needs. In 2020, approximately $51 million of this spending is in response to external projects, including suburban undergrounding requests, maintenance of the streetlight system, infrastructure relocations due to transportation projects, and other reimbursable customer-requested work.

City Light monitors and refines CIP project spending plans throughout the year and reports progress to the Mayor and City Council quarterly. City Light submits all significant project changes to the Mayor and the City Council for approval through the quarterly supplemental budget process.
A selection of projects from each Program follows.

Central Utility Projects
Projects in this program provide for centralized billing and customer service systems, financial and information technology systems that are critical to the utility’s operation, and vehicle fleets and facilities that are not part of the power generating plant (e.g., equipment shops, service centers, and maintenance yards).

For 2020, the CIP includes $28.3 million in funding for 24 Central Utility Projects.

BIP in 2020 to add $600,000 in funding for Mc-CL-XF9237 Electric Vehicle Infrastructure.

Highlights ordered by 2020 Proposed Budget include:

- **Equipment Fleet Replacement (MC-CL-XF9101): $7,182,282**
  This ongoing project replaces, updates, and expands City Light’s light and heavy-duty mobile equipment fleet. This project also funds the replacement of light-duty vehicles owned by City Light, including those previously leased from the Fleets & Facilities Department and that are now owned by City Light.

- **North and South Service Center Improvements (MC-CL-XF9107): $4,012,810**
  This ongoing project improves office, shop, and storage areas in the North and South Service Centers. The project increases efficiency, productivity, safety improvements and optimal use of space.
• **Miscellaneous Building Improvements (MC-CL-XF9007): $3,986,985**
  This ongoing project capitalizes on emergent opportunities to make improvements to City Light's buildings and facilities. The project protects employees and customers from health and safety hazards and permits SCL to meet safety and health code requirements.

• **Workplace and Process Improvement (MC-CL-XF9159): $2,096,339**
  This ongoing project funds alterations that preserve workplace efficiency. The project focuses on adapting exterior workspaces and interior building elements to support business process improvements for work groups. Interior systems improvements include things like flooring replacements, interior remodeling, computer network cabling upgrades, uninterruptible power systems and computer flooring. Exterior system improvements include fencing, security systems, paving and striping, and exterior building components.

• **Safety Modifications (MC-CL-XF9006): $1,529,161**
  This ongoing project modifies City Light’s facilities and provides equipment to correct imminent and critical safety hazards. The project includes upgrades and revisions to systems, equipment and operations, properties and facilities, as needed to comply with safety regulations and best practices for a safe, efficient, and secure work environment.

• **Building Envelope Upgrades (MC-CL-XF9072): $1,441,498**
  The ongoing project updates or replaces information security systems that are at high risk of failure. The project enhances vulnerability and intrusion detection as well as response capabilities and procedures. The project provides (by way of illustration but not limitation) for implementation of systems to replace or upgrade firewalls, routers, switches, operating systems, intrusion detection capabilities, security information and event management, Linux patching procedures, Dynamic Host Configuration Protocol server, Domain Name System server, internal vulnerability scanning, and physical security cameras and networks for SCL locations.

• **Office Furniture and Equipment Purchase (MC-CL-XF9103): $1,130,691**
  This ongoing project provides office equipment and furniture costing more than $5,000 each. This project furnishes newly created or modified space under the Workplace and Process Improvement program, and replaces aging office furnishings with modular office workstations, conference room ensemble furniture, and major office machines. This project enhances worker safety and morale by purchasing ergonomic furniture and providing modern workspaces.

**Distribution:** Projects in this program include improvements to City Light’s distribution substations, relays, feeders, network distribution systems, overhead and underground radial distribution systems, service connections, customer meters, and other facilities related to the distribution system.

For 2020, funding is added to support Underground Equipment Replacements, and University of Washington Capacity Additions.

For 2020, the CIP includes $199.7 million in funding for 55 projects in Distribution.

Highlights ordered by 2020 Proposed Budget include:
• **Pole Attachments (MC-CL-YR8452):** $16,614,057  
This ongoing project funds utility crews and engineers to prepare City Light poles for the attachment of other communication infrastructure. This project provides revenues through pole attachment fees and construction costs, which are fully reimbursable.

• **Medium Overhead and Underground Services (MC-CL-ZS8366):** $16,334,900  
This ongoing project provides medium size electric power service connections from Seattle City Light's distribution system to the customer’s meter for power requirements of 50 KVA to 2.5 MVA and 26 kV radial services. Most of this related work is billable to the customer. The project allows Seattle City Light to provide service to new customers in a safe, reliable, timely, and cost-effective manner.

• **Overhead Equipment Replacements (MC-CL-YR8351):** $12,636,335  
This ongoing project replaces older equipment in City Light's distribution system that is nearing the end of its usable life, is overloaded, or no longer has an available supply of spare parts. These items include, but are not limited to, poles, cross-arms, transformers, and open-wire secondaries.

• **Denny Substation - Network (MC-CL-YN8404):** $11,262,083  
This ongoing project provides network system design and construction, engineering design at the substation network interface, and underground conversion of the streetlight, traffic signals, and telecom and fiber optic systems.

• **Network Additions and Services: Broad Street Substation (MC-CL-ZS8363):** $11,000,000  
This ongoing project provides electrical service connections and related improvements in response to customer service requests within the Broad Street network areas. The project performs capacity additions work associated with service connections to customers including condominiums, office buildings, medical facilities, hotels, and commercial and apartment buildings. The project also replaces or installs network transformers, network protectors and specialty transformers, and performs short duration system improvement work identified during operations, including retrofitting in-building vaults.

• **Underground Equipment Replacements (MC-CL-YR8353):** $10,412,579  
This ongoing project replaces and improves underground electrical system equipment that is failing or approaching the end of its useful life. This project enhances distribution system reliability, avoiding unplanned outages or interruption of service due to equipment failure.

• **Network Additions and Services - Denny (MC-CL-ZS8405):** $9,468,484  
This ongoing project provides electrical service connections and related improvements in response to customer service needs within the North Downtown network area. The project provides civil and electrical design assistance to customers to connect existing and proposed buildings to the North Downtown network system. This project also performs capacity addition work associated with service connections, and replaces or installs network transformers, network protectors, and bus ties switches.

• **Substation Breaker Replacements and Reliability Additions (MC-CL-YS7779):** $7,422,677  
This ongoing project funds the review of City Light’s inventory of approximately 400 transmission and distribution voltage circuit breakers. It determines which have the greatest wear, gas or oil
leaks, maintenance cost, and service stress. It replaces those circuit breakers with the highest failure risk.

- **Substation Equipment Improvements (MC-CL-YS7752): $5,711,556**
  This ongoing project adds, replaces and upgrades substation equipment, particularly the substation electrical and control equipment. The project maintains or improves system reliability, permits compliance with high voltage and environmental regulations, and ensures safe work sites. The project allows remote control and monitoring of substation equipment from the System Control Center, which facilitates faster response time to correct system instability or outages.

- **Overhead Customer Driven Capacity Additions (MC-CL-YR8355): $5,594,827**
  This ongoing project provides electrical lines from substations to customers' property lines. This project builds new and replaces old line segments, relocates lines for construction clearances, and replaces rotten and damaged poles in the distribution system. This work is driven by specific customer projects for their direct benefit and is therefore reimbursable.

- **Underground Customer Capacity Additions (MC-CL-YR8360): $5,292,808**
  This ongoing project provides electrical lines from substations to customers' property lines. This project builds new and replaces old underground line and may replace rotten and damaged poles in the distribution system that have underground facilities beneath them. This work is driven by specific customer projects, for their direct benefit, to identify and upgrade feeders that are impacted before the new load from those projects comes online. City Light is reimbursed by the customers for this work.

- **Network Additions Services: First Hill, Mass, Union & Univ (MC-CL-ZS8364): $5,000,000**
  This ongoing project provides electrical service connections and related improvements in response to customer service requests within the First Hill, Massachusetts, Union, and University District network areas. The project performs capacity additions work associated with service connections to customers, including condominiums, office buildings, medical facilities, hotels, and commercial and apartment buildings. The project also replaces or installs network transformers, network protectors and specialty transformers, and performs short-duration system improvement work identified during operations, including retrofitting in-building vaults.

**External Projects:** Projects in this program respond to requests from local jurisdictions to relocate distribution services from overhead to underground systems per the terms of franchise agreements; maintain and upgrade the streetlight system; relocate utility infrastructure in response to major transportation projects; and provide capital improvements in response to other customer-requested service needs. Allocation changes reflect revised scope and schedule projections provided by the transportation project managers.

For 2020, the CIP includes $51.1 million in funding for 14 External Projects.

Highlights ordered by 2020 Proposed Budget include:

- **Alaskan Way Viaduct and Seawall Replacement - Utility Relocations (MC-CL-ZT8307): $21,958,917**
  This project allows the City to comply with its requirements to relocate Seattle City Light's infrastructure associated with the replacement of the Alaskan Way Viaduct and improvements to the Seawall and Central waterfront.
• **Streetlight LED Conversion Program (MC-CL-ZL8441): $7,320,812**
  This ongoing project upgrades streetlights with LED fixtures, which will reduce annual energy consumption by 40% (for those lights replaced), provide greenhouse gas avoidance of 5,446 metric tons of carbon per year, and reduce maintenance cost of the utility's streetlight system. With a total system conversion, it is estimated that annual operating costs will be reduced $3.7 million per year. The savings in energy and maintenance costs will pay for the initial investment within the life of the new system.

• **Transportation Streetlights (MC-CL-ZL8377): $7,047,261**
  This ongoing project relocates Seattle City Light owned streetlights as required by City of Seattle transportation projects.

• **Streetlights: Arterial, Residential and Floodlights (MC-CL-ZL8378): $4,082,472**
  This ongoing project provides street lighting as requested by various taxing jurisdictions and other customers. Streetlights and floodlights are provided in public right of way, and on private property, for either public or private benefit.

• **Overhead and Underground Relocations (MC-CL-ZT8369): $4,675,861**
  This ongoing project moves electrical lines to accommodate or take advantage of transportation-related projects, street vacations, or other projects being constructed by non-City Light agencies. This project addresses modifications to the distribution system, including replacement or modifications of old line segments, poles, and underground facilities, as necessary. Some project costs are paid by City Light and some are paid by the requesting agencies, depending on the circumstances.

• **Waterfront Seattle Streetlights (MC-CL-ZL8481): $3,828,095**
  This project funds the street lighting associated with the bored tunnel hybrid plan for the Alaskan Way Viaduct replacement which is a project that will result in the City rebuilding Alaskan Way, led by the Office of the Waterfront.

**Power Supply:** Projects in this program include improvements to City Light’s dams, generators, powerhouses, and other related projects. In addition, the program contains projects designed to help City Light comply with federal licensing and environmental mitigation requirements at the utility’s dams. City Light sequences work on major power production equipment (i.e., generator rebuilds and runner replacements) to reduce the impact to power generation and level capital spending.

For 2020, the CIP includes $90.7 million in funding for 53 projects in Power Supply

Highlights ordered by 2020 Proposed Budget include:

• **Boundary - Licensing Mitigation (MC-CL-XB6987): $14,386,199**
  This ongoing project implements Protection, Mitigation and Enhancement measures (PMEs) required by the terms and conditions of the license issued by FERC in 2013. The license allows for the continued operation of the Boundary Hydroelectric Project, Seattle City Light's largest generating station producing approximately 25% to 40% of the City's power supply.

• **Boundary Powerhouse – Unit 52 Generator Rebuild (MC-CL-XB6535): $11,437,504**
  This project provides rewinding and refurbishing of the Boundary Powerhouse Unit 52 generator, which is part of a programmatic series of projects to maintain and extend the useful life of the Utility's aging generators. The rewind and rehabilitation of the generator includes the stator core, stator bars, and rotor poles. Mechanical upgrades such as seal rings and wicket gates may also be
installed. This project also provides replacement of the carbon dioxide fire-suppression system with a water sprinkler system to improve worker safety. If technology is sufficiently advanced, it may also include a rotor-mounted scanner or other diagnostic equipment.

- **Boundary Powerhouse Generator Step-up Transformer Replacement (MC-CL-XB6493): $7,634,677**
  This project replaces six existing step-up transformers at Boundary Dam, which are 50 years old and have exceeded their reliable service life. This project also purchases a spare transformer because normal delivery time for transformers from order to on-site is 18 to 24 months. This project enhances long-term reliability and allows for City Light to avoid a prolonged loss of generation.

- **Boundary Powerhouse - Unit 54 Generator Rebuild (MC-CL-XB6353): $6,925,324**
  This project provides rewinding and refurbishing of the Boundary Powerhouse Unit 54 generator, which is part of a programmatic series of projects to maintain and extend the useful life of the Utility’s aging generators. The rewind and rehabilitation of the generator includes the stator core, stator bars, rotor poles, etc. Mechanical upgrades such as seal rings and wicket gates may also be installed. This project also provides replacement of the carbon dioxide fire-suppression system with a water sprinkler system to improve worker safety. If technology is sufficiently advanced, it may also include a rotor-mounted scanner or other diagnostic equipment.

- **Skagit - Relicensing (MC-CL-XS6986): $6,056,553**
  This ongoing project provides support of the relicensing activities for the Skagit River Hydroelectric Project including support of staff, environmental studies, documentation, and consultation. Relicensing work will begin in 2019. The current FERC license for the Skagit Project expires in 2025, and the license application is due for submission to FERC in May 2023.

- **Boundary Facility - Minor Improvements Program (MC-CL-XB6401): $4,775,554**
  This ongoing project provides financial coverage for emergent capital projects, specifically related to Boundary Facilities. This project shows increased project allocations in years 2015 to 2017. This increase reflects anticipated baseline CIP spending levels for the Boundary Facility that are in line with Strategic Plan assumptions. These future year allocations will be broken out into specific CIP projects.

- **Skagit Facility - Minor Improvements Program (MC-CL-XS6405): $3,770,005**
  This ongoing project provides financial coverage for emergent capital projects related to all Skagit Facilities. In addition, this project funds scheduled, small capital projects that have cost estimates less than $25,000.

- **Skagit Facilities Conservation (MC-CL-XS6515): $3,234,148**
  This project provides funding for structural improvements to existing facilities at Skagit, both residential and commercial. It replaces lights, windows, and HVAC systems, insulates buildings, and performs related work. The project dramatically reduces the amount of energy expended to keep structures warm or cool depending upon the season.

- **Ross Dam AC/DC Distribution System Upgrade (MC-CL-XS6373): $3,178,381**
  This project upgrades aging AC electrical distribution system at Ross Dam with a new electrical distribution system. It installs conduit, ducting, distribution panels and wire. It improves the 4 kV system, improves lighting, and provides improvements on top of the dam including a center substation room, emergency generator, valve houses, and a 130-volt battery bank. New conduit and conductors improve reliability of spillgate operations and other dam operations requiring electric
power. New electrical equipment, new lighting, and the addition of emergency lighting allow staff greater operational flexibility, safety, and efficiency.

Transmission: Projects in this program include transmission capacity and reliability projects to deliver power from City Light’s dams to its distribution system and the regional power grid. City Light owns and maintains 656 miles of transmission capacity that connect the Skagit facilities to Seattle. City Light also leases additional transmission capacity to connect to the Boundary, Cedar Falls, and Tolt hydroelectric projects.

For 2020 the CIP budget includes $8.4 million in funding for five projects in Transmission.

Highlights ordered by 2020 Proposed Budget include:

- **Transmission Line Inductor Installation (MC-CL-YT8461): $6,684,780**
  This project addresses the issue of increased electric transmission congestion load growth in the Puget Sound Area. The project funds the installation of inductors or phase shifting transformers which curtail the flow of power through the Seattle area, while improving customer and asset strengths and maintaining reliability.

- **Transmission Reliability (MC-CL-YT7104): $925,000**
  This ongoing project replaces the worst 1% of City Light’s transmission structures and conductors each year. This project also provides engineering, construction, and related work; improving and maintaining the reliability of the overhead or underground transmission system.

CIP Revenue Sources
Retail electricity sales and surplus energy sales on the wholesale market fund a large part of City Light’s CIP. Other funding comes from direct customer billing (including service connections and other customer requested work) and assorted fees. City Light also finances a portion of the CIP through the sale of revenue bonds. City Light’s policy is to limit debt financing to 60% of any given six-year CIP (Resolution 31187).

Summary of Upcoming Budget Issues and Challenges

Budget Issues
Even though the Seattle area is experiencing a construction and population boom, customer electricity consumption is not following suit. Instead, due to energy efficiency programs and policy successes, consumption continues to decline, creating revenue challenges for City Light. In addition, new wholesale revenue is the lowest in recent history due to dry/drought conditions and energy purchases at high market prices. To limit cost increases to our customers, City Light will continue to look for ways to reduce capital spending over the six-year horizon, including utilizing a project prioritization process.

Challenges
There are several challenges that will transform our business over the next decade:

- **New technologies are transforming how people use electricity.** Commercialization of energy technologies pose a potential risk to City Light. New options and products for controlling
consumption, generating, and storing electricity will impact how customers interact with their local utility.

- **Retail energy consumption is declining.** Advances in energy efficiency have reduced consumer energy demand. Due in part to energy efficient building codes and new technologies, today’s multifamily units consume approximately half as much energy as older single-family homes.
- **Power supply assumptions are changing.** Low wholesale market prices coupled with rising costs of hydro operations are quickly eroding the market advantage afforded by City Light’s hydroelectric resources.
- **Impact of retirements and legacy practices.** As more employees become eligible for retirement and workflows are not documented or digitized, City Light risks the loss of institutional memory, costly service interruptions and a potential impact to service delivery.
- **Climate change continues, and clean energy is more valuable than ever.** Weather pattern changes affect reservoir levels and seasonal energy consumption, leading to increasing volatility of energy supply and demand.

**Future Projects/What is on the Horizon**

- New project in the 2020-2025 Proposal is the Energy Management System Upgrade.
- Expanded transportation electrification programs to meet City Light’s Strategic Plan priorities to become a clean, renewable-powered city and the mayoral priority Drive Clean Seattle.
- Grid Modernization to develop and implement a strategy to modernize and optimize City Light’s grid including both near-term and long-term actions, such as transmission and distribution automation, distributed energy resource development and integration, grid edge and behind-the-meter technology, and other utility technology projects. Taken together, these efforts will be intended to help position the utility for emerging business and operational realities, and reshape the grid’s architecture to meet our customer-owners’ energy needs and choices today and in the future.
- The transition to the new 5G networks will increase requests to attach to City Light poles. The impact of the required fiber optic deployments to support 5G will touch nearly every pole in City Light’s distribution system.
# Project Summary

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<tr>
<th>Project Name &amp; ID</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<th>2024</th>
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*Amounts in thousands of dollars.*
## Project Summary

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<th>LTD Actuals</th>
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*Amounts in thousands of dollars.*
## Project Summary

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**BC-CL-Z Total** | **929,852** | **172,620** | **114,114** | **105,191** | **103,068** | **86,019** | **80,183** | **81,386** | **1,672,433** |

### Financial Services - CIP (BC-CL-W)

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**BC-CL-W Total** | **61,060** | **9,168** | (0) | (0) | 0 | 0 | - | - | **70,229**

*Amounts in thousands of dollars.*
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*Amounts in thousands of dollars.*

**2020 - 2025 Proposed Capital Improvement Program**
# Project Summary

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*Amounts in thousands of dollars.*
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*Amounts in thousands of dollars.*
# Project Summary

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*Amounts in thousands of dollars.*
### Project Summary

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*Amounts in thousands of dollars.*
## Project Summary

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**Transmission and Distribution - CIP (BC-CL-Y)**

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*Amounts in thousands of dollars.*

2020 - 2025 Proposed Capital Improvement Program

321
<table>
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<th>Project Name &amp; ID</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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*Amounts in thousands of dollars.*
## Project Summary

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*Amounts in thousands of dollars.*
## Project Summary

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<th>Project Name &amp; ID</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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<td><strong>378,049</strong></td>
<td><strong>431,662</strong></td>
<td><strong>382,972</strong></td>
<td><strong>362,430</strong></td>
<td><strong>348,848</strong></td>
<td><strong>343,402</strong></td>
<td><strong>5,474,276</strong></td>
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*Amounts in thousands of dollars.*
# Fund Summary

<table>
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<tr>
<td>41000 - Light Fund</td>
<td>2,654,229</td>
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<td>362,430</td>
<td>348,848</td>
<td>343,402</td>
<td>5,474,174</td>
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<tr>
<td>Seattle City Light Total</td>
<td>2,654,229</td>
<td>572,580</td>
<td>378,049</td>
<td>431,662</td>
<td>382,972</td>
<td>362,430</td>
<td>348,848</td>
<td>343,402</td>
<td>5,474,174</td>
</tr>
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</table>

*Amounts in thousands of dollars.*

2020 - 2025 Proposed Capital Improvement Program

325
Advanced Metering Infrastructure

Project No: MC-CL-ZS8426  BSL Code: BC-CL-Z
Project Type: Discrete  BSL Name: Customer Focused - CIP
Project Category: New Facility  Location: Citywide
Current Project Stage: Stage 5 - Construction  Council District: Multiple
Start/End Date: 2015 - 2019  Neighborhood District: Not in a Neighborhood District
Total Project Cost: $100,374  Urban Village: Not in an Urban Village

This project replaces approximately 400,000 existing meters with Smart Meters allowing two-way communication between Seattle City Light and its customers, residential or commercial. Smart Meters continuously record and transmit consumption data to the utility. They also automate meter reading, increase customer service, heighten billing capacity, reduce energy consumption, improve outage restoration efficiency, and support rate structure flexibility. Implementation of the project positions the utility to comply with North American Electric Reliability Corporation (NERC) and Federal Energy Regulatory Commission (FERC) programs and requirements.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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<tbody>
<tr>
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<td>17,251</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>100,374</td>
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<td><strong>Total</strong></td>
<td><strong>83,123</strong></td>
<td><strong>17,251</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
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<td>2022</td>
<td>2023</td>
<td>2024</td>
<td>2025</td>
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</tr>
<tr>
<td>Light Fund</td>
<td>83,123</td>
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<td><strong>83,123</strong></td>
<td><strong>17,251</strong></td>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Alaskan Way Viaduct and Seawall Replacement - Utility Relocations

Project No: MC-CL-ZT8307  
BSL Code: BC-CL-Z

Project Type: Discrete  
BSL Name: Customer Focused - CIP

Project Category: New Facility  
Location: SR 99 / Battery St

Current Project Stage: Stage 5 - Construction  

Start/End Date: 2002 - 2023  
Neighborhood District: Not in a Neighborhood District

Total Project Cost: $257,145  
Urban Village: Not in an Urban Village

This project allows the City to comply with its requirements to relocate Seattle City Light's infrastructure associated with the replacement of the Alaskan Way Viaduct and improvements to the Seawall and Central waterfront.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<th>2024</th>
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<td>12,557</td>
<td>3,876</td>
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<td>257,145</td>
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</table>

O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Battery Storage Pilot

Project No: MC-CL-YR8484
BSL Code: BC-CL-Y

Project Type: Ongoing
BSL Name: Transmission and Distribution - CIP

Project Category: Rehabilitation or Restoration
Location: Citywide

Current Project Stage: N/A
Council District: Multiple

Start/End Date: N/A
Neighborhood District: Multiple

Total Project Cost: N/A
Urban Village: Multiple

This ongoing project funds the installation of a grid-connected utility-scale battery. City Light will either work independently or with a partner to develop and demonstrate this new technology. This project gives City Light an opportunity to explore the storage technology and its impact on our local grid.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<td><strong>49</strong></td>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Boundary - Access Road Stability Improvements

Project Type: Discrete  BSL Name: Power Supply & Environ Affairs - CIP
Project Category: Rehabilitation or Restoration  Location: Boundary Rd, Metaline, WA 99153
Current Project Stage: Stage 2 - Initiation, Project Definition, & Planning  Council District: Outside City of Seattle
Start/End Date: 2017 - 2025  Neighborhood District: Outside City of Seattle
Total Project Cost: $9,619  Urban Village: Outside City of Seattle

This project constructs a substantial slope stabilization in the area of the West Access Road cut to limit maintenance inputs, ensure continued access to the powerhouse, and improve safety (present debris flows occasionally contain larger sized rocks). The relocated portions of the West Access Road's slopes have continued to ravel since relocation occurred in the early 00's. There is a risk that the slope could fail in a more conclusive fashion and block access to the powerhouse. Additionally, the upslope interceptor ditch (a concrete channel) suffered undermining erosion causing the concrete to subside and not perform well at channelizing and conveying sheet flow away from the slope face.

<table>
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<tr>
<th>Resources</th>
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<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<td>550</td>
<td>8,162</td>
<td>32</td>
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<td><strong>550</strong></td>
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<tbody>
<tr>
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<td>-</td>
<td>-</td>
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<td>550</td>
<td>8,162</td>
<td>32</td>
<td>9,619</td>
</tr>
<tr>
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<td><strong>9,619</strong></td>
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</tbody>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Boundary - DC Battery System & Charge Modernization

This project replaces the multiple existing DC battery systems at Boundary.

### Resources

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<td>684</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>186</strong></td>
<td><strong>684</strong></td>
<td><strong>804</strong></td>
<td><strong>584</strong></td>
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<td><strong>248</strong></td>
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</table>

**O&M Impacts:** NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

331

2020 - 2025 Proposed Capital Improvement Program
This project provides safety for employees at the security entrance to the Boundary Hydro Project, those working at the site, the security guard, and visitors. This project provides realignment of the access road to the security gate so the guard station is accessed between lanes of incoming and outgoing traffic instead of from the road shoulder. This increases the guards' view of approaching traffic and allows traffic more time to slow down when approaching the guard station. This project also provides a permanent building with water service, a restroom, and an electrical room as well as new signage.

<table>
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<tr>
<th>Resources</th>
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</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Boundary - Level 6 Deck Stabilization

This project installs a new system of rock bolts and other forms of rock anchors to improve the structural stability of the Level 6 Deck on Boundary Dam. This portion of the dam is attached to and supported by the adjacent rock. A recent inspection revealed a weakness in the current attachments and use of the deck by heavy equipment is restricted until these improvements are made. This project also includes stabilization of rock blocks in the powerhouse machine hall.

<table>
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<tr>
<th>Resources</th>
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<td>3,221</td>
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<tbody>
<tr>
<td>Light Fund</td>
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<td><strong>3,221</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Boundary - Licensing Mitigation

This ongoing project implements Protection, Mitigation and Enhancement measures (PME) required by the terms and conditions of a settlement agreement and new license to be issued by the Federal Energy Regulatory Commission (FERC). The license allows for the continued operation of the Boundary Hydroelectric Project, Seattle City Light's largest generating station producing approximately 25 to 40% of the City's power supply.

### Resources

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<tr>
<th>Resources</th>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>72,500</td>
<td>54,537</td>
<td>14,386</td>
<td>19,083</td>
<td>16,572</td>
<td>8,725</td>
<td>10,236</td>
<td>10,596</td>
<td>206,634</td>
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<td>Total:</td>
<td>72,500</td>
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<td>19,083</td>
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<td>8,725</td>
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<td>10,596</td>
<td>206,634</td>
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### Fund Appropriations / Allocations¹

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<td>206,634</td>
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</tbody>
</table>

**O&M Impacts:** NA

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2020 - 2025 Proposed Capital Improvement Program
Boundary - Unit 56 Exciter Replacement

Project Type: Discrete  BSL Name: Power Supply & Environ Affairs - CIP
Project Category: Rehabilitation or Restoration  Location: Boundary Rd, Metaline, WA 99153
Current Project Stage: Stage 6 - Closeout  Council District: Outside City of Seattle
Start/End Date: 2017 - 2020  Neighborhood District: Outside City of Seattle
Total Project Cost: $1,976  Urban Village: Outside City of Seattle

This project provides installation of a new electrical exciter on the Boundary Powerhouse Unit 56 Generator. The unit's schedule for a rewind started in 2014, increasing the capacity of the unit. The project also provides an upgraded exciter needed to reliably realize the additional capacity over the new life of the unit.

<table>
<thead>
<tr>
<th>Resources</th>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Boundary Control Room Alarm system replacement

Project No: MC-CL-XB6637
BSL Code: BC-CL-X
Project Type: Discrete
BSL Name: Power Supply & Environ Affairs - CIP
Project Category: Rehabilitation or Restoration
Location: Boundary Rd, Metaline, WA 99153
Current Project Stage: Stage 2 - Initiation, Project Definition, & Planning
Council District: Outside City of Seattle
Start/End Date: 2019 - 2021
Neighborhood District: Not in a Neighborhood District
Total Project Cost: $840
Urban Village: Not in an Urban Village

This project replaces the system of alarms and annunciator panels in the Boundary Control room with a modern system that integrates with the current automation system. The current system of alarms and annunciator panels is not functioning properly, and is outdated. Alarms will be routed to PH Operator terminals where information will be displayed as to the nature of the alarm. Due to the large number of circuits that will need to be replaced, it is assumed that this project will be implemented in phases over four years, starting in 2018.

<table>
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<td>840</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Boundary Crane Improvements

This project rehabilitates and modernizes control systems and other components on two bridge cranes at the Boundary Powerhouse. The controls have exceeded their useful life and other systems, such as fall protection, are not up to current safety codes. A comprehensive crane assessment may identify additional systems requiring replacement, rehabilitation, or repair. These cranes are critical to the operation and maintenance of the six hydroelectric generators at Boundary and are directly linked to generator availability. This work supports upcoming rewind projects on Boundary Units 51, 52 and 54.

Resources

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<td>7,405</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
This project replaces and upgrades DC panels at Boundary. The panel capacity has been maxed out from the addition of many control circuits over the past several years, resulting in multiple circuits being connected to the same breaker. The work will include a load study, design of new main and sub panels, and construction. These panels provide back-up service to critical equipment via batteries in the event of a power failure in the powerhouse.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
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<td>182</td>
<td>536</td>
<td>192</td>
<td>-</td>
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<td>Total:</td>
<td>182</td>
<td>536</td>
<td>192</td>
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<td>-</td>
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<td>-</td>
<td>-</td>
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</table>

<table>
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<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Fund</td>
<td>182</td>
<td>536</td>
<td>192</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Total:</td>
<td>182</td>
<td>536</td>
<td>192</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>911</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Boundary Facilities Master Plan

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Project Type:</td>
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<td>BSL Name:</td>
<td>Power Supply &amp; Environ Affairs - CIP</td>
</tr>
<tr>
<td>Project Category:</td>
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<td>Location:</td>
<td>System Wide</td>
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<tr>
<td>Current Project Stage:</td>
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<td>Council District:</td>
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</tr>
<tr>
<td>Start/End Date:</td>
<td>N/A</td>
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<tr>
<td>Total Project Cost:</td>
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<td>Urban Village:</td>
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</table>

This project installs a new system of rock bolts and other forms of rock anchors to improve the structural stability of the Level 6 Deck on Boundary Dam. This portion of the dam is attached to and supported by the adjacent rock. A recent inspection revealed a weakness in the current attachments and use of the deck by heavy equipment is restricted until these improvements are made.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>Revised</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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<tr>
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<td>-</td>
<td>250</td>
<td>486</td>
<td>514</td>
<td>750</td>
<td>2,000</td>
<td>1,000</td>
<td>950</td>
<td></td>
<td>5,950</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>-</td>
<td>250</td>
<td>486</td>
<td>514</td>
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<td>2,000</td>
<td>1,000</td>
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<td>2022</td>
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<tr>
<td>Light Fund</td>
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<td>250</td>
<td>486</td>
<td>514</td>
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<td>5,950</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
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<td>250</td>
<td>486</td>
<td>514</td>
<td>750</td>
<td>2,000</td>
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<td>950</td>
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</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Boundary Facility - Minor Improvements Program

Project No: MC-CL-XB6401  
BSL Code: BC-CL-X

Project Type: Ongoing  
BSL Name: Power Supply & Environ Affairs - CIP

Project Category: Rehabilitation or Restoration  
Location: 10382 Boundary Rd, Metaline, WA 99153

Current Project Stage: N/A  
Council District: Outside City of Seattle

Start/End Date: N/A  
Neighborhood District: Not in a Neighborhood District

Total Project Cost: N/A  
Urban Village: Not in an Urban Village

This ongoing project provides financial coverage for emergent capital projects, specifically related to Boundary Facilities. These projects are, by definition, unforeseeable, unscheduled, unpredictable, and occur on a first-come, first serve basis. This project shows increased project allocations in years 2015 to 2017. This increase reflects anticipated baseline CIP spending levels for the Boundary Facility that are in line with Strategic Plan assumptions. These future year allocations will be broken out into specific CIP projects.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2021</th>
<th>2022</th>
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<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>21,907</td>
<td>955</td>
<td>4,776</td>
<td>7,136</td>
<td>8,644</td>
<td>8,451</td>
<td>6,412</td>
<td>7,611</td>
<td>65,891</td>
</tr>
<tr>
<td>Total</td>
<td>21,907</td>
<td>955</td>
<td>4,776</td>
<td>7,136</td>
<td>8,644</td>
<td>8,451</td>
<td>6,412</td>
<td>7,611</td>
<td>65,891</td>
</tr>
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<td>Fund Appropriations / Allocations¹</td>
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<tr>
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<td>8,451</td>
<td>6,412</td>
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<td>65,891</td>
</tr>
<tr>
<td>Total</td>
<td>21,907</td>
<td>955</td>
<td>4,776</td>
<td>7,136</td>
<td>8,644</td>
<td>8,451</td>
<td>6,412</td>
<td>7,611</td>
<td>65,891</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Boundary Fiber Ring Upgrade

Project No: MC-CL-XB6635  
BSL Code: BC-CL-X

Project Type: Discrete  
BSL Name: Power Supply & Environ Affairs - CIP

Project Category: Rehabilitation or Restoration  
Location: Boundary Rd, Metaline, WA 99153

Current Project Stage: Stage 1 - Pre-Project Development  
Council District: Outside City of Seattle

Start/End Date: 2020 - 2021  
Neighborhood District: Outside City of Seattle

Total Project Cost: $705  
Urban Village: Not in an Urban Village

This project installs additional fiber between Boundary powerhouse and the service area. This is necessary to continue to modernize our powerhouse controls, machine monitoring, cyber security systems and work environment.

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2021</th>
<th>2022</th>
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<th>2021</th>
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<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Fund</td>
<td>-</td>
<td>-</td>
<td>205</td>
<td>500</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>705</td>
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<td>-</td>
<td>-</td>
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</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Boundary Governor Rehabilitation

Project Type: Discrete  BSL Name: Power Supply & Environ Affairs - CIP
Project Category: Rehabilitation or Restoration  Location: Boundary Rd, Metaline, WA 99153
Current Project Stage: Stage 1 - Pre-Project Development  Council District: Outside City of Seattle
Start/End Date: 2023 - 2026  Neighborhood District: Outside City of Seattle
Total Project Cost: $8,552  Urban Village: Not in an Urban Village

This project replaces the control systems on all six Boundary generating units. A recent condition assessment of the Boundary generating units found a number of problems with the governor controls including: poor transfer between primary and backup operation, reset problems and controller lock-up.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<tr>
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<td>-</td>
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<td>8,552</td>
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<td>Fund Appropriations / Allocations¹</td>
<td>LTD Actuals</td>
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<td>2021</td>
<td>2022</td>
<td>2023</td>
<td>2024</td>
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<td>Total</td>
</tr>
<tr>
<td>Light Fund</td>
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<td>552</td>
<td>4,000</td>
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<td>8,552</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Boundary Powerhouse - Transformer Bank Rockfall Mitigation

This project constructs an intermediate switchyard at Boundary, installs new cables routed through tunnels to the surface from the Boundary Dam transformers to the switchyard, and constructs a transmission line from the switchyard to the BPA Switching Station. This project mitigates the likelihood of rock fall damage to a transformer, the bonnet over the transformer, transformer equipment, conductors, or outriggers. It reduces the likelihood of damage from such an incident which could be catastrophic and result in extended outages, personal injury, and death.

**Resources**

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>Revised</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
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<th>2023</th>
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<tbody>
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<td>-</td>
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<td>-</td>
<td>2,537</td>
<td>3,039</td>
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</table>

Funds are appropriated through the Adopted Budget at the Budget Summary Level. All amounts shown above are in thousands of dollars.

**Fund Appropriations / Allocations¹**

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>Revised</th>
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<th>2020</th>
<th>2021</th>
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<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<td>-</td>
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<tr>
<td>Total:</td>
<td>502</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2,537</td>
<td>3,039</td>
</tr>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Boundary Powerhouse - Unit 51 Generator Rebuild

This project provides the rewinding and refurbishing of the Unit 51 generator to extend its useful life, which is part of a programmatic series of projects to maintain the Utility's aging generators. The rewind and rehabilitation of the generator includes the stator core, stator bars, rotor poles, etc. Mechanical upgrades such as seal rings and wicket gates may also be installed. It also replaces the carbon dioxide fire-suppression system with a water sprinkler system to enhance worker safety. If technology is sufficiently advanced, it may also include a rotor-mounted scanner or other diagnostic equipment.

Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>24,225</td>
</tr>
<tr>
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<td>9,253</td>
<td>12,816</td>
<td>1,952</td>
<td>205</td>
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Fund Appropriations / Allocations¹

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<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Fund</td>
<td>9,253</td>
<td>12,816</td>
<td>1,952</td>
<td>205</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>24,225</td>
</tr>
<tr>
<td>Total:</td>
<td>9,253</td>
<td>12,816</td>
<td>1,952</td>
<td>205</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>24,225</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Boundary Powerhouse - Unit 52 Generator Rebuild

This project provides rewinding and refurbishing of the Boundary Powerhouse Unit 52 generator, which is part of a programmatic series of projects to maintain and extend the useful life of the Utility's aging generators. The rewind and rehabilitation of the generator includes the stator core, stator bars, rotor poles, etc. Mechanical upgrades such as seal rings and wicket gates may also be installed. This project also provides replacement of the carbon dioxide fire-suppression system with a water sprinkler system to improve worker safety. If technology is sufficiently advanced, it may also include a rotor-mounted scanner or other diagnostic equipment.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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</thead>
<tbody>
<tr>
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<td>11,438</td>
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<td>-</td>
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<td>-</td>
<td>594</td>
<td>11,438</td>
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<td>1,579</td>
<td>200</td>
<td>-</td>
<td>-</td>
<td>21,641</td>
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</table>

<table>
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<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
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<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tbody>
<tr>
<td>Light Fund</td>
<td>-</td>
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<td>11,438</td>
<td>7,831</td>
<td>1,579</td>
<td>200</td>
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<tr>
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<td>11,438</td>
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<td>1,579</td>
<td>200</td>
<td>-</td>
<td>-</td>
<td>21,641</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Boundary Powerhouse - Unit 54 Generator Rebuild

This project provides rewinding and refurbishing of the Boundary Powerhouse Unit 54 generator, which is part of a programmatic series of projects to maintain and extend the useful life of the Utility's aging generators. The rewind and rehabilitation of the generator includes the stator core, stator bars, rotor poles, etc. Mechanical upgrades such as seal rings and wicket gates may also be installed. This project also provides replacement of the carbon dioxide fire-suppression system with a water sprinkler system to improve worker safety. If technology is sufficiently advanced, it may also include a rotor-mounted scanner or other diagnostic equipment.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<td><strong>8,222</strong></td>
<td><strong>6,925</strong></td>
<td><strong>1,753</strong></td>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Boundary Powerhouse Exhaust system

This project replaces and improves the existing Boundary powerhouse exhaust system. Boundary powerhouse is located in a rocky cavern and relies on a mechanical exhaust system to maintain air quality in the various levels of the powerhouse.

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<tr>
<th>Resources</th>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Boundary Powerhouse Generator Step-up Transformer Replacement

Project Type: Discrete                  BSL Name: Power Supply & Environ Affairs - CIP
Project Category: New Facility            Location: 10382 Boundary Rd, Metaline, WA 99153
Current Project Stage: Stage 3 - Design  Council District: Outside City of Seattle
Start/End Date: 2010 - 2024                  Neighborhood District: Not in a Neighborhood District
Total Project Cost: $47,128                  Urban Village: Not in an Urban Village

This project replaces six existing step-up transformers at Boundary Dam, which are 50 years old and have exceeded their reliable service life. This project also includes a spare transformer as normal delivery time for transformers from order to on-site is 18 to 24 months. This project enhances long term reliability and allows for City Light to avoid a prolonged loss of generation capacity.

<table>
<thead>
<tr>
<th>Resources</th>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
# Boundary Service Area Paving

**Project No:** MC-CL-XB6632  
**BSL Code:** BC-CL-X

**Project Type:** Discrete  
**BSL Name:** Power Supply & Environ Affairs - CIP

**Project Category:** Rehabilitation or Restoration  
**Location:** Boundary Rd, Metaline, WA 99153

**Current Project Stage:** Stage 1 - Pre-Project Development  
**Council District:** Outside City of Seattle

**Start/End Date:** 2023 - 2025  
**Neighborhood District:** Not in a Neighborhood District

**Total Project Cost:** $1,501  
**Urban Village:** Not in an Urban Village

This project provides paving of the Boundary service area roadways and parking areas.

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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Boundary Sluice Gate Automation

Project No: MC-CL-XB6638
BSL Code: BC-CL-X
Project Type: Discrete
BSL Name: Power Supply & Environ Affairs - CIP
Project Category: Rehabilitation or Restoration
Location: Boundary Rd, Metaline, WA 99153
Current Project Stage: Stage 1 - Pre-Project Development
Council District: Outside City of Seattle
Start/End Date: 2022 - 2022
Neighborhood District: Not in a Neighborhood District
Total Project Cost: $1,323
Urban Village: Not in an Urban Village

This project upgrades the controls for Boundary sluice gates to allow for remote operation. Boundary's sluice gates are being used more under our new license because they help meet Total Dissolved Gas requirements in the tailrace. This has created a need for modern controls that include remote operation capability.

<table>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Boundary Sluice Gate Walkway Replacement

Project Type: Discrete  BSL Name: Power Supply & Environ Affairs - CIP
Project Category: Rehabilitation or Restoration  Location: Boundary Rd, Metaline, WA 99153
Current Project Stage: Stage 1 - Pre-Project Development  Council District: Outside City of Seattle
Start/End Date: 2020 - 2021  Neighborhood District: Not in a Neighborhood District
Total Project Cost: $523  Urban Village: Not in an Urban Village

This project replaces and improves concrete walkways over the sluicegates in order to improve safety for the crews performing maintenance activities on the gates.

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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This project replaces two aging station service transformers at Boundary. It is assumed that they will be specified and procured together but installed in two sequential years. Station service transformers provide power to the powerhouse, dam and service area. It is likely that the rating of the transformers will need to be increased to accommodate load increases associated with the addition of new circuits in the powerhouse for automation, controls and machine monitoring.

### Resources

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<th>Resources</th>
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<td>8,536</td>
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¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

O&M Impacts: NA
Boundary Sump Pump Drive Replacement

Project No: MC-CL-XB6633
BSL Code: BC-CL-X
Project Type: Discrete
BSL Name: Power Supply & Environ Affairs - CIP
Project Category: Rehabilitation or Restoration
Location: Boundary Rd, Metaline, WA 99153
Current Project Stage: Stage 1 - Pre-Project Development
Council District: Outside City of Seattle
Start/End Date: 2019 - 2024
Neighborhood District: Not in a Neighborhood District
Total Project Cost: $1,211
Urban Village: Not in an Urban Village

This project replaces and modernizes drive systems for sump pump at Boundary powerhouse. Portions of Boundary powerhouse are below the level of the tailrace and we rely on a series of sump pumps to keep the powerhouse dry. We have recently completed a project to replace the sump pumps, but now need to replace and modernize the drive systems for each pump. One drive system will be replaced per year, starting in 2020, and the final one will be in service in 2024.

<table>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Boundary Tailrace Boat Ramp improvements

Project No: MC-CL-XB6630
Project Type: Discrete
Project Category: Rehabilitation or Restoration
Current Project Stage: Stage 1 - Pre-Project Development
Start/End Date: 2019 - 2021
Total Project Cost: $731

This project replaces and improves the existing boat ramp that provides access to the tailrace for fishery boats, oil spill response equipment and personnel rescue equipment. The exiting ramp is rough and is difficult and time consuming to navigate using a truck and boat trailer.

Resources

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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Boundary Tailrace East Access Road Improvements

Project Type: Discrete         BSL Name: Power Supply & Environ Affairs - CIP
Project Category: Rehabilitation or Restoration Location: Boundary Rd, Metaline, WA 99153
Current Project Stage: Stage 1 - Pre-Project Development Council District: Outside City of Seattle
Start/End Date: 2021 - 2022 Neighborhood District: Not in a Neighborhood District
Total Project Cost: $559 Urban Village: Not in an Urban Village

This project replaces and improves the road used to access the east side of the Boundary tailrace. This road is needed for emergency rescue situations and other river access.

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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
**Boundary U55/56 Fire Suppression**

**Project No:** MC-CL-XB6636  
**BSL Code:** BC-CL-X

**Project Type:** Discrete  
**BSL Name:** Power Supply & Environ Affairs - CIP

**Project Category:** Rehabilitation or Restoration  
**Location:** Boundary Rd, Metaline, WA 99153

**Current Project Stage:** Stage 1 - Pre-Project Development  
**Council District:** Outside City of Seattle

**Start/End Date:** 2021 - 2024  
**Neighborhood District:** Not in a Neighborhood District

**Total Project Cost:** $2,089  
**Urban Village:** Not in an Urban Village

This project installs hybrid fire suppression system in Boundary units 53, 55, and 56. City Light Generation has recently determined that we will install hybrid-type fire suppression systems on our hydro generators. The system has been installed at Diablo powerhouse and is planned under separate projects for Boundary Units 51, 52, and 54 when they undergo rewinds. Boundary Units 53, 55 and 56 have already been rewound, but did not have fire suppression installed. The timing of the installations is assumed to be one unit per year beginning in 2023.

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### Resources

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<th></th>
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**Fund Appropriations / Allocations¹**

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<td>2,089</td>
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</tbody>
</table>

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¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

**O&M Impacts:** NA
Broad Street Substation - Network

This ongoing project funds a programmatic approach for comprehensive management of underground network assets serving customers in the Belltown and Denny Regrade areas. The project enhances network reliability and provides sufficient service capacity for the growing electrical power needs of the Denny Triangle and potentially a portion of South Lake Union area.

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<td>8,541</td>
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<td>106,830</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

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Building Envelope Upgrades

This ongoing project replaces or restores exterior moisture and thermal barrier components of buildings such as roofing and insulation systems, exterior siding and cladding systems, windows and exterior doors. This project allows for the proactive replacement of building exteriors in order to avert costly structural damage and prevent the growth of toxic mold inside wall cavities and ceiling spaces that can easily render a building uninhabitable. The project also enhances operational efficiency by mitigating emergency repairs which disrupt utility operations.

<table>
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<th>Resources</th>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Call Center Improvements - City Light

This ongoing project funds costs for the joint Seattle Public Utilities and Seattle City Light call center improvements. This project focuses on the capital improvement of the call center facility and systems.

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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This project builds a new substation at Cedar Falls and replaces the 60 yr old Bank 6 power step up transformer at Cedar Falls. Bank 6 provides the connection between our Cedar Falls Generating Units 5 and 6 and the transmission system. The aging transformer is water cooled posing an environmental hazard to the city's drinking water supply and the switchyard does not meet electrical clearance safety standards. The transformer and switchyard are approaching the end of their useful lives and the goal of this project is to replace them to resolve reliability, environmental and safety issues.

<table>
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<th>Resources</th>
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<td>4,587</td>
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<td>9,191</td>
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</table>

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Cedar Falls - New Generator 5/6 Exciters

This project replaces the aging generator excitation systems for Generators 5 & 6 at Cedar Falls, to standardize systems with Basler products, in order to meet current WECC standards.

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<td>Total:</td>
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<td>845</td>
<td>205</td>
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</table>

O&M Impacts: NA

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Cedar Falls Powerhouse - Penstock Stabilization

This project installs a seismic upgrade of penstock bridges, repairs sagging or broken penstock support saddles, and refurbishes the exterior surfaces to extend the life of two 78-inch diameter steel penstocks. It also reduces risks of damage from earthquakes and restores the exterior coating on the pipes in the areas where the penstocks are buried. Any penstock failure will likely damage the environment and Seattle’s water supply, and could jeopardize the City's ability to fulfill its obligation to regulate fish flows in the Cedar River.

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</tbody>
</table>

O&M Impacts: NA

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Cedar Falls Powerhouse - Unit 5/6 Generator Protective Relay

This project upgrades the present generator protection for Units 5 and 6, which lacks some basic protection elements to protect it from abnormal frequency and voltages. Upgrading and reconfiguring the protective relays is critical to preparing the new Cedar Falls substation for operation. This project replaces existing protective relays, upgrades the generator protection packages, and replaces the electrical and mechanical lockout relays. The project permits City Light to comply with the North American Electric Reliability Council (NERC) and the Western Electricity Coordinating Council (WECC) regional requirements for maintaining the generator in-service during system disturbances.

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| Allocations¹               |             |              |      |      |      |      |      |      |        |
| Light Fund                 | 1,033       | -            | -    | 304  | 30   | -    | -    | -    | 1,367  |
| Total:                     | 1,033       | -            | -    | 304  | 30   | -    | -    | -    | 1,367  |

O&M Impacts: NA

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Cedar Falls Powerhouse - Valvehouse Rehabilitation

This project provides rehabilitation to the Cedar Falls Valvehouse. The extent of the rehabilitation is yet to be determined, but could include exterior structural improvements, replacement of windows, oil spill prevention, and interior remodeling.

<table>
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<td>500</td>
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</tbody>
</table>

O&M Impacts: NA

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Cedar Falls Rehabilitation

Project Type: Discrete  BSL Name: Power Supply & Environ Affairs - CIP
Project Category: Rehabilitation or Restoration  Location: Cedar Falls
Current Project Stage: Stage 6 - Closeout  Council District: Outside City of Seattle
Start/End Date: 2017 - 2022  Neighborhood District: Not in a Neighborhood District
Total Project Cost: $2,270  Urban Village: Not in an Urban Village

This project funds the rehabilitation of the Cedar Falls Hydroelectric Project, which includes completion of the Cedar Falls project analysis, equipment inspections, penstock analysis, building analysis which will uncover items City Lights as a dam owner must address. These items will ensure public safety, employee safety, and environmental stewardship.

<table>
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<td>2,270</td>
</tr>
<tr>
<td>Total:</td>
<td>555</td>
<td>913</td>
<td>302</td>
<td>250</td>
<td>250</td>
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<td>-</td>
<td>2,270</td>
</tr>
</tbody>
</table>

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</thead>
<tbody>
<tr>
<td>Light Fund</td>
<td>555</td>
<td>913</td>
<td>302</td>
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<td>2,270</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Cedar Falls/South Fork Tolt - Minor Improvements Program

This ongoing project provides financial coverage for emergent capital projects related to the Cedar Falls and South Fork Tolt Facilities. In addition, it funds scheduled, small capital projects that have cost estimates less than $25,000. These projects are, by definition, unforeseeable, unscheduled, unpredictable, and occur on a first-come, first serve basis. This project shows increased project allocations in years 2015 to 2018. This increase reflects anticipated baseline CIP spending levels for the Cedar Falls and South Fork Tolt Facility that are in line with Strategic Plan assumptions. These future year allocations will be broken out into specific CIP projects for the next year's CIP.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>13,343</td>
<td>1,372</td>
<td>2,613</td>
<td>2,172</td>
<td>2,713</td>
<td>2,500</td>
<td>2,500</td>
<td>2,500</td>
<td>29,714</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>13,343</strong></td>
<td><strong>1,372</strong></td>
<td><strong>2,613</strong></td>
<td><strong>2,172</strong></td>
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</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
This project provides power relocations & service for the proposed SDOT Center City Connector Streetcar project. City Light has buried primary distribution power cables, some of which are encased in old clay tile ducts, which do not meet current standards, and are unlikely to be able to withstand the forces generated by the streetcar's operation. Any streetcar alignment to be built across such old facilities would likely need a reinforced roadbed for SCL facilities to withstand the additional weight.

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</tr>
</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>529</td>
<td>6,395</td>
<td>43</td>
<td>57</td>
<td>5,058</td>
<td>5,059</td>
<td>2,119</td>
<td>-</td>
<td>19,259</td>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Citywide Undergrounding Initiative - City Light

This ongoing project provides funding for emergent undergrounding projects. It provides a baseline commitment to take advantage of undergrounding opportunities in the course of transportation and utility projects in the City.

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<td>88</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Communications Improvements

Project No: MC-CL-YD9009
BSL Code: BC-CL-Y

Project Type: Ongoing
BSL Name: Transmission and Distribution - CIP

Project Category: Rehabilitation or Restoration
Location: System wide

Current Project Stage: N/A
Council District: Outside City of Seattle

Start/End Date: N/A
Neighborhood District: Not in a Neighborhood District

Total Project Cost: N/A
Urban Village: Not in an Urban Village

This ongoing program provides funding for unforeseen emergent and critical work on City Light's communications systems to replace communications components due to failure, changing regulatory and security requirements, and requests from customers or other agencies. This project enhances flexibility to address emergent communication systems problems.

<table>
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<th>Resources</th>
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<th>2021</th>
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</tr>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>9,511</td>
<td>1,586</td>
<td>947</td>
<td>940</td>
<td>824</td>
<td>1,051</td>
<td>641</td>
<td>950</td>
<td>16,450</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
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<tr>
<td>Light Fund</td>
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<td><strong>16,450</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Creston-Nelson to Intergate East Feeder Installation

This project installs a new feeder to supply the Sabey Corporation's Intergate East Internet Center in Tukwila from the Creston-Nelson Substation. The project includes design, permit preparation, and evaluates customer load requirements.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
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<td>-</td>
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<td>-</td>
<td>9,074</td>
</tr>
<tr>
<td>Total:</td>
<td>7,259</td>
<td>1,500</td>
<td>315</td>
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</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Dallas Ave. 26 kV Crossing

This project reinstalls two 26kV feeders across the Duwamish River. This crossing backs up the Cambridge Corridor Crossing, providing redundant power supply to the area along East Marginal Way South. The area has many large industrial accounts, including Jorgenson Steel, Kenworth Trucking, and a number of Boeing plants.

<table>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
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<td>26</td>
<td>192</td>
<td>47</td>
<td>120</td>
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<tr>
<td>Total:</td>
<td>499</td>
<td>184</td>
<td>-</td>
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</tr>
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¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

O&M Impacts: NA
This project funds the support analysis and data required to meet FERC regulations. City Light must demonstrate that the dams are monitored and engineering improvements are based on current climate conditions, most current engineering standards, and the appropriate devices, instrumentation, and tools. Activities may include Skagit bulkhead, Boundary new instrumentation, Diablo & Gorge GPS System, Boundary instrumentation, Boundary Part 12 Implementation and Skagit Part 12 Implementation. This project funds the support analysis and data required to meet FERC regulations. City Light must demonstrate that the dams are monitored and engineering improvements are based on current climate conditions, most current engineering standards, and the appropriate devices, instrumentation, and tools. Activities may include Skagit bulkhead, Boundary new instrumentation, Diablo & Gorge GPS System, Boundary instrumentation, Boundary Part 12 Implementation and Skagit Part 12 Implementation.

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<tbody>
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<td>City Light Fund Revenues</td>
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<td>610</td>
<td>1,158</td>
<td>541</td>
<td>541</td>
<td>542</td>
<td>542</td>
<td>543</td>
<td>4,634</td>
</tr>
<tr>
<td>Total:</td>
<td>158</td>
<td>610</td>
<td>1,158</td>
<td>541</td>
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</tr>
</tbody>
</table>

O&M Impacts: NA

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Data Warehouse Implementation

Project No: MC-CL-WF9975  
BSL Code: BC-CL-W

Project Type: Discrete  
BSL Name: Financial Services - CIP

Project Category: New Investment  
Location: System wide

Current Project Stage: Stage 1 - Pre-Project Development  
Council District: Multiple

Start/End Date: 2017 - 2023  
Neighborhood District: Not in a Neighborhood District

Total Project Cost: $2,455  
Urban Village: Not in an Urban Village

This project funds the development of data marts to be added to a Data Warehouse. The data marts include a new data mart for City Light for the PeopleSoft Reimplementation, Automated Metering Infrastructure, Mobile Workforce Management, Customer Energy Solutions, and upgrades to systems such as City Light’s Work and Asset Management System and the Outage Management System to be implemented during this timeframe and which do not yet have existing data marts. The data marts enable City Light to build reports from any front end business intelligence toll such as Cognos, Oracle OBIEE and OUA, Tableau, or Power BI.

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<td>-</td>
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<td>1,889</td>
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<tr>
<td>Total:</td>
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O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Data Warehouse Implementation

**Project No:** MC-CL-ZF9975  
**BSL Code:** BC-CL-Z

**Project Type:** Discrete  
**BSL Name:** Customer Focused - CIP

**Project Category:** Rehabilitation or Restoration  
**Location:** System Wide

**Current Project Stage:** Stage 5 - Execution (IT Only)  
**Council District:** Citywide

**Start/End Date:** 2017 - 2023  
**Neighborhood District:** Not in a Neighborhood District

**Total Project Cost:** $2,455  
**Urban Village:** Not in an Urban Village

This project funds the development of data marts to be added to a Data Warehouse. The data marts include a new data mart for City Light for the PeopleSoft Reimplementation, Automated Metering Infrastructure, Mobile Workforce Management, Customer Energy Solutions, and upgrades to systems such as City Light’s Work and Asset Management System and the Outage Management System to be implemented during this timeframe and which do not yet have existing data marts. The data marts enable City Light to build reports from any front end business intelligence toll such as Cognos, Oracle OBIEE and OUA, Tableau, or Power BI.

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<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<th>2022</th>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>-</td>
<td>-</td>
<td>143</td>
<td>143</td>
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<td>144</td>
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<td><strong>Fund Appropriations / Allocations¹</strong></td>
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<td>143</td>
<td>144</td>
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<td>-</td>
<td>574</td>
</tr>
</tbody>
</table>

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¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

**O&M Impacts:** NA
Denny Substation - Network

This ongoing project provides network system design and construction, engineering design at the substation network interface, and underground conversion of the streetlight, traffic signals, and telecom and fiber optic systems. This project relates Project 7757, Denny Substation Development and Project 8405, Denny Network Services and Additions whose objective is customer hookups via the network to the new substation.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>68,894</td>
<td>2,255</td>
<td>11,262</td>
<td>11,811</td>
<td>10,655</td>
<td>10,887</td>
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<td>137,741</td>
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<td>137,741</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
# Denny Substation Development

**Project No:** MC-CL-YS7757  
**BSL Code:** BC-CL-Y  
**Project Type:** Discrete  
**BSL Name:** Transmission and Distribution - CIP  
**Project Category:** New Facility  
**Location:** System wide  
**Current Project Stage:** Stage 6 - Closeout  
**Council District:** Citywide  
**Start/End Date:** 2007 - 2019  
**Neighborhood District:** Not in a Neighborhood District  
**Total Project Cost:** $208,197  
**Urban Village:** Not in an Urban Village

This project designs and builds a 200 MVA substation on Denny Ave. The project funds site acquisition, environmental management and remediation of land, design of the substation, and construction of the substation. It provides capacity to meet load growth, provides the operational flexibility to operate the electrical system to serve new development and existing load, and supports development of an underground network.

<table>
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<tr>
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<th>2021</th>
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<tbody>
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<td>-</td>
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<td><strong>Total:</strong></td>
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<td>4,188</td>
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<td>208,197</td>
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<td>208,197</td>
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</table>

**O&M Impacts:** NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Denny Substation Tenant Improvements

This ongoing project provides program, design, and construction of interior improvements within two building shell spaces within the Denny Substation. The two spaces are a southwest shell space which may house a community center or similar public amenity and a southeast shell space which may house a learning resource center or similar public amenity.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<tbody>
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<td>1,116</td>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Denny Substation Transmission Lines

This project designs and constructs transmission lines to support the new Denny Substation. These transmission lines are created by dividing the existing Pine to Broad Street transmission line into two transmission lines. The remaining new lines will come from the Canal and Massachusetts substations. This project also provides for undergrounding the transmission lines.

<table>
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<td>72,813</td>
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<td><strong>3,560</strong></td>
<td><strong>200</strong></td>
<td><strong>50,006</strong></td>
<td><strong>1,936</strong></td>
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<td><strong>72,813</strong></td>
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<td>2024</td>
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<td><strong>3,560</strong></td>
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<td><strong>72,813</strong></td>
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</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Diablo - Load Interrupters Replacement

**Project No:** MC-CL-XS6532  
**BSL Code:** BC-CL-X

**Project Type:** Discrete  
**BSL Name:** Power Supply & Environ Affairs - CIP

**Project Category:** Rehabilitation or Restoration  
**Location:** Milepost 126 Stte Highway 20

**Current Project Stage:** Stage 5 - Construction  
**Council District:** Outside City of Seattle

**Start/End Date:** 2015 - 2019  
**Neighborhood District:** Outside City of Seattle

**Total Project Cost:** $6,072  
**Urban Village:** Outside City of Seattle

This project replaces load interrupters at Diablo Banks Generators No. 31 and 32. The existing 230kV load interrupters have reached the end of their useful life and need to be replaced. This project will replace the load interrupters with SF6 Gas Insulated circuit breakers.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<td>105</td>
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<td><strong>Total:</strong></td>
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**Fund Appropriations / Allocations¹**

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<td>Light Fund</td>
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<tr>
<td><strong>Total:</strong></td>
<td>4,572</td>
<td>1,394</td>
<td>105</td>
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<td>6,072</td>
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**O&M Impacts:** NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
**Diablo - Replace Bank Transformers**

Project No: MC-CL-XS6589  
BSL Code: BC-CL-X  
Project Type: Discrete  
BSL Name: Power Supply & Environ Affairs - CIP  
Project Category: Rehabilitation or Restoration  
Location: Milepost 126 Stte Highway 20  
Current Project Stage: Stage 1 - Pre-Project Development  
Council District: Outside City of Seattle  
Start/End Date: 2023 - 2026  
Neighborhood District: Outside City of Seattle  
Total Project Cost: $6,115  
Urban Village: Outside City of Seattle

This project replaces the two Diablo generator step up transformer banks as they reach the end of their useful life.

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<th>Resources</th>
<th>LTD</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<tr>
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<td>-</td>
<td>315</td>
<td>3,800</td>
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<td>6,115</td>
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<td>315</td>
<td>3,800</td>
<td>2,000</td>
<td>6,115</td>
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<tr>
<td>Light Fund</td>
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<td>3,800</td>
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<td>315</td>
<td>3,800</td>
<td>2,000</td>
<td>6,115</td>
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</tbody>
</table>

O&M Impacts: NA

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Diablo Dam - Spill Gate Trunnion Upgrades

Project No: MC-CL-XS6610
Project Type: Ongoing
Project Category: Rehabilitation or Restoration
Current Project Stage: N/A
Start/End Date: N/A
Total Project Cost: N/A
BSL Code: BC-CL-X
BSL Name: Power Supply & Environ Affairs - CIP
Location: Milepost 126 Stte Highway 20
Council District: Outside City of Seattle
Neighborhood District: Outside City of Seattle
Urban Village: Outside City of Seattle

This project provides replacement of the trunnion bushings in all 20 of Diablo Dam's spill gates with new synthetic bushings that are permanently sealed and lubricated, and perform associated supporting work.

<table>
<thead>
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<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tbody>
<tr>
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<td>491</td>
<td>496</td>
<td>419</td>
<td>300</td>
<td>4,241</td>
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<tr>
<td>Total:</td>
<td><strong>858</strong></td>
<td><strong>706</strong></td>
<td><strong>483</strong></td>
<td><strong>487</strong></td>
<td><strong>491</strong></td>
<td><strong>496</strong></td>
<td><strong>419</strong></td>
<td><strong>300</strong></td>
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<th>2021</th>
<th>2022</th>
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<td>706</td>
<td>483</td>
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<td><strong>419</strong></td>
<td><strong>300</strong></td>
<td><strong>4,241</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Diablo Facility - Lines Protection Upgrades

Project No: MC-CL-XS6483
BSL Code: BC-CL-X

Project Type: Discrete
BSL Name: Power Supply & Environ Affairs - CIP

Project Category: Rehabilitation or Restoration
Location: Milepost 126 State Highway 20

Current Project Stage: Stage 3 - Design
Council District: Outside City of Seattle

Start/End Date: 2011 - 2021
Neighborhood District: Not in a Neighborhood District

Total Project Cost: $7,255
Urban Village: Not in an Urban Village

This project provides updated line protection schemes on the Diablo Facility D1, D2, & D3, R1 and R2 Lines, utilizing electro-mechanical relays. The project also replaces existing relays, which are approaching the reasonable service life and lack essential fault location capability. The project replacements include microprocessor based digital relays, fault location and event reporting, lockout and test switching capabilities, and communication assisted transfer trip utilizing the mirrored bits function of the digital relays.

<table>
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<tr>
<th>Resources</th>
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<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<td>493</td>
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<td>7,255</td>
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</table>

O&M Impacts: NA

1 Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This project rebuilds Generator 31 at Diablo Powerhouse, which provides 4.4 percent of the total power Seattle City Light generates. This project is part of the Utility's Generator Rebuild Program, a series of projects to maintain and extend the useful life of the Utility's aging generators. The program rebuilds ten generators, accounting for 70 percent of City Light's generating capability.

Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
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<th>2023</th>
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Fund Appropriations / Allocations¹

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¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

O&M Impacts: NA
This project rebuilds Generator 32 at Diablo Powerhouse, which provides 4.4 percent of the total power Seattle City Light generates. This project is part of the Utility's Generator Rebuild Program, a series of projects to maintain and extend the useful life of the Utility's aging generators. The program rebuilds ten generators, accounting for 70 percent of City Light's generating capability.

### Resources

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**O&M Impacts:** NA

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Distribution Area Communications Networks

Project Type: Ongoing  BSL Name: Transmission and Distribution - CIP
Project Category: New Facility  Location: Citywide
Current Project Stage: N/A  Council District: Citywide
Start/End Date: N/A  Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A  Urban Village: Not in an Urban Village

This ongoing project installs fiber cable and equipment to all City Light dams, substations and service centers to create a secure, reliable, fast and redundant digital communications system for operations command and control. The fiber infrastructure provides a secure path for power distribution system control and dispatch, Energy Management System data, and other City Light communications. This project also supports Substation Automation, Distribution Automation, Distributed Generation, and automated meter reading projects.

<table>
<thead>
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<td>3,565</td>
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<td>20,529</td>
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O&M Impacts: NA

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Distribution Automation

This ongoing project automates radial distribution feeders, which includes installation of equipment to provide remote control of operations of switches on power lines and gather real time data on conditions in distribution power lines. The installation of strategically placed switches provides the ability to automatically perform outage restoration, shift blocks of load to maximize efficiencies of feeders, and reconfigure the feeder grid. Typical operation involves remotely detecting that a feeder fault has occurred, locating the damaged portion of the feeder between two remote controlled line switches, isolating the damaged portion of the feeder by opening appropriate remote controlled line switches, and re-energizing undamaged portions of the feeder via the primary feeder source and one or more backup sources using automatically controlled tie switches.

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</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This project provides installation of the Distribution Management System (DMS) beginning in 2019. This comprehensive software application enables Power Dispatchers to operate automated distribution devices more effectively by interfacing with the Utility’s Energy Management System (EMS), Outage Management System (OMS), Customer Information System, and the Geospatial Information System. The DMS will improve planning, coordination, and operations by enabling dispatchers to improve their switching operations for planned shutdowns. It will also make it easier to prepare planned outages and reduce the area needed for an outage.

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O&M Impacts: NA
This project plans, builds, deploys, and provides ongoing management of an enterprise document management system that effectively and efficiently captures, secures, shares, and distributes digital and paper based documents and reports. The project streamlines collaboration, automates routine tasks, and lowers costs related to creation, management, and storage of business documents. The project provides the governance and audit capabilities needed to minimize the risks and costs associated with regulatory and legal compliance.

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O&M Impacts: NA

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DSM Tracking & Reporting System

This new project implements a Demand Side Management (DSM) Program Tracking and Management System which will assist in managing customer and program information, store project-related documents, expedite business workflow, and implement tracking and reporting tools. Implementing a DSM was identified as the number one, mission critical strategic priority in the SCL Strategic Plan.

<table>
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<th>Resources</th>
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O&M Impacts: NA

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Electric Vehicle Infrastructure

This ongoing project funds the implementation of two charging infrastructure pilot programs in 2017: one focuses on public DC fast chargers and one focuses on residential charging. This project rolls out 10 to 20 public DC fast charging stations for Electric Vehicles within its service territory, at either City-owned property or private sites. City Light owns and installs the public charging infrastructure. Through the residential pilot, City Light installs 200-300 stations in customers’ homes that create a service that lowers the initial cost and uncertainty of installing at-home charging. This program model offers customers a manageable monthly cost, while allowing the utility to better understand load management options like demand response. These programs allow customers access to carbon-neutral electricity that customers are demanding, better utilize current utility assets and contribute to the aggressive goals of the Drive Clean Seattle Initiative.

<table>
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O&M Impacts: NA

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Endangered Species Act Mitigation

This ongoing project protects and restores fisheries habitat in the Skagit and Tolt river basins. It implements the Endangered Species Act (ESA) Program for recovery of listed fish species that are potentially affected by City Light projects. The project includes land purchase, restoration, assessment, and management. The project reduces the likelihood of third party lawsuits under ESA and the reopening of claims by Federal agencies, e.g. the U.S. Fish and Wildlife Service, seeking additional measures to protect and restore the listed species.

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O&M Impacts: NA
Energy Conservation

This ongoing project installs improvements at SCL facilities to reduce energy consumption. Work is performed at facilities including generation sites, service centers, and substations. With documented savings, some project costs may be recovered from the Bonneville Power Administration.

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<td>102</td>
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<td><strong>102</strong></td>
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<td><strong>102</strong></td>
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<td><strong>6,489</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Energy Management System Upgrade

**Project No:** MC-CL-YD9979  
**BSL Code:** BC-CL-Y

**Project Type:** Discrete  
**BSL Name:** Transmission and Distribution - CIP

**Project Category:** Rehabilitation or Restoration  
**Location:** System Wide

**Current Project Stage:** Stage 1 - Pre-Project Development  
**Council District:** Citywide

**Start/End Date:** 2020 - 2021  
**Neighborhood District:** Not in a Neighborhood District

**Total Project Cost:** $1,650  
**Urban Village:** Not in an Urban Village

This funds the upgrade to maintain the SCL vendor supported Energy Management System (EMS) for Supervisory Control and Data Acquisition (SCADA) for power system operation that is current with industry technology, cyber security and regulatory compliant for highly available and reliable system operation. The EMS Replacement Project was deployed in 2016 with a planned investment objective to maintain current vendor support with software and hardware. In 2020 the EMS software and hardware will be over 5 years old. To maintain optimum support, it is recommended that software upgrades occur every 2-3 years and hardware upgrades every 5 years.

<table>
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<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>-</td>
<td>-</td>
<td>1,650</td>
<td>-</td>
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<th>Fund Appropriations / Allocations¹</th>
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</thead>
<tbody>
<tr>
<td>Light Fund</td>
<td>-</td>
<td>-</td>
<td>1,650</td>
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</tr>
</tbody>
</table>

| O&M Impacts:                    | NA          |

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Enterprise Document Management System

This project plans, builds, deploys, and provides ongoing management of an enterprise document management system that effectively and efficiently captures, secures, shares, and distributes digital and paper based documents and reports. The project streamlines collaboration, automates routine tasks, and lowers costs related to creation, management, and storage of business documents. The project provides the governance and audit capabilities needed to minimize the risks and costs associated with regulatory and legal compliance.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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### Enterprise Geographic Information System

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<th>Total</th>
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</thead>
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<td>3,874</td>
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<td>1,111</td>
<td>1,122</td>
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<td>6,222</td>
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<td><strong>Total:</strong></td>
<td><strong>49</strong></td>
<td><strong>3,874</strong></td>
<td><strong>65</strong></td>
<td><strong>1,111</strong></td>
<td><strong>1,122</strong></td>
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</tbody>
</table>

**O&M Impacts:** NA

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Enterprise Software Solution Replacement Strategy

This project upgrades or replaces components of the Enterprise Solution Portfolio for the Utility as prescribed by the preferred vendor, Oracle, or other vendor deemed more appropriate, which will maintain enterprise resources that benefit all customers in the City Light service area.

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<th>Resources</th>
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<th>Total</th>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
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<td>3,174</td>
<td>9,165</td>
<td>10,721</td>
<td>6,861</td>
<td>430</td>
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O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Environmental Safeguarding and Remediation of Facilities

Project Type: Ongoing  BSL Name: Power Supply & Environ Affairs - CIP
Project Category: Rehabilitation or Restoration  Location: Outside City of Seattle
Current Project Stage: N/A  Council District: Outside City of Seattle
Start/End Date: N/A  Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A  Urban Village: Not in an Urban Village

This ongoing project funds improvements to prevent air and water pollution at City Light facilities. The project implements cost appropriate solutions for identified environmental programs and provides facilities for meeting environmental and remediation concerns. Typical projects include ventilation for painting operations, storage equipment for toxic material, containment provisions to provide protection in the event of a spill or leak, and handling equipment to enable safe movement of hazardous items.

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<th>Resources</th>
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<td>46</td>
<td>47</td>
<td>48</td>
<td>1,132</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>664</strong></td>
<td><strong>156</strong></td>
<td><strong>56</strong></td>
<td><strong>57</strong></td>
<td><strong>58</strong></td>
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</tr>
</tbody>
</table>

O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
This ongoing project replaces, updates, and expands City Light’s light and heavy duty mobile equipment fleet. This project also funds the replacement of light-duty vehicles owned by City Light, including those previously leased from the Fleets & Facilities Department and now owned by City Light.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
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<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>74,121</td>
<td>17,275</td>
<td>7,182</td>
<td>7,185</td>
<td>9,051</td>
<td>8,867</td>
<td>8,000</td>
<td>8,500</td>
<td>140,181</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>74,121</td>
<td>17,275</td>
<td>7,182</td>
<td>7,185</td>
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</tr>
</tbody>
</table>

O&M Impacts: NA

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Facilities Infrastructure Improvements

Project Type: Ongoing  BSL Name: Power Supply & Environ Affairs - CIP
Project Category: Rehabilitation or Restoration  Location: System wide
Current Project Stage: N/A  Council District: Citywide
Start/End Date: N/A  Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A  Urban Village: Not in an Urban Village

This ongoing project upgrades and replaces the structural, electrical or mechanical systems, or other base building systems critical to building operations, and site development items. Work under this project may include plumbing replacements, HVAC related systems, power distribution systems, tanks, elevators, fire suppression systems, drainage systems, exterior and interior lighting, landscaping, irrigation, paving, stairs, and sidewalks. This project is intended for emergent work not yet identified and is not intended as a duplicate for other infrastructure improvements included in specific projects.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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<th>2025</th>
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</tr>
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<tbody>
<tr>
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<td>669</td>
<td>68</td>
<td>62</td>
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<td>4,736</td>
</tr>
<tr>
<td>Total:</td>
<td>3,677</td>
<td>669</td>
<td>68</td>
<td>62</td>
<td>63</td>
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<td>67</td>
<td>4,736</td>
</tr>
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<td>4,736</td>
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</table>

O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Facilities Regulatory Compliance


Project Type: Ongoing BSL Name: Power Supply & Environ Affairs - CIP
Project Category: Rehabilitation or Restoration Location: 500 Newhalem Creek Rd, Marblemount, WA 98267
Current Project Stage: N/A Council District: Outside City of Seattle
Start/End Date: N/A Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A Urban Village: Not in an Urban Village

This ongoing project is for the investigation of contamination and remediation, if necessary, of property that the utility is targeting for disposal.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<tr>
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<td>2,291</td>
<td>331</td>
<td>340</td>
<td>348</td>
<td>357</td>
<td>365</td>
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O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
First Hill - Network

This ongoing project funds a programmatic approach for comprehensive management of underground network assets serving customers in the First Hill area. This project funds annual work required, such as balancing feeder cables to their maximum service build out limit, performing engineering analysis to determine system feeder assignments, required for new service connections, and replacement of cables that fail while in service.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2021</th>
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<td>1,906</td>
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<td>4,628</td>
<td>4,665</td>
<td>3,884</td>
<td>37,993</td>
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<tr>
<td>Total:</td>
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<td>1,587</td>
<td>2,072</td>
<td>1,906</td>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
First Hill - Network Load Transfer

This project provides the transfer of the First Hill Network to the Denny Substation. Work includes installation of transmission lines, reconfiguration of the network, transfer of the power source, and support to customers during the process.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<tbody>
<tr>
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<td>19</td>
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<tbody>
<tr>
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</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Generation Federal Reliability Standards Improvements

Project No: MC-CL-XP6470
BSL Code: BC-CL-X
Project Type: Discrete
BSL Name: Power Supply & Environ Affairs - CIP
Project Category: New Facility
Location: 500 Newhalem Creek Rd, Marblemount, WA 98267
Current Project Stage: Stage 6 - Closeout
Council District: Outside City of Seattle
Start/End Date: 2007 - 2020
Neighborhood District: Not in a Neighborhood District
Total Project Cost: $9,552
Urban Village: Not in an Urban Village

This project provides compliance with emergent power production (Generation) regional reliability standards mandated by the North American Electric Reliability Corporation (NERC) and its regional compliance partner, the Western Electricity Coordinating Council (WECC). Typical improvements may include, but are not limited to, power system stabilizers, generator and control system testing equipment, cyber security equipment, and system disturbance monitoring equipment. The project mitigates the probability of financial penalties of up to $1 million per day per violation for failure to comply. Publication of new and revised standards requires an on-going project level effort to put improvements into service which keep generation equipment and operations in full compliance.

<table>
<thead>
<tr>
<th>Resources</th>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Georgetown Steamplant Access Road

This project provides design and construction of roads and related infrastructure to provide public access to City Light's Georgetown Steamplant. This access will provide visibility of the Steam Plant to the public as a National Historic Site. King County has agreed to pay for most of this project.

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<td>Total:</td>
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<td>1,566</td>
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</tbody>
</table>

O&M Impacts: NA

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Gorge - 240V AC Station Service Switchgear Replacement

Project No: MC-CL-XS6581
BSL Code: BC-CL-X

Project Type: Discrete
BSL Name: Power Supply & Environ Affairs - CIP

Project Category: Rehabilitation or Restoration
Location: Milepost 121 Stte Highway 20

Current Project Stage: Stage 4 - Procurement/Bid
Council District: Outside City of Seattle

Start/End Date: 2017 - 2021
Neighborhood District: Outside City of Seattle

Total Project Cost: $2,054
Urban Village: Outside City of Seattle

This project mitigates safety hazards at the Gorge and Diablo Powerhouses by replacing the 240V circuit breakers with new breakers that allow for remote operation. Recent policy and regulation changes related to electrical Arc Flash hazards have highlighted safety issues related to this equipment.

<table>
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<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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</tbody>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Gorge Crane Rehabilitation


Project Type: Discrete  BSL Name: Power Supply & Environ Affairs - CIP

Project Category: Rehabilitation or Restoration  Location: Milepost 121 State Highway 20

Current Project Stage: Stage 1 - Pre-Project Development  Council District: Outside City of Seattle

Start/End Date: 2021 - 2024  Neighborhood District: Not in a Neighborhood District

Total Project Cost: $2,800  Urban Village: Not in an Urban Village

This project refurbishes or replaces mechanical and electrical systems for the Gorge powerhouse cranes and will provide safety upgrades to comply with current code. The Gorge powerhouse crane has never undergone a major refurbishment. The three Gorge generating units are planned for overhauls within the next ten years, and will require a reliable crane. The crane control system is being modernized to allow for better control and accuracy.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
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<td>276</td>
<td>1,343</td>
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<td>1,877</td>
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<td>Total:</td>
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<td>251</td>
<td>276</td>
<td>1,343</td>
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<td>1,343</td>
<td>7</td>
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<td>1,877</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Gorge U21-24 overhauls

This project overhauls Gorge units 21 - 24. The final scope of work will be determined during project chartering, but is expected to include replacing the stator winding, stator core, and excitation system. Refurbishment is expected for rotor components and other mechanical components. Planning is currently forecast to start in 2022 which would mean construction on the first unit would likely begin in 2025.

<table>
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<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<tbody>
<tr>
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<td>15,150</td>
<td>12,000</td>
<td>14,000</td>
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</table>

O&M Impacts:  NA

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Hydro Project Spill Containment

Project Type: Ongoing  BSL Name: Power Supply & Environ Affairs - CIP
Project Category: Rehabilitation or Restoration  Location: Outside City of Seattle
Current Project Stage: N/A  Council District: Outside City of Seattle
Start/End Date: N/A  Neighborhood District: Outside City of Seattle
Total Project Cost: N/A  Urban Village: Outside City of Seattle

This ongoing project will implement upgrades to generating plants that will either prevent oil spills through process improvements and equipment replacement, or provide additional containment capacity for accidental spills. These upgrades will include replacing oil filled transformers with dry-type transformers, building larger containment basins around oil filled equipment, reconfiguring powerhouse sumps, installing oil/water separators, and replacing greased valve bushings with greaseless bushings.

<table>
<thead>
<tr>
<th>Resources</th>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This ongoing project funds replacement and improvement of the Utility's information technology infrastructure. This infrastructure provides applications, data storage, and print services to the utility, and supports activities and applications including Microsoft Outlook, remote connectivity, electronic communications and recording of power marketing transactions (E-tagging), the City InWeb and network, common and City Light applications, UNIX services, and infrastructure change management. Components purchased by this project include servers, network and communications equipment, disk storage, and application and operating system software. Infrastructure is upgraded or replaced based upon a combination of factors, such as maintenance schedules, equipment warranties, availability of vendor support, Gartner recommendations, application growth, and security demands.

<table>
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<tr>
<th>Resources</th>
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O&M Impacts: NA
Interbay Substation - Development

Project No: MC-CL-YS7756
BSL Code: BC-CL-Y

Project Type: Discrete
BSL Name: Transmission and Distribution - CIP

Project Category: New Facility
Location: 17th Ave West

Current Project Stage: Stage 1 - Pre-Project Development

Start/End Date: 2019 - 2025
Neighborhood District: Magnolia/Queen Anne

Total Project Cost: $1,441
Urban Village: Ballard-Interbay Northend

This project plans, designs, and constructs a 26 kV substation in the Interbay area. This project installs 2-100 MVA transformers into a facility large enough to accommodate a third transformer at the site if required in the future. The project adds to the distribution network and provides a new path for power to the area. It provides assurance to the developers who are interested in projects in the SLU district that City Light will be able to serve their needs reliably.

<table>
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</table>

O&M Impacts: NA

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IT Infrastructure

Project No: MC-CL-ZF9915
BSL Code: BC-CL-Z

Project Type: Ongoing
BSL Name: Customer Focused - CIP

Project Category: Rehabilitation or Restoration
Location: System Wide

Current Project Stage: N/A
Council District: Citywide

Start/End Date: N/A
Neighborhood District: Not in a Neighborhood District

Total Project Cost: N/A
Urban Village: Not in an Urban Village

This ongoing project funds replacement and improvement of the Utility's information technology infrastructure. This infrastructure provides applications, data storage, and print services to the utility, and supports activities and applications including Microsoft Outlook, remote connectivity, electronic communications and recording of power marketing transactions (E-tagging), the City InWeb and network, common and City Light applications, UNIX services, and infrastructure change management. Components purchased by this project include servers, network and communications equipment, disk storage, and application and operating system software. Infrastructure is upgraded or replaced based upon a combination of factors, such as maintenance schedules, equipment warranties, availability of vendor support, Gartner recommendations, application growth, and security demands.

<table>
<thead>
<tr>
<th>Resources</th>
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Fund Appropriations / Allocations¹

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<tbody>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
The ongoing project updates or replaces information security systems that are at high risk of failure. The project enhances vulnerability and intrusion detection as well as response capabilities and procedures. The project provides (by way of illustration but not limitation) for implementation of systems to replace or upgrade firewalls, routers, switches, operating systems, intrusion detection capabilities, security information and event management, Linux patching procedures, Dynamic Host Configuration Protocol server, Domain Name System server, internal vulnerability scanning, and physical security cameras and networks for SCL locations.

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<tr>
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<td>-</td>
<td>6,130</td>
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| Fund Appropriations /         | LTD         | 2019 Revised | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | Total |
| Allocations¹                  | Actuals     |             |      |      |      |      |      |      |       |
| Light Fund                    | 3,979       | 2,151       | -    | -    | -    | -    | -    | -    | 6,130 |
| Total:                        | 3,979       | 2,151       | -    | -    | -    | -    | -    | -    | 6,130 |

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O&M Impacts: NA
The ongoing project updates or replaces information security systems that are at high risk of failure. The project enhances vulnerability and intrusion detection as well as response capabilities and procedures. The project provides (by way of illustration but not limitation) for implementation of systems to replace or upgrade firewalls, routers, switches, operating systems, intrusion detection capabilities, security information and event management, Linux patching procedures, Dynamic Host Configuration Protocol server, Domain Name System server, internal vulnerability scanning, and physical security cameras and networks for SCL locations.

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O&M Impacts: NA
Landis and Gyr RTU Modernization Boundary, Cedar Falls and Skagit

Project No: MC-CL-XB6565  
BSL Code: BC-CL-X  
Project Type: Discrete  
BSL Name: Power Supply & Environ Affairs - CIP  
Project Category: Rehabilitation or Restoration  
Location: Boundary, Skagit and Cedar Falls power facilities  
Current Project Stage: Stage 1 - Pre-Project Development  
Council District: Outside City of Seattle  
Start/End Date: 2019 - 2022  
Neighborhood District: Outside City of Seattle  
Total Project Cost: $1,022  
Urban Village: Not in an Urban Village

This project provides the installation of new remote temperature monitoring equipment at the Boundary, Skagit and Cedar Falls power facilities.

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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Large Overhead and Underground Services

This ongoing project provides large size electric power service connections from Seattle City Light's distribution system to the customer's meter for power requirements of greater than 3 MVA and 26 kV radial services. Most of this related work is billable to the customer. The project allows Seattle City Light to provide service to new customers in a safe, reliable, timely and cost effective manner as a means to fulfill its commitment to be a customer and community-focused organization.

Resources

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<tbody>
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<td>City Light Fund Revenues</td>
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<td>2,997</td>
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</table>

O&M Impacts: NA

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LRDS Editor Upgrade

Project No: MC-CL-YD9977  
BSL Code: BC-CL-Y

Project Type: Discrete  
BSL Name: Transmission and Distribution - CIP

Project Category: Rehabilitation or Restoration  
Location: Citywide

Current Project Stage: Stage 1 - Pre-Project Development  
Council District: Multiple

Start/End Date: 2018 - 2021  
Neighborhood District: Not in a Neighborhood District

Total Project Cost: $1,903  
Urban Village: Not in an Urban Village

This project funds the LRDS (Looped Radial Distribution System) ArcFM Editor Upgrade which will replace a Seattle City Light production software system that is at end of life.

<table>
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</thead>
<tbody>
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</tbody>
</table>

O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
This ongoing project covers unexpected problems that occur with the electrical system and result in repairs of over $100,000 for any one event and for capital costs that are incurred during any single emergency situation lasting over 48 hours.

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<td>City Light Fund Revenues</td>
<td>8,744</td>
<td>9,450</td>
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<td>3,030</td>
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Massachusetts Street Substation - Networks

**Project No:** MC-CL-YN8202  
**BSL Code:** BC-CL-Y

**Project Type:** Ongoing  
**BSL Name:** Transmission and Distribution - CIP

**Project Category:** New Facility  
**Location:** 1555 Utah Ave S

**Current Project Stage:** N/A  
**Council District:** Council District 2

**Start/End Date:** N/A  
**Neighborhood District:** Greater Duwamish

**Total Project Cost:** N/A  
**Urban Village:** Greater Duwamish

The ongoing project increases Massachusetts Street Substation network capacity. It funds a programmatic approach for comprehensive management of underground network assets serving customers in Pioneer Square and the area bounded by University Street, Third Avenue, Terrace Street, and the Freeway. The project funds completion of engineering design and analysis work required before construction of any civil facilities into which feeders can be relocated from the Alaskan Way Viaduct. This project defers the need date for a new network substation until no further capacity is available from Union Street and the other network substations. It provides sufficient and reliable electrical capacity for the growing power needs of City Light customers.

<table>
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**O&M Impacts:** NA

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Medium Overhead and Underground Services

This ongoing project provides medium size electric power service connections from Seattle City Light's distribution system to the customer's meter for power requirements of 50 KVA to 2.5 MVA and 26 kV radial services. Most of this related work is billable to the customer. The project allows Seattle City Light to provide service to new customers in a safe, reliable, timely, and cost effective manner as a means to fulfill its commitment to be a customer and community-focused organization.

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O&M Impacts: NA

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This ongoing project provides new or replacement meters for both residential and commercial services. Work included in this project includes installations of new and/or upgraded meter services; obsolete meter exchanges; audits of new meter services, solar metering, and technology impacting the distribution system; testing, calibration, meter inventory management, and verifying electrical measurement standards. This project ensures accurate customer billing.

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<th>2023</th>
<th>2024</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Light Fund</td>
<td>42,665</td>
<td>4,675</td>
<td>3,700</td>
<td>3,764</td>
<td>3,830</td>
<td>3,897</td>
<td>3,966</td>
<td>4,036</td>
<td>70,534</td>
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<tr>
<td>Total</td>
<td>42,665</td>
<td>4,675</td>
<td>3,700</td>
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<td>3,830</td>
<td>3,897</td>
<td>3,966</td>
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<td>70,534</td>
</tr>
</tbody>
</table>

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

O&M Impacts: NA
This ongoing project capitalizes on emergent opportunities to make improvements to City Light's buildings and facilities. The project also provides for cost effective asset preservation measures, the need for which had not been previously foreseen. The project protects employees and customers from health and safety hazards and permits SCL to meet safety and health code requirements.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>9,718</td>
<td>2,678</td>
<td>3,987</td>
<td>4,101</td>
<td>4,338</td>
<td>1,890</td>
<td>1,890</td>
<td>1,890</td>
<td>30,492</td>
</tr>
<tr>
<td>Total:</td>
<td>9,718</td>
<td>2,678</td>
<td>3,987</td>
<td>4,101</td>
<td>4,338</td>
<td>1,890</td>
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</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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</tr>
</tbody>
</table>

O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Mobile Workforce Implementation

This project provides mobile communication and computing equipment for Seattle City Light workers to use in the field. The project improves operational efficiencies for scheduling of crews, rapid revision of crew schedules during emergencies, and reducing transit time between job sites.

<table>
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<th>Resources</th>
<th>LTD Actuals</th>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>411</td>
<td>3,069</td>
<td>1,163</td>
<td>1,190</td>
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<td>5,832</td>
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<td>1,163</td>
<td>1,190</td>
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<td>5,832</td>
</tr>
</tbody>
</table>

Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

O&M Impacts: NA
Neighborhood Voluntary Undergrounding Program

This ongoing project provides City Light resources to serve potential Voluntary Undergrounding Program (VUP) customers through the VUP process from initial estimate, financial planning, design, construction, and reimbursement of costs from the customers. The purpose of the Voluntary Underground Program (VUP) is to satisfy residential customers who are interested in converting their overhead distribution system to an underground system. This VUP is proscribed by Seattle Municipal Code, Section 21.49.110.T.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD</th>
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<th>2020</th>
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<th>2022</th>
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<td>16</td>
<td>6</td>
<td>421</td>
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</thead>
<tbody>
<tr>
<td>Light Fund</td>
<td>326</td>
<td>15</td>
<td>15</td>
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<td>15</td>
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<td>421</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Network Additions and Services - Denny

Project No: MC-CL-ZS8405  BSL Code: BC-CL-Z
Project Type: Ongoing  BSL Name: Customer Focused - CIP
Project Category: New Facility  Location: Valley Street
Current Project Stage: N/A  Council District: TBD
Start/End Date: N/A  Neighborhood District: Lake Union
Total Project Cost: N/A  Urban Village: South Lake Union

This ongoing project provides electrical service connections and related improvements in response to customer service needs within the North Downtown network area. The project provides civil and electrical design assistance to customers to connect existing and proposed buildings to the North Downtown network system. This project also performs capacity addition work associated with service connections, and replaces or installs network transformers, network protectors, and bus ties switches.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>10,625</td>
<td>4,317</td>
<td>9,468</td>
<td>10,000</td>
<td>9,000</td>
<td>5,813</td>
<td>5,895</td>
<td>5,979</td>
<td>61,097</td>
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<tr>
<td>Total:</td>
<td>10,625</td>
<td>4,317</td>
<td>9,468</td>
<td>10,000</td>
<td>9,000</td>
<td>5,813</td>
<td>5,895</td>
<td>5,979</td>
<td>61,097</td>
</tr>
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<td>LTD</td>
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<td>2020</td>
<td>2021</td>
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<td>2021</td>
<td>2022</td>
<td>2023</td>
<td>2024</td>
<td>2025</td>
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</tr>
<tr>
<td>Light Fund</td>
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<td>5,979</td>
<td>61,097</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Network Additions and Services: Broad Street Substation

This ongoing project provides electrical service connections and related improvements in response to customer service requests within the Broad Street network areas. The project performs capacity additions work associated with service connections to customers including condominiums, office buildings, medical facilities, hotels, and commercial and apartment buildings. The project also replaces or installs network transformers, network protectors and specialty transformers, and performs short duration system improvement work identified during operations, including retrofitting in-building vaults.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<th>2022</th>
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<td>12,239</td>
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<td>11,000</td>
<td>10,000</td>
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<tr>
<td>Light Fund</td>
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<td>10,000</td>
<td>162,914</td>
</tr>
</tbody>
</table>

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### O&M Impacts

NA
Network Additions and Services: First Hill, Massachusetts, Union & University

This ongoing project provides electrical service connections and related improvements in response to customer service requests within the First Hill, Massachusetts, Union, and University District network areas. The project performs capacity additions work associated with service connections to customers, including condominiums, office buildings, medical facilities, hotels, and commercial and apartment buildings. The project also replaces or installs network transformers, network protectors and specialty transformers, and performs short-duration system improvement work identified during operations, including retrofitting in-building vaults.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>51,197</td>
<td>5,319</td>
<td>5,000</td>
<td>4,000</td>
<td>3,919</td>
<td>4,188</td>
<td>3,974</td>
<td>4,000</td>
<td>81,596</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>51,197</td>
<td>5,319</td>
<td>5,000</td>
<td>4,000</td>
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<td>81,596</td>
</tr>
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</table>

**Fund Appropriations / Allocations¹**

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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</tr>
</tbody>
</table>

O&M Impacts: NA

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Network Hazeltine Upgrade

This ongoing project upgrades City Light's remote vault monitoring capability for the Hazeltine system. The project provides remote monitoring of network transformers, protectors, vaults, and supports daily utility operations. The project enhances the network monitoring capability by allowing an alarm to be sent to the System Control Center within 30 seconds of an abnormal electrical component or environmental condition occurrence.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<th>2023</th>
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<td>City Light Fund Revenues</td>
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<td>732</td>
<td>743</td>
<td>754</td>
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<tr>
<td>Total</td>
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<td>210</td>
<td>766</td>
<td>728</td>
<td>731</td>
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<td>10,964</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

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Network Maintenance Hole and Vault Rebuild

Project No: MC-CL-YN8130
BSL Code: BC-CL-Y
Project Type: Ongoing
BSL Name: Transmission and Distribution - CIP
Project Category: Rehabilitation or Restoration
Location: System wide
Current Project Stage: N/A
Council District: Citywide
Start/End Date: N/A
Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A
Urban Village: Not in an Urban Village

This ongoing project repairs or replaces damaged electrical manholes, vaults and ducts located in the street right of way within the Downtown Central and Pioneer Square business districts. The project provides reliable and safe electrical service to the network, and enhances safety for City Light crews and the public by reducing the large backlog of old or damaged electrical facilities.

<table>
<thead>
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<th>Resources</th>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>35,960</td>
<td>3,271</td>
<td>2,458</td>
<td>3,482</td>
<td>2,431</td>
<td>2,409</td>
<td>2,440</td>
<td>2,762</td>
<td>55,213</td>
</tr>
<tr>
<td>Total:</td>
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O&M Impacts: NA

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New Customer Information System

Project No: MC-CL-ZC9937  BSL Code: BC-CL-Z
Project Type: Discrete  BSL Name: Customer Focused - CIP
Project Category: Rehabilitation or Restoration  Location: 700 5th Avenue
Start/End Date: 2015 - 2019  Neighborhood District: Downtown
Total Project Cost: $63,741  Urban Village: Downtown

This project replaces the existing Consolidated Customer Service System (CCSS) application with a more current and viable technology solution. The CCSS provides Customer Information System (CIS) processing and support for Seattle City Light, Seattle Public Utilities, the City's Utility Call Center, and other customer service staff. The existing system does not support the current business model and direction of the City of Seattle's utilities, and is no longer supported by the vendor. The project preserves and enhances the City’s ability to continue to deliver this critical function into the future.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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Fund Appropriations / Allocations¹

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</table>

O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Newhalem - Generator 20/Support Facility Rebuild

This project rehabilitates the Newhalem Generator 20 turbine runner and penstock. Placed in service in 1921, the turbine runner and penstock have reached the end of their useful life. This system has a 2.5 megawatts generating capacity of clean renewable power. In addition, it provides emergency power backup to Newhalem and Gorge facilities.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>6,071</td>
<td>493</td>
<td>500</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>7,064</td>
</tr>
<tr>
<td>Total:</td>
<td>6,071</td>
<td>493</td>
<td>500</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>7,064</td>
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<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Light Fund</td>
<td>6,071</td>
<td>493</td>
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<td>-</td>
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<td>-</td>
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<td>-</td>
<td>7,064</td>
</tr>
</tbody>
</table>

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

O&M Impacts: NA
This ongoing project covers unexpected problems that occur with the electrical system incurred during any single emergency situation that lasts less than 48 hours, such as lightning storms and brief wind storms, and result in necessary repairs that cost over $5,000.

### Resources

<table>
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<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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<th>2023</th>
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<tr>
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<td>20,208</td>
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<tr>
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<td>515</td>
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<td>938</td>
<td>954</td>
<td>970</td>
<td>987</td>
<td>20,208</td>
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### Fund Appropriations / Allocations¹

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<th>Fund Appropriations / Allocations¹</th>
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<td>20,208</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

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North and South Service Center Improvements

This ongoing project improves office, shop, and storage areas in the North and South Service Centers. The project increases efficiency, productivity, safety improvements and optimal use of space.

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<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
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<td>988</td>
<td>4,013</td>
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<tr>
<td>Total:</td>
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<td>988</td>
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</tr>
</tbody>
</table>

O&M Impacts: NA

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Office Furniture and Equipment Purchase

This ongoing project provides office equipment and furniture costing more than $5,000 each. This project furnishes newly created or modified space under the Workplace and Process Improvement program, and replaces aging office furnishings with modular office workstations, conference room ensemble furniture, and major office machines. This project enhances worker safety and morale by purchasing ergonomic furniture and providing modern workspaces.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2019</th>
<th>2020</th>
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<tbody>
<tr>
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<td>250</td>
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Fund Appropriations / Allocations¹

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</tr>
</tbody>
</table>

O&M Impacts: NA

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Outage Management System Phase II Implementation

Project No: MC-CL-YD9967  BSL Code: BC-CL-Y
Project Type: Discrete  BSL Name: Transmission and Distribution - CIP
Project Category: Rehabilitation or Restoration  Location: Citywide
Current Project Stage: Stage 2 - Initiation, Project Definition, & Planning  Council District: Multiple
Start/End Date: 2017 - 2021  Neighborhood District: Multiple
Total Project Cost: $6,195  Urban Village: Multiple

This project funds City Light's Outage Management System (OMS) upgraded in order to maintain its availability as it be available 100% of the time. However, its application, operating system, and database have aged to the point where OMS' availability is at risk. It was fielded in 2011 and has not been significantly modified since. The upgrade of OMS will bring it to a currently supported product version (application, OS, database, physical infrastructure, etc.). The scope of this project is to cover as much as possible of the as-is system, with an additional change to integrate with the ongoing deployment of the Advanced Metering Infrastructure (AMI) initiative.

<table>
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<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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</table>

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<tr>
<th>Fund Appropriations / Allocations¹</th>
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<th>2020</th>
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<tbody>
<tr>
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<td>3,000</td>
<td>1,100</td>
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<td>1,100</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>6,195</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
**Overhead 26kV Conversion**

This ongoing project replaces the 4 kV electrical equipment remaining in the electrical distribution system with new, efficient and reliable 26 kV distribution equipment. This project increases capacity to deliver power to City Light customers, rebuilds and maintains the backbone of City Light's system, saves energy by reducing transformer and line losses, improves quality and reliability of service to customers, and releases unit substation properties for better neighborhood uses.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tbody>
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<td>City Light Fund Revenues</td>
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<td>1,767</td>
<td>1,791</td>
<td>1,815</td>
<td>1,840</td>
<td>28,701</td>
</tr>
<tr>
<td>Total:</td>
<td>18,032</td>
<td>676</td>
<td>1,036</td>
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<td>1,767</td>
<td>1,791</td>
<td>1,815</td>
<td>1,840</td>
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</tr>
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<td>Allocations¹</td>
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<td>2021</td>
<td>2022</td>
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</tr>
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<td>1,840</td>
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<td>1,840</td>
<td>28,701</td>
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O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Overhead and Underground Relocations

<table>
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<tr>
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<td>Current Project Stage:</td>
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<td>Start/End Date:</td>
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<td>Total Project Cost:</td>
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<td>Urban Village:</td>
<td>Not in an Urban Village</td>
</tr>
</tbody>
</table>

This ongoing project moves electrical lines to accommodate or take advantage of transportation-related projects, street vacations, or other projects being constructed by non-City Light agencies. This project addresses modifications to the distribution system, including replacement or modifications of old line segments, poles, and underground facilities, as necessary. Some project costs are paid by City Light and some are paid by the requesting agencies, depending on the circumstances.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>21,644</td>
<td>5,545</td>
<td>4,676</td>
<td>4,877</td>
<td>6,157</td>
<td>4,924</td>
<td>4,815</td>
<td>5,502</td>
<td>58,140</td>
</tr>
<tr>
<td>Total:</td>
<td>21,644</td>
<td>5,545</td>
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<td>Fund Appropriations / Allocations¹</td>
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</table>

O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Overhead Customer Driven Capacity Additions

This ongoing project provides electrical lines from substations to customers' property lines. This project builds new and replaces old line segments, relocates lines for construction clearances and replaces rotten and damaged poles in the distribution system. This work is driven by specific customer projects, for their direct benefit, to identify and upgrade feeders that are affected before the new load from those projects comes online. City Light is reimbursed by the customers for this work.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>44,210</td>
<td>2,597</td>
<td>5,595</td>
<td>4,282</td>
<td>5,980</td>
<td>6,087</td>
<td>6,190</td>
<td>6,295</td>
<td>81,234</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>44,210</strong></td>
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<td><strong>5,595</strong></td>
<td><strong>4,282</strong></td>
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**O&M Impacts:** NA

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2020 - 2025 Proposed Capital Improvement Program
Overhead Equipment Replacements

Project No: MC-CL-YR8351  
BSL Code: BC-CL-Y  
Project Type: Ongoing  
BSL Name: Transmission and Distribution - CIP  
Project Category: Rehabilitation or Restoration  
Location: System wide  
Current Project Stage: N/A  
Council District: Citywide  
Start/End Date: N/A  
Neighborhood District: Not in a Neighborhood District  
Total Project Cost: N/A  
Urban Village: Not in an Urban Village

This ongoing project replaces older equipment in City Light's distribution system that is nearing the end of its usable life; is overloaded or is of an outdated design, which requires replacement due to the lack of spare parts. These items include, but are not limited to, poles, cross-arms, transformers, and open-wire secondaries.

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2019 Revised</th>
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</thead>
<tbody>
<tr>
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<td>19,296</td>
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<td>Allocations¹</td>
<td></td>
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</tr>
<tr>
<td>Light Fund</td>
<td>122,252</td>
<td>11,284</td>
<td>12,636</td>
<td>18,847</td>
<td>18,993</td>
<td>24,143</td>
<td>19,296</td>
<td>19,453</td>
<td>246,904</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>122,252</strong></td>
<td><strong>11,284</strong></td>
<td><strong>12,636</strong></td>
<td><strong>18,847</strong></td>
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<td><strong>24,143</strong></td>
<td><strong>19,296</strong></td>
<td><strong>19,453</strong></td>
<td><strong>246,904</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Overhead Outage Replacements

Project No: MC-CL-ZS8350  BSL Code: BC-CL-Z
Project Type: Ongoing  BSL Name: Customer Focused - CIP
Project Category: Rehabilitation or Restoration  Location: System wide
Current Project Stage: N/A  Council District: Citywide
Start/End Date: N/A  Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A  Urban Village: Not in an Urban Village

This ongoing project supports the capitalized portion of work resulting from unplanned, non-emergency, overhead outages. These outages result from events, such as storms, accidents, and equipment failures. The project funds permanent storm repairs and construction of new infrastructure to bypass failing equipment. The project ensures that customers' electric power is restored as quickly as possible.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>3,664</td>
<td>452</td>
<td>1,181</td>
<td>1,200</td>
<td>1,220</td>
<td>1,240</td>
<td>1,261</td>
<td>1,282</td>
<td>11,500</td>
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<td>3,664</td>
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</tr>
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<td>Fund Appropriations / Allocations¹</td>
<td>LTD Actuals</td>
<td>2019 Revised</td>
<td>2020</td>
<td>2021</td>
<td>2022</td>
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</tr>
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</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Overhead System Capacity Additions

This ongoing project provides electrical lines from substations to customers’ property lines. This project builds new and replaces old line segments, replaces rotten and damaged poles in the distribution system. City Light customers pay for some of this work.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>Revised</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>42,287</td>
<td>4,983</td>
<td>2,707</td>
<td>3,087</td>
<td>3,132</td>
<td>3,178</td>
<td>3,226</td>
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<tr>
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<tr>
<th>Fund Appropriations / Allocations¹</th>
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</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
PCB Tracking and Condition Assessment Project

Project No: MC-CL-YR9974
BSL Code: BC-CL-Y
Project Type: Ongoing
BSL Name: Transmission and Distribution - CIP
Project Category: Rehabilitation or Restoration
Location: System Wide
Current Project Stage: Stage 2 - Initiation, Project Definition, & Planning
Council District: Multiple
Start/End Date: N/A
Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A
Urban Village: Not in an Urban Village

This project funds the purchase and implementation of a system capable of storing and analyzing complex asset condition assessment data, including inspection, testing and sampling results. This project will replace the current XFMR transformer system and would also track the environmental impacts of related transformers. This project was formerly known as "Asset Condition Assessment and Test Tracking System."

<table>
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<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<tbody>
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<td>5,358</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
The PeopleSoft reimplementation and upgrade is a City-wide effort to replace the City's accounting system with an upgraded version of the PeopleSoft software. In addition to City Light's costs for the upgrade, reflected in the 2013-2020 Strategic Plan - FinMAP CIP Project 9961, this project includes $6.2M from the 2014 Strategic Plan update, which is a 25% allocated share of the City's Financial and Administrative Services departments estimated project costs.

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<th>2025</th>
<th>Total</th>
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<tr>
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<td>27,168</td>
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<tr>
<td>Total</td>
<td>25,097</td>
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<td>-</td>
<td>27,168</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

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# Pole Attachments

**Project No:** MC-CL-YR8452  
**BSL Code:** BC-CL-Y  
**Project Type:** Ongoing  
**BSL Name:** Transmission and Distribution - CIP  
**Project Category:** New Facility  
**Location:** System wide  
**Current Project Stage:** N/A  
**Council District:** Citywide  
**Start/End Date:** N/A  
**Neighborhood District:** Not in a Neighborhood District  
**Total Project Cost:** N/A  
**Urban Village:** Not in an Urban Village

This ongoing project funds utility crews and engineers to prepare City Light poles for the attachment of other communication infrastructure. This project provides for additional revenues through pole attachment fees and construction costs, which are fully reimbursable.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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<th>2021</th>
<th>2022</th>
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<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>34,027</td>
<td>16,098</td>
<td>16,614</td>
<td>16,717</td>
<td>7,959</td>
<td>7,307</td>
<td>7,279</td>
<td>7,457</td>
<td>113,458</td>
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<tr>
<td>Total</td>
<td>34,027</td>
<td>16,098</td>
<td>16,614</td>
<td>16,717</td>
<td>7,959</td>
<td>7,307</td>
<td>7,279</td>
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<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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<td>7,307</td>
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<td>7,457</td>
<td>113,458</td>
</tr>
</tbody>
</table>

**O&M Impacts:** NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This project provides the infrastructure required to install the basic control network and integrate existing, major control systems for a Skagit wide network controls program, to be located at each of the Skagit facilities. This project improves monitoring and control of the Skagit facilities, reduces maintenance and potential outages, and reduces cost and time of maintenance and outages. This project incorporates features that lead to enhanced data acquisition that is part of the NERC requirements.

**Resources**

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD 2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>8,062</td>
<td>1,359</td>
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<td>196</td>
<td>448</td>
<td>211</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total:</td>
<td>8,062</td>
<td>1,359</td>
<td>-</td>
<td>196</td>
<td>448</td>
<td>211</td>
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**Fund Appropriations / Allocations¹**

<table>
<thead>
<tr>
<th>Resources</th>
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<td>-</td>
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</tbody>
</table>

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O&M Impacts: NA
RCOS Power Plant Controller Replacement

This project replaces the existing end of life Operational Technology (OT) computer system that provides generating unit supervisory control and data acquisition (SCADA) at each of 9 City Light power plants in conjunction with the City Light System Operations Center (SOC) for customer load and power market operation.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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</tr>
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<tbody>
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<td>4,560</td>
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</table>

O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Relaying Improvements

This ongoing project replaces protective relays to ensure system reliability by protecting the rest of the distribution system from potentially cascading effects if one part fails to operate properly. It upgrades relay technology, allowing remote control and documentation of system events, which enhances the detection and management of equipment problems.

Resources

<table>
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<tr>
<th>Funds</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
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<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tbody>
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<td>4,543</td>
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<td>5,298</td>
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<td>5,144</td>
<td>4,474</td>
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<td>5,089</td>
<td>5,403</td>
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</tbody>
</table>

O&M Impacts: NA

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Replace Breakers BPA Covington and Maple Valley Substations

Project No: MC-CL-YS7121
BSL Code: BC-CL-Y
Project Type: Ongoing
BSL Name: Transmission and Distribution - CIP
Project Category: Rehabilitation or Restoration
Location: Kent
Current Project Stage: N/A
Council District: TBD
Start/End Date: N/A
Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A
Urban Village: Not in an Urban Village

This ongoing project meets the terms of City Light's interconnection agreement with Bonneville Power Administration (BPA) by upgrading breaker capacity in two substations that are owned by BPA, but where City Light is responsible for the breakers.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Ross - 480V AC Station Service Switchgear Replacement

This project funds the mitigation of safety hazards at the Ross switchyard by replacing all 480kV circuit breakers with new breakers that allow for remote operation. Policy changes and regulations related to electrical Arc Flash hazards have highlighted safety issues related to this equipment. This project proposes to upgrade and modernize all of the existing 240V and 480V main breakers for all station service switchgear at three powerhouses (Gorge, Diablo, and Ross) at our Skagit Hydro Project.

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<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<tr>
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<td>Light Fund</td>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Ross - Exciters 41-44

This project replaces the excitation systems for the four Ross generating units.

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<th>Resources</th>
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</table>

O&M Impacts: NA

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Ross - Governors

This project replaces governor controls on all four of the Ross Powerhouse generating units.

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<td>1,604</td>
<td>2,771</td>
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O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Ross - Powerhouse Rockfall Mitigation

Project No: MC-CL-XS6577  
BSL Code: BC-CL-X

Project Type: Discrete  
BSL Name: Power Supply & Environ Affairs - CIP

Project Category: Rehabilitation or Restoration  
Location: Ross Powerhouse

Current Project Stage: Stage 1 - Pre-Project Development  
Council District: Outside City of Seattle

Start/End Date: 2024 - 2026  
Neighborhood District: Outside City of Seattle

Total Project Cost: $3,139  
Urban Village: Outside City of Seattle

This project mitigates risks to the powerhouse by installing rock fall protection measures above the Ross Powerhouse. Specific measure to be implemented will be determined during design but could include rock bolting, rock fencing, rock scaling or other measures.

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<th>Resources</th>
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<td>105</td>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This project upgrades aging AC electrical distribution system at Ross Dam with a new electrical distribution system. It installs conduit, ducting, distribution panels and wire. It improves the 4 kV system, improves lighting, and provides improvements on top of the dam including a center substation room, emergency generator, valve houses, and a 130-volt battery bank. New conduit and conductors improve reliability of spillgate operations and other dam operations requiring electric power. New electrical equipment, new lighting, and the addition of emergency lighting allow staff greater operational flexibility, safety, and efficiency.

<table>
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<td>1,583</td>
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<td>11,324</td>
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</table>

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Ross Powerhouse - Programmable Language Controller Upgrade

Project No: MC-CL-XS6376
Project Type: Discrete
Project Category: Rehabilitation or Restoration
Current Project Stage: Stage 2 - Initiation, Project Definition, & Planning
Start/End Date: 2008 - 2020
Total Project Cost: $512

This project replaces the five Ross Dam Powerhouse Programmable Logic Controllers (PLC). There is one PLC for each of the four generator units, and a fifth PLC monitoring other critical powerhouse equipment. The project improves City Light's ability to make programming enhancements commensurate with operational and regulatory needs, assures comprehensive and correct documentation, and delivers a 24VDC system that eliminates the need of LOTO (Lock-Out/Tag-Out) safety procedures. It provides redundancy, which yields the ability to perform remote start-stop and other control functions of the generators.

<table>
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<tr>
<td>Light Fund</td>
<td>95</td>
<td>275</td>
<td>142</td>
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<td>512</td>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This ongoing project modifies City Light's facilities and provides equipment to correct imminent and critical safety hazards. The project includes upgrades and revisions to systems, equipment and operations, properties and facilities, as needed to comply with safety regulations and best practices for a safe, efficient, and secure work environment.

### Resources

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O&M Impacts: NA
Seattle Waterfront Streetlight Installation

Project Type: Discrete  BSL Name: Customer Focused - CIP
Project Category: Rehabilitation or Restoration  Location: 1312 Western AVE
Current Project Stage: Stage 4 - Procurement/Bid  Council District: Council District 7
Start/End Date: 2017 - 2022  Neighborhood District: Not in a Neighborhood District
Total Project Cost: $16,489  Urban Village: Not in an Urban Village

This project funds the street lighting associated with the bored tunnel hybrid plan for the Alaskan Way Viaduct replacement which is a project that will result in the City rebuilding Alaskan Way, led by the Office of the Waterfront.

<table>
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<th>Resources</th>
<th>LTD Actuas</th>
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</tbody>
</table>

O&M Impacts: NA

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Security Improvements

This ongoing program plans, designs and implements projects, improving the physical security of City Light critical facilities, in order to mitigate unauthorized access and criminal activities that could cause significant system damage, power outages, and other related disruptions to the electrical system. The project reduces the risk of sabotage, vandalism, theft, and terrorism that can result in the loss of valuable infrastructure for generation and distribution of power. The project also reduces risk of noncompliance with North American Reliability Council (NERC) 1200 Standards, adopted May 2, 2006, to improve security at critical facilities that house command and control systems. It enhances reliability of the power system in the Pacific Northwest, reduces the risk of lost revenues, and reduces the jeopardy to public safety and emergency response due to loss of lifeline services such as medical services, water and wastewater systems, communications, law enforcement, banking, transportation system, etc.

Resources

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<td>2,720</td>
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<td>2,818</td>
<td>2,820</td>
<td>2,821</td>
<td>51,552</td>
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Fund Appropriations / Allocations¹

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</table>

O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Seismic Mitigation

Project Type: Ongoing  BSL Name: Power Supply & Environ Affairs - CIP
Project Category: Rehabilitation or Restoration  Location: Outside City of Seattle
Current Project Stage: N/A  Council District: Outside City of Seattle
Start/End Date: N/A  Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A  Urban Village: Not in an Urban Village

This ongoing project funds structural upgrades to buildings. This project is for miscellaneous, unidentified seismic issues other than the Georgetown Steam Plant, Service Centers and Substations, which are funded through other projects. The project protects City Light's assets, employees, customers, visitors, equipment, and materials.

<table>
<thead>
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<th>Resources</th>
<th>LTD Actuals</th>
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<td>City Light Fund Revenues</td>
<td>1,185</td>
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<td>594</td>
<td>634</td>
<td>635</td>
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<td>636</td>
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</tr>
<tr>
<td>Total:</td>
<td>1,185</td>
<td>5,004</td>
<td>590</td>
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</tbody>
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<tbody>
<tr>
<td>Light Fund</td>
<td>1,185</td>
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</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
### Skagit - Babcock Creek Crossing

**Project No:** MC-CL-XS6514  
**BSL Code:** BC-CL-X  
**Project Type:** Discrete  
**BSL Name:** Power Supply & Environ Affairs - CIP  
**Project Category:** Rehabilitation or Restoration  
**Location:** Newhalem Creek Rd, Marblemount, WA 98267  
**Current Project Stage:** Stage 3 - Design  
**Council District:** Outside City of Seattle  
**Start/End Date:** 2015 - 2021  
**Neighborhood District:** Outside City of Seattle  
**Total Project Cost:** $1,662  
**Urban Village:** Outside City of Seattle

This project will construct a permanent and more stable crossing across Babcock Creek, near Newhalem. The road to Babcock Creek provides access to a critical communication tower and currently only has a temporary bridge crossing it. The permanent crossing will be either a bridge or vented ford.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD</th>
<th>2019 Revised</th>
<th>2020</th>
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<tr>
<td>City Light Fund Revenues</td>
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<td>624</td>
<td>116</td>
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<td>-</td>
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<td>1,662</td>
</tr>
<tr>
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</tr>
</tbody>
</table>

**O&M Impacts:** NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Skagit - Boat Facility Improvements

Project No: MC-CL-XS6540  
BSL Code: BC-CL-X

Project Type: Ongoing  
BSL Name: Power Supply & Environ Affairs - CIP

Project Category: Rehabilitation or Restoration  
Location: Newhalem Creek Rd, Marblemount, WA 98267

Current Project Stage: N/A  
Council District: Outside City of Seattle

Start/End Date: 2015 - 2021  
Neighborhood District: Outside City of Seattle

Total Project Cost: $5,764  
Urban Village: Outside City of Seattle

This project provides design and construction of several new structures to support industrial and recreational boat operations on our Skagit reservoirs. Structures include a new tour dock, new dry dock, additions to the existing boat houses and a new barge landing in Diablo. The project provides improved visitor access for the Skagit Boat Tour, safer boat fueling facilities, reduced impact of snowfall on boats, consolidated barge landings, and improved dry docks.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2021</th>
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<tbody>
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<td>1,252</td>
<td>68</td>
<td>-</td>
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<td>-</td>
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</tr>
<tr>
<td><strong>Total:</strong></td>
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O&M Impacts: NA

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Skagit - DC Battery System

Project No: MC-CL-XS6583  
BSL Code: BC-CL-X
Project Type: Discrete  
BSL Name: Power Supply & Environ Affairs - CIP
Project Category:  
Location: System Wide
Current Project Stage: Stage 6 - Closeout  
Council District: Outside City of Seattle
Start/End Date: 2015 - 2024  
Neighborhood District: Not in a Neighborhood District
Total Project Cost: $3,296  
Urban Village: Not in an Urban Village

This project will replace/upgrade the existing DC battery banks at the Skagit project.

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</tr>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
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<td>222</td>
<td>554</td>
<td>167</td>
<td>165</td>
<td>260</td>
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<td>3,296</td>
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O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Skagit - Relicensing

Project No: MC-CL-XS6986
BSL Code: BC-CL-X

Project Type: Ongoing
BSL Name: Power Supply & Environ Affairs - CIP

Project Category: New Investment
Location: Newhalem Creek Rd, Marblemount, WA 98267

Current Project Stage: N/A
Council District: Outside City of Seattle

Start/End Date: N/A
Neighborhood District: Outside City of Seattle

Total Project Cost: N/A
Urban Village: Outside City of Seattle

This ongoing project provides support of the relicensing activities for the Skagit River Hydroelectric Project including support of staff, environmental studies, documentation, and consultation needed to submit an application to relicense the project. Relicensing work will begin in 2019. The current Federal Energy Regulatory Commission (FERC) license for the Skagit Project expires in 2025, and the license application is due for submission to FERC in May 2023.

<table>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>1,124</td>
<td>6,715</td>
<td>6,057</td>
<td>13,858</td>
<td>26,724</td>
<td>5,345</td>
<td>2,500</td>
<td>2,500</td>
<td>64,822</td>
</tr>
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</table>

O&M Impacts: NA

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Skagit - Sewer System Rehabilitation

Project No: MC-CL-XS6232
Project Type: Discrete
Project Category: Rehabilitation or Restoration
Current Project Stage: Stage 1 - Pre-Project Development
Start/End Date: 2015 - 2022
Total Project Cost: $8,865

This project replaces or repairs numerous sewer pipe breaks, leaks, and sags in the combined Skagit River sewer/drainage collection system, located at the Diablo Dam site and also provides major renovations to the aging Newhalem wastewater treatment plant. This project eliminates potential overloads in the sewage treatment plant that can cause pollution of the Skagit River and surrounding soil contamination.

<table>
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<th>Resources</th>
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<th>Total</th>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
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<td>214</td>
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<td>2,250</td>
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<tr>
<td>Total:</td>
<td>4,979</td>
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2020 - 2025 Proposed Capital Improvement Program
Skagit Facilities Plan

Project Type: Ongoing  BSL Name: Power Supply & Environ Affairs - CIP
Project Category: Rehabilitation or Restoration  Location: Newhalem Creek Rd, Marblemount, WA 98267
Current Project Stage: N/A  Council District: Outside City of Seattle
Start/End Date: 2010 - 2021  Neighborhood District: Outside City of Seattle
Total Project Cost: N/A  Urban Village: Outside City of Seattle

This project implements a comprehensive facility plan to optimize buildings and structures at two Skagit town sites. The project preserves essential facilities that support SCL's power production needs, and retains important civic, cultural, and historic features in keeping with the historic preservation requirements of the Skagit FERC Licensing agreement. The project will reduce operational costs by dismantling and removing surplus facilities that require significant on-going maintenance.

<table>
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<th>2025</th>
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<tbody>
<tr>
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<td>7,674</td>
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O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Skagit Facilities Plan Phase 2

This project upgrades and replaces several facilities that support power generation at the Skagit including a new security office, employee housing, upgraded maintenance shops and emergency facilities.

<table>
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<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Actuals</th>
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<td>386</td>
<td>2,830</td>
<td>1,400</td>
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O&M Impacts: NA

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This ongoing project provides financial coverage for emergent capital projects related to all Skagit Facilities, which are by definition, unforeseeable, unscheduled, unpredictable, and occur on a first-come, first serve basis. In addition, it funds scheduled, small capital projects that have cost estimates less than $25,000.

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<tbody>
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<td>3,770</td>
<td>1,938</td>
<td>2,842</td>
<td>5,000</td>
<td>3,000</td>
<td>3,000</td>
<td>49,968</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
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</tbody>
</table>

¹ Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Skagit Facility Conservation

This project provides funding for structural improvements to existing facilities at Skagit, both residential and commercial. It replaces lights, windows, and HVAC systems, insulates buildings, and performs related work. The project dramatically reduces the amount of energy expended to keep structures warm or cool depending upon the season.

Resources

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2020</th>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>446</td>
<td>1,587</td>
<td>3,234</td>
<td>228</td>
<td>-</td>
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Fund Appropriations / Allocations¹

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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Skagit Licensing Mitigation

Project No: MC-CL-XS6991
BSL Code: BC-CL-X

Project Type: Ongoing
BSL Name: Power Supply & Environ Affairs - CIP

Project Category: Rehabilitation or Restoration
Location: 500 Newhalem Creek Rd

Current Project Stage: N/A
Council District: Outside City of Seattle

Start/End Date: N/A
Neighborhood District: Not in a Neighborhood District

Total Project Cost: N/A
Urban Village: Not in an Urban Village

This ongoing project enhances and protects wildlife habitat on utility owned land in the Upper Skagit River and South Fork Nooksack River valleys to meet the obligations outlined in City Light’s 1995 Skagit license. It includes land acquisition, restoration, and management.

<table>
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<th>LTD Actuals</th>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>3,441</td>
<td>1,013</td>
<td>124</td>
<td>86</td>
<td>82</td>
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O&M Impacts: NA

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This project enhances generating reliability by adding protective relays to generating systems at the Ross, Diablo, and Gorge plants, whose generator protective relays do not meet present IEEE Standards. The project funds the addition of microprocessor relays to the existing system, certain auxiliary protective equipment, and modifies the design of the existing protection system to upgrade functionality. This will limit the potential for damage when surges and faults occur in transmission lines due to lightning strikes, load rejections, and other unexpected events.

### Resources

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¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

O&M Impacts: NA
Small Overhead and Underground Services

This ongoing project provides small size electric power service connections from Seattle City Light's distribution system to the customer's meter for power requirements of less than 50 KVA and 26 kV radial services. Most of this related work is billable to the customer. The project allows Seattle City Light to provide service to new customers in a safe, reliable, timely, and cost effective manner as a means to fulfill its commitment to be a customer and community-focused organization.

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<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>73,549</td>
<td>5,387</td>
<td>4,993</td>
<td>5,068</td>
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O&M Impacts: NA

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This project provides expansion of the AutoLab in the Seattle Municipal Tower to what is now the Central Files Room. The extra space will be used as an equipment lab for Power Production electrical engineers to conduct necessary testing of cyber security, remote monitoring and automation equipment in a simulation environment. The testing will be conducted prior to installing and activating the equipment at our generation sites. This project also provides required HVAC upgrades as well as the installation of equipment racks, wire ways, and access security.

O&M Impacts: NA
Solar Microgrid for Resilience

This project provides construction of an islandable microgrid located at a City of Seattle designated emergency shelter such as a community center, where a solar photovoltaic (PV) system coupled with an appropriately-sized battery energy storage system will be installed. The project provides backup power to support critical emergency facilities and services during extended power outages when electricity distribution facilities are down due to a catastrophic event, such as an earthquake, severe windstorm (or associated flooding), fire or landslide. Smart microgrids improve resiliency and reliability, minimize carbon footprints, and reduce costs. This project positions City Light as one of the utilities in the forefront of an innovative application of microgrids and serve as a testbed for testing and operating not just the microgrid, but the solar and battery energy storage system equipment as well. The Washington State Dept. of Commerce will grant the utility approximately half of the funding to cover the costs for this project.

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</table>

O&M Impacts: NA

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Sound Transit - City Light System Upgrades

This project increases the capacity of City Light power distribution systems to serve increased power requirements projected for Sound Transit's Link system. Initial upgrades will be in the Capitol Hill Sound Transit Station area. Construction there may be underway in 2017. Other areas projected to need power distribution system upgrades include area between the International District Station and Lake Washington, the University of Washington Station area, areas in the Rainier valley, and some areas along the proposed Lynnwood Link line.

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O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Sound Transit 3 - City Light

This project funds the engineering and construction of relocated and/or new Seattle City Light facilities required for two new light rail lines and related transit facilities from downtown Seattle to Ballard and West Seattle, approved in November 2017 as part of the Sound Transit 3 initiative. City Light activities include engineering and construction of electric power feeder relocations and upgrades, power services for the planned light rail lines, and various other tasks. Sound Transit's plans will require City Light work through several future budget cycles.

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O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Sound Transit Light Rail East Link - City Light

This project plans for and relocates City Light's electrical facilities, as required by state law, enabling Sound Transit's construction of the East LINK light rail line from Seattle's International District Station to the Bellevue Redmond area. The department also plans to work with Sound Transit on a memorandum of agreement regarding cost reimbursement for its work, which is expected to be 100% reimbursable in keeping with past work with Sound Transit.

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O&M Impacts: NA

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Sound Transit Lynnwood - City Light

Project No: MC-CL-ZT8471
BSL Code: BC-CL-Z
Project Type: Discrete
BSL Name: Customer Focused - CIP
Project Category: Rehabilitation or Restoration
Location: City Wide
Current Project Stage: Stage 5 - Construction
Council District: Outside City of Seattle
Start/End Date: 2015 - 2023
Neighborhood District: Outside City of Seattle
Total Project Cost: $7,320
Urban Village: Outside City of Seattle

This project supports Sound Transit's Lynwood Link, which will extend from the Northgate Transit Center at 5th Ave NE & NE 100th Street to our service area boundary at NE 200th Street, near the I-5 Right of Way. This project will include 100 blocks of relocations, a significant fraction of which will convert lines from overhead to underground. The project will install two feeders for each of the light rail line's traction power stations and upgrade the radial system's capacity where needed to serve the new load. The low and medium power service connections for the line's stations will be handled through the existing service projects, "business as usual."

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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Special Work Equipment - Generation Plant

Project Type: Ongoing  BSL Name: Power Supply & Environ Affairs - CIP
Project Category: Rehabilitation or Restoration  Location: Outside City of Seattle
Current Project Stage: N/A  Council District: Outside City of Seattle
Start/End Date: N/A  Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A  Urban Village: Not in an Urban Village

This ongoing project provides for the purchase of machinery and tools, and special work equipment to be used for operations activities of the Generation Branch, which include all the utility's generating sites, to ensure timely and efficient maintenance of generation facilities. Purchases are based on a five-year plan to ensure updates for technological improvements.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>8,163</td>
<td>2,032</td>
<td>1,331</td>
<td>922</td>
<td>922</td>
<td>-</td>
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<td>13,370</td>
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<tr>
<td>Total:</td>
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<td>2021</td>
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<tr>
<td>Light Fund</td>
<td>8,163</td>
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<td>1,331</td>
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<td>-</td>
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<td>13,370</td>
</tr>
</tbody>
</table>

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

O&M Impacts: NA
Special Work Equipment - Other Plant

This ongoing project provides new tools and work equipment to replace old or broken tools for all individual City Light units, except those required at the generation plants or substations, which have their own capital projects for special work equipment. The project ensures that field crews and other employees can accomplish their work assignments. The project supports the Department's goals of safety, productivity and employee morale.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>9,854</td>
<td>1,559</td>
<td>1,114</td>
<td>1,126</td>
<td>1,139</td>
<td>1,151</td>
<td>1,062</td>
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<td>18,079</td>
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<td>9,854</td>
<td>1,559</td>
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<td>1,126</td>
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</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Special Work Equipment - Shops

- **Project No:** MC-CL-XF8389
- **BSL Code:** BC-CL-X
- **Project Type:** Ongoing
- **BSL Name:** Power Supply & Environ Affairs - CIP
- **Project Category:** Rehabilitation or Restoration
- **Location:** System wide
- **Current Project Stage:** N/A
- **Council District:** Citywide
- **Start/End Date:** N/A
- **Neighborhood District:** Not in a Neighborhood District
- **Total Project Cost:** N/A
- **Urban Village:** Not in an Urban Village

This ongoing project provides new tools and work equipment to replace outdated equipment and testing software that is no longer supported. The project updates technical systems to current standards and provides the tools to ensure that City Light transformers are safe and will last up to and beyond the average life span for this equipment.

<table>
<thead>
<tr>
<th>Resources</th>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
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<td>292</td>
<td>292</td>
<td>292</td>
<td>323</td>
<td>333</td>
<td>342</td>
<td>4,151</td>
</tr>
<tr>
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<td>754</td>
<td>292</td>
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<td>342</td>
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<td>4,151</td>
</tr>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Special Work Equipment - Tech Metering

This ongoing project provides new work equipment to replace old or broken tools (that cost more than $5000) for Tech Metering. The project supports the Department's goals of safety, productivity and employee morale.

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2020</th>
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</thead>
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<tr>
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<td>100</td>
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</thead>
<tbody>
<tr>
<td>Light Fund</td>
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<td>100</td>
<td>100</td>
<td>200</td>
<td>200</td>
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<tr>
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<td>1,100</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
This project relocates electrical infrastructure to support WSDOT’s replacement of the State Route 520 Bridge from Montlake to I-5. This project is projected to be fully reimbursable to SCL from WSDOT.

Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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</tr>
</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
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<tr>
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<td>22</td>
<td>104</td>
<td>-</td>
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<td>1,072</td>
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</tbody>
</table>

Fund Appropriations / Allocations¹

<table>
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<td>1,072</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Streetlight Infrastructure Replacement

This ongoing project will replace 1,603, or 33 percent, of the highest priority streetlights and related underground infrastructure identified in the Streetlight Horizon Plan over the six-year planning horizon. Streetlight infrastructure that will be replaced includes poles, fixtures, conduits, hand holes, and wiring. Emphasis will be placed on standardization of fixtures, construction materials, and construction methods. This project will provide the engineering resources needed to prioritize replacements, develop estimates, and manage and track construction.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>13,038</td>
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<tr>
<td>Total</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>13,038</td>
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</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
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<th>2019 Revised</th>
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</thead>
<tbody>
<tr>
<td>Light Fund</td>
<td>9,964</td>
<td>3,074</td>
<td>-</td>
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<td>-</td>
<td>-</td>
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</tr>
</tbody>
</table>

O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Streetlight LED Conversion Program

This ongoing project upgrades streetlights with LED fixtures, which will reduce annual energy consumption by 40% (for those lights replaced), provide Greenhouse Gas avoidance of 5,446 metric tons of carbon per year, and reduce maintenance cost of the Utility's streetlight system. With a total system conversion, it is estimated that annual operating costs will be reduced $3.7 Million per year. The savings in energy and maintenance costs will pay for the initial investment within the life of the new system.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>LTD Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>35,706</td>
<td>7,148</td>
<td>6,411</td>
<td>6,436</td>
<td>5,913</td>
<td>3,862</td>
<td>3,970</td>
<td>5,318</td>
<td>74,764</td>
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<tr>
<td>Total</td>
<td>35,706</td>
<td>7,148</td>
<td>6,411</td>
<td>6,436</td>
<td>5,913</td>
<td>3,862</td>
<td>3,970</td>
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<td>5,318</td>
<td>74,764</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

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Streetlights: Arterial, Residential and Floodlights

This ongoing project provides street lighting as requested by various taxing jurisdictions and other customers. Streetlights and floodlights are provided in public right of way, and on private property, for either public or private benefit.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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</tr>
</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
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<td>7,345</td>
<td>4,082</td>
<td>5,149</td>
<td>7,211</td>
<td>4,920</td>
<td>4,406</td>
<td>4,961</td>
<td>70,552</td>
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<tr>
<td>Total:</td>
<td>32,478</td>
<td>7,345</td>
<td>4,082</td>
<td>5,149</td>
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<td>70,552</td>
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<td>70,552</td>
</tr>
</tbody>
</table>

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O&M Impacts: NA
This ongoing project replaces and upgrades substation automation systems, including Remote Terminal Units (RTU) and annunciators, in each of City Light's fourteen substations, and upgrades equipment at two substations annually. The project reduces the likelihood and length of system outages due to failure as the current equipment is wearing out and cannot be replaced in kind because the equipment is no longer manufactured. The project also enhances energy efficiency, and reduces the probability of fines from appropriate governing bodies if loss of a substation, due to equipment failure, causes instability of the western interconnection grid and/or loss of load.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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</thead>
<tbody>
<tr>
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<td>1,402</td>
<td>1,613</td>
<td>1,437</td>
<td>1,404</td>
<td>1,453</td>
<td>1,476</td>
<td>1,499</td>
<td>19,067</td>
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<tr>
<td>Total:</td>
<td>8,783</td>
<td>1,402</td>
<td>1,613</td>
<td>1,437</td>
<td>1,404</td>
<td>1,453</td>
<td>1,476</td>
<td>1,499</td>
<td>19,067</td>
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<td>1,499</td>
<td>19,067</td>
</tr>
</tbody>
</table>

O&M Impacts: NA

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This ongoing project funds the review of City Light’s inventory of approximately 400 transmission and distribution voltage circuit breakers. It determines which have the greatest wear, gas or oil leaks, maintenance cost, service stress, and fault interrupting history. It replaces those circuit breakers with the highest failure risk. This project also replaces transformer bank breakers at Union Street substation to support load growth.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
This ongoing project adds new infrastructure to existing substations and systems, adds capacity to existing substations to meet increasing load demands, and enhances safety, reliability, and efficiency in the transmission of power from the substations to the distribution system.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<tbody>
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<td>City Light Fund Revenues</td>
<td>12,027</td>
<td>2,065</td>
<td>2,456</td>
<td>2,156</td>
<td>2,187</td>
<td>2,991</td>
<td>2,348</td>
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<td>28,613</td>
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O&M Impacts: NA

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1Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Substation Comprehensive Improvements

This ongoing project funds substation improvements identified in City Light's Comprehensive Facilities Plan, seismic fitness reports, and periodic inspections targeting transmission and distribution buildings. The project implements items necessary to support assigned personnel, such as lunchroom and locker room facilities required by the union contracts, as well as structural and mechanical corrections and enhancements at substation facilities.

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</table>

O&M Impacts: NA

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Substation Equipment Improvements

This ongoing project adds, replaces and upgrades substation equipment, particularly the substation electrical and control equipment. The project maintains or improves system reliability, permits compliance with high voltage and environmental regulations, and ensures safe work sites. The project allows remote control and monitoring of substation equipment from the System Control Center, which facilitates faster response time to correct system instability or outages.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>Revised</th>
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<td>City Light Fund Revenues</td>
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<td>6,731</td>
<td>5,712</td>
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<td>7,862</td>
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Substation Plant Improvements

This ongoing project upgrades and retrofits substation buildings, their facilities and systems, and related structures. The project includes environmental improvements, and removal and replacement of outdated utilities and structures. The project provides station security, safe working conditions, and improvements in related services, such as water, sewer, and lighting.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<tr>
<td>City Light Fund Revenues</td>
<td>6,918</td>
<td>2,784</td>
<td>953</td>
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<td>1,378</td>
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</tbody>
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O&M Impacts: NA

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Substation Transformer Replacements

This ongoing project funds the review of power transformers at substations and determines dissolved gas concentration, insulation aging, oil leaks, maintenance cost, service stress, and fault interrupting history. The project replaces transformers with the highest failure risk, or those presenting substation capacity limits. The project enhances system reliability by replacing aging substation transformers before they fail in service.

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<tbody>
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<td>City Light Fund Revenues</td>
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<td>4,562</td>
<td>4,838</td>
<td>4,923</td>
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<td>42,029</td>
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O&M Impacts: NA

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Substations Demand Driven Improvements

Project Type: Ongoing  BSL Name: Transmission and Distribution - CIP
Project Category: New Facility  Location: System wide
Current Project Stage: N/A  Council District: Citywide
Start/End Date: N/A  Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A  Urban Village: Not in an Urban Village

This ongoing project enables City Light to perform cooperative work on shared lines and systems that other electrical utilities in the region periodically ask City Light to do.

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<td>6</td>
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O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Substations Oil Containment

This ongoing project brings City Light’s Power Substations into compliance with the federal Clean Water Act. By federal law, owners or operators of oil containing equipment, such as our substation transformers, must provide facilities that will prevent spilled oil from reaching any streams or open bodies of water.

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<tr>
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<td>145</td>
<td>325</td>
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O&M Impacts: NA
Transmission & Generation Radio Systems

This ongoing project builds or replaces communications infrastructure consisting of fiber optic rings, digital microwave, telephone networks, and two-way radio systems. This project provides City Light with command and control capabilities for the operation of the electrical system. This project ensures the safe, reliable, and efficient operation of the system and positions City Light to meet the Federal Energy Regulatory Commission’s vital communications systems requirements.

<table>
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<td>16,957</td>
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</tbody>
</table>

O&M Impacts: NA

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Transmission Capacity

This ongoing project upgrades transmission lines, builds new lines, relocates lines, and provides for other system needs related to the transmission system. The project enhances City Light's transmission capacity, which is the available power capacity to meet the load on the transmission system.

Resources

<table>
<thead>
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<th>Resources</th>
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<td>5,394</td>
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Fund Appropriations / Allocations¹

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<tr>
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</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Transmission Inter-Agency

Project No: MC-CL-YT7105  
BSL Code: BC-CL-Y  
Project Type: Ongoing  
BSL Name: Transmission and Distribution - CIP  
Project Category: Rehabilitation or Restoration  
Location: System wide  
Current Project Stage: N/A  
Council District: Citywide  
Start/End Date: N/A  
Neighborhood District: Not in a Neighborhood District  
Total Project Cost: N/A  
Urban Village: Not in an Urban Village

This ongoing project provides demand-driven improvements to City Light's transmission system, including reimbursable transmission work and relocations of transmission equipment to meet customer, other utility, agency, and regulatory requirements. It permits Seattle City Light to meet its duties to relocate facilities at the request of other agencies.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>2,607</td>
<td>676</td>
<td>610</td>
<td>594</td>
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</tbody>
</table>

O&M Impacts: NA

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Transmission Line Inductor Installation

Project No: MC-CL-YT8461  
BSL Code: BC-CL-Y

Project Type: Discrete  
BSL Name: Transmission and Distribution - CIP

Project Category: Rehabilitation or Restoration  
Location: System wide

Current Project Stage: Stage 5 - Construction  
Council District: Citywide

Start/End Date: 2015 - 2021  
Neighborhood District: Not in a Neighborhood District

Total Project Cost: $34,136  
Urban Village: Not in an Urban Village

This project addresses the issue of increased electric transmission congestion load growth in the Puget Sound Area. The project funds the installation of inductors or phase shifting transformers which curtail the flow of power through the Seattle area, while improving customer and asset strengths and maintaining reliability.

### Resources

<table>
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<tbody>
<tr>
<td>City Light Fund Revenues</td>
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<td>14,418</td>
<td>6,685</td>
<td>726</td>
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</tbody>
</table>

O&M Impacts: NA

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Transmission Line Reconductoring

This project addresses the issue of increased electric transmission congestion load growth in the Puget Sound Area by increasing the capacity of the Bothell-SnoKing double circuit 230kV line to meet area reliability requirements. The project funds the re-conductoring of both the Bothell-SnoKing double circuit 230kV line and the Delridge-Duwamish 230kV line to increase capacity and meet regional reliability requirements.

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<th>Total</th>
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<tbody>
<tr>
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<td>3,843</td>
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<tr>
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<td>1,152</td>
<td>3,843</td>
<td></td>
<td></td>
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<td></td>
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</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Transmission Reliability

This ongoing project replaces the worst one percent of City Light’s transmission structures and conductors each year. This project also provides engineering, construction, and related work; improving and maintaining the reliability of the overhead or underground transmission system.

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<th>2025</th>
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</tr>
</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>27,508</td>
<td>3,500</td>
<td>925</td>
<td>2,267</td>
<td>3,620</td>
<td>4,971</td>
<td>3,771</td>
<td>3,641</td>
<td>50,204</td>
</tr>
<tr>
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</tbody>
</table>

O&M Impacts: NA

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Transportation Streetlights

<table>
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<tr>
<th></th>
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<th></th>
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<tbody>
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<td>Customer Focused - CIP</td>
</tr>
<tr>
<td>Project Category:</td>
<td>Rehabilitation or Restoration</td>
<td>Location:</td>
<td>System wide</td>
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<td>Current Project Stage:</td>
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<td>Citywide</td>
</tr>
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<td>Start/End Date:</td>
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<td>Total Project Cost:</td>
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<td>Urban Village:</td>
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</tbody>
</table>

This ongoing project relocates Seattle City Light owned streetlights as required by City of Seattle transportation projects.

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</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>15,193</td>
<td>6,759</td>
<td>7,047</td>
<td>7,019</td>
<td>7,767</td>
<td>6,472</td>
<td>6,617</td>
<td>6,980</td>
<td>63,856</td>
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</tr>
</tbody>
</table>

O&M Impacts: NA

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Underground 26kV Conversion

This ongoing project replaces the 4 kV electrical equipment remaining in the electrical distribution system with new, efficient and reliable 26 kV distribution equipment. This project increases capacity to deliver power to City Light customers, rebuilds and maintains the backbone of the system, saves energy by reducing transformer and line losses, improves quality and reliability of service to customers, and releases unit substation properties for better neighborhood uses.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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<th>2023</th>
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<th>Total</th>
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</thead>
<tbody>
<tr>
<td>City Light Fund Revenues</td>
<td>7,964</td>
<td>1,403</td>
<td>2,447</td>
<td>3,366</td>
<td>4,115</td>
<td>3,534</td>
<td>3,564</td>
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O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
**Underground Customer Driven Capacity Additions**

**Project No:** MC-CL-YR8360  
**BSL Code:** BC-CL-Y

**Project Type:** Ongoing  
**BSL Name:** Transmission and Distribution - CIP

**Project Category:** New Facility  
**Location:** System wide

**Current Project Stage:** N/A  
**Council District:** Citywide

**Start/End Date:** N/A  
**Neighborhood District:** Not in a Neighborhood District

**Total Project Cost:** N/A  
**Urban Village:** Not in an Urban Village

This ongoing project provides electrical lines from substations to customers' property lines. This project builds new and replaces old underground line segments, and may replace rotten and damaged poles in the distribution system that have underground facilities beneath them. This work is driven by specific customer projects, for their direct benefit, to identify and upgrade feeders that are impacted before the new load from those projects comes online. City Light is reimbursed by the customers for this work.

### Resources

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</thead>
<tbody>
<tr>
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<td>5,296</td>
<td>5,792</td>
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<td>5,667</td>
<td>5,784</td>
<td>77,991</td>
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O&M Impacts: NA

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Underground Equipment Replacements

This ongoing project replaces and improves underground electrical system equipment that is failing or approaching the end of its useful life. This project enhances distribution system reliability, avoiding unplanned outages or interruption of service due to equipment failure.

Resources

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<td>48,636</td>
<td>50,450</td>
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O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Underground Outage Replacements

Project No: MC-CL-ZS8352
Project Type: Ongoing
Project Category: Rehabilitation or Restoration
Current Project Stage: N/A
Start/End Date: N/A
Total Project Cost: N/A
BSL Code: BC-CL-Z
BSL Name: Customer Focused - CIP
Location: System wide
Council District: Citywide
Neighborhood District: Not in a Neighborhood District
Urban Village: Not in an Urban Village

This ongoing project supports the capitalized portion of work resulting from unplanned, non-emergency, underground outages. These outages result from events, such as storms, accidents, and equipment failures. The project funds permanent storm repairs, and construction of new infrastructure to bypass failing equipment.

<table>
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<tr>
<td>City Light Fund Revenues</td>
<td>20,385</td>
<td>123</td>
<td>1,985</td>
<td>2,020</td>
<td>2,056</td>
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<td>2,131</td>
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<td>32,963</td>
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<tr>
<td>Total:</td>
<td>20,385</td>
<td>123</td>
<td>1,985</td>
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<td>2,131</td>
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<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<tr>
<td>Light Fund</td>
<td>20,385</td>
<td>123</td>
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<td>2,131</td>
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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This ongoing project provides electrical lines from substations to customers' property lines. This project builds new and replaces old underground lines, and may replace rotten and damaged poles in the distribution system with underground facilities beneath them. This work identifies and upgrades the feeders that are impacted by increased loads, as needed, before those load increases come online. City Light customers pay for a portion of this work.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<td>3,024</td>
<td>3,195</td>
<td>4,149</td>
<td>3,304</td>
<td>3,360</td>
<td>3,417</td>
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<td>Total</td>
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</tr>
</tbody>
</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Union Street Substation Networks

This ongoing project increases the Union Street Substation network capacity to provide sufficient and reliable electrical capacity for the growing power needs of our customers. It funds a programmatic approach for the comprehensive management of underground network assets serving customers in the area bounded by Yesler Street, Alaskan Way, Pike Street, 6th Avenue, Union Street, the Freeway, University Street, 3rd Avenue, and the Waterfront area from Denny to Yesler.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<tbody>
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<td>City Light Fund Revenues</td>
<td>18,422</td>
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<td>2,605</td>
<td>2,806</td>
<td>2,837</td>
<td>2,840</td>
<td>2,897</td>
<td>2,482</td>
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<td>Total:</td>
<td>18,422</td>
<td>1,602</td>
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<tr>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
## University of Washington Capacity Additions

<table>
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<td>Start/End Date:</td>
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<td>Neighborhood District:</td>
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</tr>
<tr>
<td>Total Project Cost:</td>
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<td>University District</td>
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</table>

This project is to build the infrastructure needed to serve the electrical needs of the University of Washington's campus expansion. This will include engineering design and construction work to build feeder and substation infrastructure to serve 15 MW of new load in the University campus.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
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**Fund Appropriations / Allocations¹**

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</table>

O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
University Substation - Network

This ongoing project funds a programmatic approach for comprehensive management of underground network assets serving customers in the University area. This project funds annual work required, such as feeder balancing, engineering analysis to determine system feeder assignments for new services, and replacement of cables that fail while in service. It reduces the probability of cable failures and long costly customer outages.

<table>
<thead>
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<th>Resources</th>
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</tr>
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<tbody>
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</tr>
</tbody>
</table>

O&M Impacts: NA

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Utility Program and Customer Tracking System

This project implements a new system for the Customer Energy Solutions (CES) Division that will centrally manage and facilitate its resource acquisition, small-scale renewables, electric transportation, and value-added programs and services. This system will assist managing programs and service offerings in a more efficient manner and to manage customer engagement in a more robust manner. This system will expedite business workflow, application processing, document storage, savings and incentive calculations, customer touchpoint preservation, and reporting. The system is a combination of software modules that is built on top of a Salesforce platform. The system is also being designed to have some integration capability with City Light’s Customer Care and Billing system and PeopleSoft 9.2. As such, the tool has potential to be leveraged more widely by the utility and the City as a whole and is being built to be scalable and extensible. This potential will be explored and incorporated into future phases of development to broaden the reach of this system or its components. Implementing this Utility Program and Customer Tracking System was identified as a mission critical strategic priority for CES.

<table>
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<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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<th>2021</th>
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<td>Light Fund</td>
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O&M Impacts:
Vegetation Management Compliance System

Project No: MC-CL-YD9978
Project Type: Discrete
BSL Code: BC-CL-Y
BSL Name: Transmission and Distribution - CIP
Project Category: Rehabilitation or Restoration
Location: System Wide
Current Project Stage: Stage 2 - Initiation, Project Definition, & Planning
Council District: Outside City of Seattle
Start/End Date: 2018 - 2020
Total Project Cost: $850
Neighborhood District: Not in a Neighborhood District
Urban Village: Not in an Urban Village

This new project provides funding for a Vegetation Management Compliance System for planning, tracking, and necessary documentation required to meet WECC and NERC Vegetation Management compliance requirements. These requirements are a WECC recommendation from the 2017 WECC Audit. Auditors noted that SCL was the only utility of its size to not automate Vegetation Management compliance work.

<table>
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<th>Resources</th>
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</tbody>
</table>

O&M Impacts: NA

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Vista Switch Automation

This ongoing project funds the installation and maintenance of supervisory controls and System Control Center communication infrastructure upgrades for existing Vista Switches, which will increase safety measures for crew that work on distribution Vista switches. Updating vista switches for Supervisory Control and Data Acquisition (SCADA) remote control or distribution automation will allow operating switches remotely and eliminate the cost of dispatching a crew to perform work.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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O&M Impacts: NA

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2020 - 2025 Proposed Capital Improvement Program
Western Energy Imbalance Market

This project provides funding to allow City Light to participate in the Western energy imbalance market (EIM) run by the California Independent System Operator (CAISO). City Light will need IT systems, an implementation agreement with CAISO, possible additional staff and training to participate in the market. Participation will allow City Light to more efficiently use generation and transmission assets, buy and sell energy in shorter term increments, and use pricing to match loads and resources across more buyers and sellers than existing markets currently permit. By doing this, City Light will more effectively integrate renewable energy across the West due to its flexible hydro capacity. City Light is planning to begin participating in the market in the spring of 2019.

<table>
<thead>
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<th>Resources</th>
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</tbody>
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O&M Impacts: NA

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Workplace and Process Improvement

This ongoing project funds alterations that preserve workplace efficiency. The project focuses on adapting exterior work spaces and interior building elements to support business process improvements for occupant work groups. Interior systems improvements could include flooring replacements, interior remodeling, computer network cabling upgrades, uninterruptible power systems and computer flooring. Exterior system improvements could include fencing, security systems, paving and striping, and exterior building components.

<table>
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<td>2,667</td>
<td>2,096</td>
<td>2,498</td>
<td>2,628</td>
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Fund Appropriations / Allocations¹

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<td>Total:</td>
<td>6,910</td>
<td>2,667</td>
<td>2,096</td>
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<td>750</td>
<td>750</td>
<td>750</td>
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O&M Impacts: NA

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Seattle Public Utilities

Drainage and Wastewater
Overview

Seattle Public Utilities (SPU) maintains the network of sewer and drainage systems throughout the City of Seattle. These systems include approximately:

- 448 miles of sanitary sewers
- 968 miles of combined sewers
- 68 Pump Stations
- 5.5 miles of wastewater force mains
- 85 City-owned and permitted Combined Sewer Overflow points
- 38 Combined Sewer Overflow control detention tanks/pipes
- 481 miles of storm drains / 290 storm drain outfalls
- 33,750 catch basins
- 65 miles of ditches, 128 miles of culverts
- 30 miles of stream channel (49 creeks, 6 of which are salmon bearing)
- 9 acres of green stormwater infrastructure
- 17 detention/treatment ponds
- 295 drainage flow control facilities
- 578 water quality structures

The Drainage and Wastewater (DWF) CIP is the vehicle for rehabilitating, replacing, improving, and expanding this infrastructure, as well as constructing projects that protect, conserve, and enhance our region’s environmental resources. Planned spending in the DWF CIP is approximately $1.45 billion over the next six years, from 2020 to 2025.

Thematic Priorities/Project Selection Criteria

The goal of the DWF CIP is to construct facilities that reduce the frequency of flooding and sewer backups for customers and improve water quality and habitat in the environment by reducing sewage overflows and the impacts of stormwater pollution. Projects in the DWF CIP are guided by various Federal regulations, City policies, long-term plan documents, and the SPU Asset Management Committee (AMC) benefit criteria. Many DWF CIP projects are outlined in the Wastewater System Plan, the Comprehensive Drainage Plan, and the Plan to Protect Seattle’s Waterways. In addition to candidate capital projects identified from these planning documents (e.g., comprehensive plans, program plans), projects are identified from external projects and opportunities, and emergencies or other unexpected events. All potential capital projects are prioritized for consideration into the CIP budget. Priority rankings are based on the following set of criteria:

- **Public Health, Safety & Environment**: The overriding priority for the DWF is maintaining public health and safety. The importance of this project in providing or improving services to customers and decreasing our impact on the environment. Examples of highly ranked projects in this category include the South Park Pump Station, Localized Flood Control program, Sanitary Sewer Overflow Capacity program, South Park Water Quality Facility, and NDS Partnering.

- **Infrastructure Reliability & Risk**: How a project addresses infrastructure conditions or vulnerabilities. Examples of highly ranked projects in this category include the Pipe Rehabilitation and Pump Station improvement programs.

### 2020-2025 Proposed Capital Improvement Program
SPU – Drainage and Wastewater

- **Regulatory, Mandates, Legal Agreements:** The City of Seattle/SPU must meet State and Federal regulatory requirements to comply with the Clean Water Act (CWA) and the Consent Decree that was entered in court on July 3, 2013, between the City, the U.S. Environmental Protection Agency (EPA), and the U.S. Department of Justice (DOJ). The two most significant regulatory drivers associated with the CWA are the National Pollutant Discharge Elimination System (NPDES) Waste Discharge Permit (aka NPDES CSO Permit) and the NPDES Phase I Municipal Stormwater Permit (aka NDPEMS MS4 Permit). This ranking category considers the degree to which the project is driven by Federal, State, and local laws, permit and regulatory requirements, and consent decrees; as well as by legal agreements with public and private parties and the specific mandates of the City Council and Mayor. Examples of highly ranked projects in this category include the Ship Canal Water Quality Project, CSO Retrofits, South Park Water Quality Facility, and NDS Partnering.

- **External Drivers and Opportunities:** SPU’s responsiveness to, or engagement with, the projects of other Departments or Jurisdictions, or opportunities to provide multiple benefits, address service equity, or reduce ratepayer costs through outside funding opportunities. Examples of highly ranked projects in this category include the Move Seattle projects.

**Every project is rated against each criterion.** Criteria ratings are then considered in determining an overall project priority ranking, using expert judgment (rather than a formula). Priority rankings for the CIP are determined by the leads for each LOB, with reviews by key internal stakeholders. Project priority rankings are used to clarify and document which projects are most important and why, to help determine which projects at the margin will be included, excluded or deferred from the CIP, and which projects should receive priority attention if a staff or financial resource constraint should arise.

To aid SPU in making responsible decisions on behalf of ratepayers prioritized projects must then be justified through a business case process that establishes that a problem or opportunity is timely and important and that the proposed solution is superior to alternatives based on a triple bottom line analysis (economic, environmental, and social) of life-cycle benefits and costs. The process also recognizes that a project may be a “must do” project (e.g. required by regulations). Business Cases must be approved by the SPU CEO/General Manager and Asset Management Committee.

**DWW Priorities that are also Mayor/Council Priorities**

Improvements to DWW infrastructure result in safer communities, a healthier environment, and regulatory compliance which are goals inherent within the Mayor’s key values (safe, affordable, vibrant and interconnected City that fosters innovation).

- **Aligning Capital Investments with Community Planning.** SPU has aligned planning for the South Park Water Quality Facility with the Office of Planning and Community Development’s Open Space planning in the S. Park Urban Village area and the Duwamish Valley Action Plan.

- **Aligning Capital Investments with Transportation Department’s modal plan.** SPU has several projects to facilitate citywide interconnectivity efforts.
  - Primary investments are around supporting transportation led projects as part of the Move Seattle Levy, described below within the shared costs projects Budget Control Level (BCL).
  - SPU is also leading a joint SPU/SDOT project in the South Park industrial area providing long desired Drainage Conveyance and Roadway infrastructure.

2020-2025 Proposed Capital Improvement Plan
The NDS Program, described below, collaborates with SDOT and has identified numerous joint sidewalk/bioretention project locations.

- **Expand use of Green Stormwater Infrastructure** has been identified by Mayor and Council as a priority. Projects that will help achieve the Citywide stretch goal to manage 700MG of stormwater annually with GSI by 2025, include the following:
  - The Natural Drainage Systems (NDS) Partnering program will use bioretention to reduce storm water pollution in creeks and to improve neighborhoods. The NDS Partnering Program will build natural drainage systems along approximately 66 blocks (330’ block equivalents) in the Longfellow, Thornton, and Pipers Creek watersheds. The first of these projects was 30th Ave NE, with construction led by SDOT, which was completed in 2019.
  - GSI in Urban Villages Program. SPU and Council created the GSI in Urban Villages Program to complement proposed up zones through HALA, as well as the City’s overall growth strategy. This new program has flexibility to address a variety of system problems within urban villages and urban centers, including flooding, sewer backups, water quality, and creek protection. The first GSI in Urban Villages project will be the Cloverdale Bioretention project to be constructed in 2020.
  - RainWise Program fights water pollution by offering rebates to property owners for controlling stormwater at residences, schools, and businesses. This program was developed by SPU but is now delivered jointly with King County Wastewater Treatment Division. Over 1,500 Seattle residents and businesses have installed voluntary rain gardens or cisterns through this program, managing over 26 million gallons of runoff every year.

### CIP Highlights

**2020-2025 Proposed Drainage and Wastewater Fund CIP by BCL**

(In ‘000s; total may not sum due to rounding)

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<th>BCL</th>
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**2020-2025 Proposed Capital Improvement Plan**
Protection of Beneficial Uses: This program makes improvements to the City’s drainage system to reduce the harmful effects of stormwater runoff on creeks and receiving water bodies and preserve the storm water conveyance function of our creeks through stream culvert repair and rehabilitation. The program includes projects to meet regulatory requirements, primarily NDS Partnering Projects (a key component of Seattle’s Plan to Protect Seattle’s Waterways) which improves water quality with GSI approaches while partnering with SDOT to provide streetscape enhancements. The program also includes projects that are part of the SPU and Council created GSI in Urban Villages Program. Funding in the DWF CIP is focused on cost effective stormwater and water quality projects such as NDS Partnering, GSI in Urban Villages projects, Capitol Hill Water Quality project, and the Taylor Creek Culvert Replacement project.

Sediments: The City of Seattle is a Potentially Responsible Party (PRP) for cleanup liabilities for contaminated sediments at the Lower Duwamish Waterway Superfund Site, the Harbor Island Superfund Site, and Gas Works Park because of alleged historic contributions from Combined Sewer Overflows (CSO) and storm drain discharges, or other City-owned facilities. The City continues to work with EPA, the Washington State Department of Ecology, King County, and other PRPs on an assessment of contaminants and sources. The Sediments program provides funding for studies and analysis for cleanup of contaminated sediment sites in which the City is a participant, for engineering design and construction of actual cleanup of contaminated sites,, and for liability allocation negotiations. The study phase of sediment remediation projects often requires multiple years before specific cleanup actions are defined. Current projections reflect cleanup construction adjacent to Gasworks Park, the Duwamish Waterway Sediment Remediation, and East Waterway Remediation projects beginning in 2024 based on preliminary schedules.

Combined Sewer Overflows: This program consists of projects that are mandated by State and Federal regulations to control combined sewer overflows (CSOs) into the City’s receiving waters. During heavy rainfall events, the combination of stormwater (about 90 percent of the volume) and sewage may exceed the capacity of the combined sewer system (CSS) and overflow into our waterways — causing a combined sewer overflow (CSO). CSOs spill a mixture of raw sewage and stormwater into local waterways at 85 outfalls throughout the City. These spills violate water quality standards, create unacceptable risk to public health, contaminate sediment and habitat for endangered species and pollute the Puget Sound.

Annual CSOs have been reduced from 20-30 billion gallons per year by both the City and the County in 1970 to about 1 billion gallons per year, today. The City’s overflows account for 100-200 million gallons per year. SPU currently does not meet regulatory mandates that limit CSOs to one untreated overflow per outfall location per year. SPU is required by State and Federal law to achieve control of CSOs by 2030. The LTCP, also called the Plan to Protect Seattle’s Waterways, was approved by regulators in May 2015. Ultimately the Consent Decree requires completion of construction of all CSO reduction projects by December 2030. CSOs must be proven to be controlled one year after completion of construction. Continuing investments in CSO control will enable SPU to achieve compliance with the 2030 milestone.

Projects in the CSO Program include large infrastructure projects (e.g. storage structures, pipes, tunnels, wet weather treatment plants, stormwater separation, pump stations, etc.), smaller retrofits, construction of Green Stormwater Infrastructure (GSI) for CSO control, and development and implementation of regulatory required plans such as the Plan to Protect Seattle’s Waterways. The 2020-2025 Proposed Capital Improvement Plan
largest project in the DWF CIP is the Ship Canal Water Quality Project (SCWQP). The SCWQP consists of a 2.7-mile-long, approximately 18-foot-diameter tunnel that, when completed, will capture and store approximately 75 million gallons of sewage and stormwater flows from Ballard, Fremont, Wallingford and Queen Anne.

Other key efforts in the program include Pump Station 13 Upgrade and Force Main Rehabilitation and Pump Station 22 Retrofit and Force Main Upgrade. Planning work is underway and will continue through the coming years for additional CSO reduction efforts to meet CSO Consent Decree compliance date requirements. SPU currently expects to spend approximately $567 million over the next six years on CSO reduction projects. The majority of this spending is associated with the SCWQP.

**Rehabilitation:** This program consists of projects that repair, rehabilitate or replace existing drainage and wastewater assets to maintain or improve the current functionality level of the system. Assets that are addressed include:

- pump station structures, airlift conversions, major mechanical, ventilation and electrical components;
- drainage facilities including water quality structures, flow control structures and large surface water facilities; and
- drainage and wastewater conveyance pipes and structures (catch basins, maintenance holes and sandboxes).

Work within this program is a critical component to achieving SPU’s Consent Decree target of four sanitary sewer overflows per 100 miles of sewer pipe annually. Individual projects are defined by the type and method of rehabilitation and/or replacement and include emergency rehabilitation, no-dig pipe lining rehabilitation by crews or contract, full mainline dig pipe replacement by contract, dig point sewer pipe and structure rehabilitation by crews or contract, and pump station repairs or replacement by crew or contractor.

This proposed budget will include a new drainage facility master project to rehabilitate or replace water quality structures, flow control structures and large surface water facilities by crew or contractor.

**Flooding, Sewer Back-up, and Landslides:** This program is responsible for preventing and alleviating flooding and sewer backups in the City of Seattle, with a primary focus on the protection of public health, safety, and property. The program area is focused on planning, design, and construction of new pipes, ditches, culverts, detention facilities, and GSI that control and/or convey storm runoff to the ultimate discharge locations of creeks, lakes, and the Puget Sound. This program also involves protecting SPU drainage and wastewater infrastructure in landslide prone areas, both from impending small landslides, and providing drainage improvements where surface water generated from the City right-of-way is contributing to small landslides. Lastly, this program also includes sewer capacity projects that reduce sewer backups and helps lower the risk of exceeding the Consent Decree target of four sanitary sewer overflows per 100 miles of sewer pipe per year. Major projects in this program include the Pearl Street SSO reduction project, the 12th Avenue drainage project, and the South Park Water Quality and Pump Station project. The South Park Water Quality Facility is a regulatory commitment within the Plan to Protect Seattle’s Waterways.

**Shared Cost Projects:** This program includes individual capital improvement projects which typically benefit multiple Lines of Business (LOB) (e.g. the Water LOB and the Drainage and Wastewater LOB) and whose costs are "shared," or paid for by more than one of SPU’s utility funds.

**2020-2025 Proposed Capital Improvement Plan**
The Proposed Budget for the Shared Cost program includes budgets for a number of interdepartmental projects including the Alaskan Way Viaduct and Seawall Replacement, Move Seattle, Center City Streetcar, and Sound Transit Link Light Rail. This BCL also includes funding for SPU Facility Improvements such as the South Operations Center, the North Operations Center, and a new dewatering facility near the South Transfer Station. Other programs in this BCL include DWW Heavy Equipment Purchases, 1% for the Arts, and several smaller projects.

**Technology:** The Technology capital portfolio is managed in six program areas, which provide a department-wide view of technology investments to address SPU’s strategic, business, and City-wide priorities. These areas are:

- Customer Contact and Billing
- Enterprise Information Management
- IT Infrastructure
- Project Delivery & Performance
- Science & System Performance
- Asset Information Management

Investments in 2020 address several of SPU’s key initiatives, including:

- Financial Management and Internal Controls
- Operational Excellence and Performance Management
- An Easy and Engaged Customer Experience
- Data-driven Decision Support
- Project Delivery/Project Controls

In 2020, SPU will focus its technology spending on the highest priority business needs. These projects would primarily be within the Customer Contact and Billing Program, Project Delivery and Performance Program, as well as the Asset Information Management Program.

With the New Customer Information System already in place, the next major projects for SPU within the Customer Contact and Billing Program would be the Utilities Customer Self-Service (CSS) Portal project as well as other projects such as the Customer Contact & Billing (CCB) Upgrade, and the CIS Reporting. Other projects slated would be enhancements to SPU’s Enterprise Project Management System (EPMS) as well as the Development Systems Integration project, and the Maximo Business Intelligence (BI) upgrade along with other projects that have been deferred in previous years.

**CIP Revenue Sources**
Historically, the DWF CIP has been funded primarily by revenue bonds serviced by ratepayers. However, DWF financial policies adopted in 2003 gradually increase cash contributions from SPU to fund the CIP. By 2007, a 3-year average of 25 percent of total CIP costs were funded by a cash contribution, with the remaining capital needs being debt financed.

SPU’s DWF CIP is funded largely by Drainage and Sewer ratepayers. SPU issues bonds, serviced by ratepayers that cover approximately 75 percent of the CIP, with the remainder funded by cash. DWF rates were approved by the Mayor and City Council in 2018 for the three-year period of 2019-2022.
SPU also actively seeks grants and low-interest loans. Loans like this offer a lower interest rate than what SPU can borrow/issue debt and offset the need to draw down extra dollars from the construction fund. SPU also receives Remedial Action Grants from the Washington State Department of Ecology for up to 50 percent of sediments cleanup project costs.

**Summary of Upcoming Budget Issues and Challenges**

The biggest challenge for DWF will be continuing to manage priority projects while still complying with regulatory requirements from the EPA, and Washington State Department of Ecology (DOE) - all within the financial limitations of the Fund.

The City negotiated a Consent Decree between the City, the EPA, and the DOJ for compliance with the CWA and State regulations. The Consent Decree was entered in court on July 3, 2013 and includes deadlines for development and implementation of the LTCP and will drive spending in the CSO Reduction Program over the next several years. The Consent Decree also includes requirements to implement a Capacity Management, Operations and Maintenance (CMOM) Program, which drives operations and maintenance spending and CIP spending in the Rehabilitation Program. Additionally, an NPDES permit for stormwater includes requirements to help protect local waterways and the Puget Sound from damaging pollutants and excessive runoff. This increased regulatory emphasis on protecting and improving water quality has resulted in the need for the City to make substantial investments in detention, water quality treatment (e.g., GSI), CSO retrofits, pipe and pump station rehabilitation, and inflow/infiltration reduction.

- **Detention:** This focuses on storing stormwater and/or sewage during a rainfall event and can be accomplished through detention ponds (for stormwater), GSI (for stormwater) or underground tanks or tunnels (for both wastewater and stormwater). Detention can be added to the drainage system to offset the impacts of larger storms that overwhelm the conveyance capacity of the combined sewer system and can result in backups of sewage, localized flooding and releases of untreated sewage.

- **Water Quality Treatment:** This focuses on removing pollutants and can be accomplished through GSI or the use of technology such as specialized media filters. GSI is the use of green solutions to help reduce untreated overflows by allowing stormwater to infiltrate slowly into the ground, cutting the volume of stormwater entering the system, and providing water quality treatment through natural processes as the polluted runoff comes in contact with the soil and vegetation. The use of GSI is required as part of development through Seattle’s NPDES permit and Stormwater Code.

- **CSO Retrofits:** This focuses on optimizing the existing collection, pumping and storage systems, using low-cost repairs and modifications to reduce overflows to waterways.

- **Pipe and Pump Station Rehabilitation:** This consists of repairing, rehabilitating, or replacing existing gravity sewer pipes, wastewater pump stations, and/or force mains that have deficiencies or have reached the end of their useful life.

- **Inflow/Infiltration Reduction:** This focuses on filling in cracks in sewer lines that allow groundwater to enter the system. It also addresses parts of the system where there are direct stormwater connections to the sanitary sewer system which can/should be directed to a

**2020-2025 Proposed Capital Improvement Plan**
separated stormwater system. By reducing inflow/infiltration, it is possible to reduce the frequency and volume of SSOs and sewer backups.

Other challenges DWF faces in meeting its obligations:

1) Addressing public expectations: it is challenging to address public expectations around our basic service level programs, such as flooding and system capacity. The funding for these programs is below the program need, but unable to be increased at this time due to the demand on our budget from our regulatory requirements. The separated drainage and wastewater systems are at capacity during storm events, or lacking the fundamental infrastructure at various locations across the City. The impacts can range from very serious (basement sewer back-ups) to nuisance (limited street or yard flooding) issues.

2) Construction Costs: due to market conditions and building large infrastructure in dense urban areas costs to construct drainage and wastewater infrastructure have increased significantly putting additional pressure on the portfolio.

Future Projects/What is on the Horizon
Over the next 10 years the DWF CIP will be driven largely by regulatory requirements, major transportation projects, and Operations Crew Facilities. Major projects include the completion of the Ship Canal Water Quality Project, sediment remediation, and other projects necessary under the LTCP/Plan to Protect Seattle’s Waterways, and localized flooding reduction in Broadview, and flood reduction and water quality improvements in South Park.

SPU is moving forward with a comprehensive planning effort, the Integrated System Plan, to better identify the highest priority locations and potential funding and financing strategies. The Integrated System Plan will be a 50-year plan for managing and improving Seattle’s drainage and wastewater systems. Through this planning effort, SPU will identify the partnerships, programs, and projects that will improve the performance and resilience of our drainage and wastewater systems while optimizing social and environmental co-benefits for the City. We are developing our plan through technical analysis, robust community engagement and an integrated approach to planning. By the end of 2022, SPU will have near- and long-term plans for drainage and wastewater programs, partnerships, and infrastructure investments over the next 50 years. This planning is part of building a better Seattle by providing drainage and wastewater services that are affordable, safe, green, and just in a climate uncertain future.
## Project Summary

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<td>16,269</td>
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<td>17,212</td>
<td>16,251</td>
<td>11,058</td>
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</table>

*Amounts in thousands of dollars.*

**2020 - 2025 Proposed Capital Improvement Program**
# Project Summary

<table>
<thead>
<tr>
<th>Project Name &amp; ID</th>
<th>LTD Actuals</th>
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<th>2021</th>
<th>2022</th>
<th>2023</th>
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<td>194,023</td>
<td>170,861</td>
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*Amounts in thousands of dollars.*
### Fund Summary

<table>
<thead>
<tr>
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<tbody>
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<td>206,720</td>
<td>217,707</td>
<td>195,749</td>
<td>2,121,388</td>
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<tr>
<td>Seattle Public Utilities Total</td>
<td>429,781</td>
<td>240,659</td>
<td>270,026</td>
<td>305,313</td>
<td>255,432</td>
<td>206,720</td>
<td>217,707</td>
<td>195,749</td>
<td>2,121,388</td>
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</tbody>
</table>

*Amounts in thousands of dollars.*
This ongoing project provides for the repair and replacement of stream culverts that are part of SPU's critical drainage infrastructure. Culverts are prioritized for repair or replacement based on structural condition. Projects are then sequenced based on prioritization and other factors such as readiness to proceed, ability to address other drainage needs (e.g., flooding, maintenance), potential partnerships, synergies with other projects and availability of funding.

**Resources**

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drainage and Wastewater Rates</td>
<td>2,124</td>
<td>2,379</td>
<td>2,884</td>
<td>4,200</td>
<td>8,000</td>
<td>12,450</td>
<td>2,000</td>
<td>-</td>
<td>34,036</td>
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<td>Total:</td>
<td>2,124</td>
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<td>-</td>
<td>34,036</td>
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</tbody>
</table>

**Fund Appropriations / Allocations¹**

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<td>-</td>
<td>34,036</td>
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</table>

**O&M Impacts:** This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.

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GSI for Protection of Beneficial Uses

- **Project No:** MC-SU-C3316  
- **BSL Code:** BC-SU-C333B
- **Project Type:** Ongoing  
- **BSL Name:** Protection of Beneficial Uses
- **Project Category:** Improved Facility  
- **Location:** Various
- **Current Project Stage:** N/A  
- **Council District:** Multiple
- **Start/End Date:** N/A  
- **Neighborhood District:** Multiple
- **Total Project Cost:** N/A  
- **Urban Village:** Multiple

This ongoing program provides construction of Green Stormwater Infrastructure (GSI) within the separated stormwater system. Work includes right-of-way retrofits with bioretention and/or biofiltration for water quality treatment and flow control, as well as potential expansion of private property incentives for construction of properly sized and installed rain gardens or cisterns (RainWise program) into creek watersheds. The Natural Drainage Systems Projects within this program will achieve the water quality goals for the NDS Partnering Program identified in Seattle’s Plan to Protect Seattle’s Waterways (the Long Term Control Plan requirement within our Consent Decree) while coordinating with SDOT and community groups to deliver co-benefits such as sidewalks. The program also includes projects that are part of the SPU and Council created GSI in Urban Villages Program which will deliver multi-purpose green infrastructure projects in urban villages and urban centers through community partnerships and development synergies.

### Resources

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<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<td>16,251</td>
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<td>138,984</td>
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<td><strong>16,269</strong></td>
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<td>Fund Appropriations / Allocations¹</td>
<td>LTD Actuals</td>
<td>2019 Revised</td>
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<td>2021</td>
<td>2022</td>
<td>2023</td>
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</table>

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**O&M Impacts:** This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.
Beneficial Uses Program

Project No: MC-SU-C3317  BSL Code: BC-SU-C333B
Project Type: Ongoing  BSL Name: Protection of Beneficial Uses
Project Category: Improved Facility  Location: Various
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

This ongoing project develops drainage related projects to improve the water quality, stream function and habitat in the streams and receiving waters of Seattle. Projects include stream and habitat restoration to reduce flooding, culvert repair and replacements to protect public safety, and green stormwater infrastructure projects to address flooding and control and clean runoff to streams.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<th>2024</th>
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<th>Total</th>
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<tbody>
<tr>
<td>Drainage and Wastewater Rates</td>
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<td>2,224</td>
<td>1,237</td>
<td>11,551</td>
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<tr>
<th>Fund Appropriations / Allocations¹</th>
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</tr>
</tbody>
</table>

O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.

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Sediment Remediation

Project No: MC-SU-C3503  BSL Code: BC-SU-C350B
Project Type: Ongoing  BSL Name: Sediments
Project Category: Improved Facility  Location: Various
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Not in an Urban Village

This ongoing program provides for City of Seattle participation in cleanup of contaminated sediment sites at multiple locations across Seattle for which the City's drainage and wastewater utilities may have some liability. Typical phases of such projects include preliminary studies and analyses, preliminary engineering for actual cleanup efforts, and liability allocation negotiations. This program enhances the natural environment of Seattle and addresses both State and Federal regulatory agency requirements.

Resources

<table>
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<tr>
<th>Resources</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
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Fund Appropriations / Allocations¹

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</table>

O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
This project supports the ongoing implementation of SPU’s Combined Sewer Overflow (CSO) Reduction Long Term Control Plan (LTCP) in accordance with SPU’s National Pollutant Discharge Elimination System (NPDES) permit and the Federal CSO Control Policy. On May 1, 2012, the Environmental Protection Agency/Department of Justice issued a draft Consent Decree to the City of Seattle which requires the development and submission of a Long-Term Control Plan for approval by May 30, 2015. It further stipulates that all CSO Control Measures are to be constructed as expeditiously as practicable, and in no event later than December 31, 2030. The Consent Decree also allows the City to propose storm water control project(s) as part of an Integrated Plan, in addition to the CSO Control Measures. The LTCP identified projects and programs to reduce the number and volume of CSOs, meet receiving water quality standards, and protect designated beneficial uses. The LTCP includes flow characterization, monitoring, and hydraulic modeling; development of CSO control alternatives; development of control alternatives that takes into consideration costs and performance; operational plan revisions; public participation; implementation schedule; and post-construction monitoring.

O&M Impacts: Any O&M needed as a result of this project will be included and/or identified as part of SPU’s Operating Budget.
S Henderson CSO Storage

Project No: MC-SU-C3609  BSL Code: BC-SU-C360B
Project Type: Discrete  BSL Name: Combined Sewer Overflows
Project Category: Improved Facility  Location: S Henderson St.
Start/End Date: 2001 - 2019  Neighborhood District: Southeast
Total Project Cost: $59,557  Urban Village: Not in an Urban Village

This project provides construction of combined sewer overflows (CSO) facilities in the Henderson area in the southeast part of Seattle. Facilities will be built to meet level of service requirements for CSOs and comply with State and Federal regulations.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<tbody>
<tr>
<td>Drainage and Wastewater Rates</td>
<td>59,528</td>
<td>29</td>
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O&M Impacts: Any O&M needed as a result of this project will be included and/or identified as part of SPU's Operating Budget.

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Green Stormwater Infrastructure Program

Project No: MC-SU-C3610  BSL Code: BC-SU-C360B
Project Type: Ongoing  BSL Name: Combined Sewer Overflows
Project Category: Improved Facility  Location: Citywide
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

This ongoing program provides construction of Green Stormwater Infrastructure (GSI) as a component of combined sewer overflow (CSO) reduction within the uncontrolled CSO basins. Work includes roadside bioretention and the RainWise program. RainWise provides financial incentives to private property owners within our uncontrolled CSO basins for construction of properly sized and installed raingardens or cisterns. The program supports the City's current regulatory strategy for compliance with CSO National Pollutant Discharge Elimination System (NPDES) permit.

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CSO Facility Retrofit

Project No: MC-SU-C3611  
BSL Code: BC-SU-C360B

Project Type: Ongoing  
BSL Name: Combined Sewer Overflows

Project Category: Improved Facility  
Location: Various

Current Project Stage: N/A  
Council District: Multiple

Start/End Date: N/A  
Neighborhood District: Multiple

Total Project Cost: N/A  
Urban Village: Not in an Urban Village

This ongoing project retrofits, upgrades, and modifies existing Combined Sewer Overflows (CSO) reduction facilities in Seattle CSO basins. Retrofit projects cost-effectively optimize and maximize existing system operation to minimize CSOs to the greatest extent possible, reducing long term CSO storage needs. This project assists in achieving State Department of Ecology’s requirement of an average of no more than one CSO event per outfall per year.

### Resources

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Future CSO Projects

Project No: MC-SU-C3612
BSL Code: BC-SU-C360B

Project Type: Ongoing
BSL Name: Combined Sewer Overflows

Project Category: Improved Facility
Location: N/A

Current Project Stage: N/A
Council District: Multiple

Start/End Date: N/A
Neighborhood District: Multiple

Total Project Cost: N/A
Urban Village: Multiple

This project is for future combined sewer overflow (CSO) reduction projects that will be identified through the CSO Long-Term Control Plan (LTCP) Update. Future projects are most likely to include underground storage projects, wastewater lift station improvements, and/or wastewater conveyance system improvements. Planning for the projects began in 2018, and the projects should complete their construction by 2030.

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<td>3,406</td>
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Ship Canal Water Quality Project

The City of Seattle (the City) has prepared a comprehensive strategy, called The Plan to Protect Seattle's Waterways (the Plan) to reduce overflows and discharge of pollutants from combined sewers and the storm drain system. The City must control sewer discharges to protect public health, the environment, to comply with the Clean Water Act, the United States District Court Consent Decree, and State regulations. On May 29, 2015, the City submitted the plan to EPA and Ecology for approval. The largest project identified in the Plan is the Ship Canal Water Quality Project. This project is a joint project between SPU and King County to design and construct a storage tunnel to capture Combined Sewer Overflows for 5 SPU outfalls and two King County outfalls. The tunnel will be 2.7 miles long and run from Wallingford to Ballard. The tunnel will be approximately 18 feet in diameter and have a storage volume of about 30 million gallons. The purpose of the project is to bring all seven outfalls into compliance with the State's control standard of one untreated overflow per year per outfall on a 20-year moving average. Note all City/County funding allocations are for informational purposes, only. Actual resource allocations will be determined through ongoing project governance agreements and interagency coordination between the City and King County.

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<td><strong>49,888</strong></td>
<td><strong>100,646</strong></td>
<td><strong>118,065</strong></td>
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Pump Station & Force Main Improvements

Project No: MC-SU-C3703  BSL Code: BC-SU-C370B
Project Type: Ongoing  BSL Name: Rehabilitation
Project Category: Improved Facility  Location: Various
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Not in an Urban Village

This ongoing project provides for improvements and upgrades to the 68 SPU-owned wastewater pump stations and force mains. Typical improvements may include, but are not limited to, replacement of existing pump station assets including pumps, motors, and valves, and installation of new assets such as SCADA systems, generators, and emergency plugs. This project enhances and extends the useful life of the existing pump stations which protects water quality.

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<tr>
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<td>15,585</td>
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<td>51,836</td>
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<tr>
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2020 - 2025 Proposed Capital Improvement Program
Outfall Rehabilitation Program

Project No: MC-SU-C3708  BSL Code: BC-SU-C370B
Project Type: Ongoing  BSL Name: Rehabilitation
Project Category: Improved Facility  Location: Various
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

This ongoing project provides rehabilitation of outfalls throughout Seattle Public Utilities service area. Typical improvements may include, but are not limited to, repair, rehabilitation or replacement of outfall structures. This project will investigate the condition of each of the outfalls and complete an options analysis, followed by design, construction, and closeout activities.

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Pipe Renewal Program

SPU operates and maintains approximately 1,423 miles of wastewater conveyance (combined and separated) pipe. The age of this infrastructure varies; however, significant portions of the system were constructed prior to 1950. This ongoing program repairs, replaces, rehabilitates and renews the conveyance system by SPU crews and various contracting construction projects.

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2020 - 2025 Proposed Capital Improvement Program
Drainage Facilities Rehabilitation

This new project provides for improvements and upgrades to SPU-owned drainage facilities including, but not limited to, detention/treatment ponds, flow control facilities, and water quality structures. Typical improvements may include, but are not limited to, the repair, rehabilitation, or replacement of drainage facilities.

**Resources**

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<thead>
<tr>
<th>Resources</th>
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<th>2019 Revised</th>
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**Fund Appropriations / Allocations¹**

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Drainage Capacity Program

Project No: MC-SU-C3802  BSL Code: BC-SU-C380B
Project Type: Ongoing  BSL Name: Flooding, Sewer Backup & Landslide
Project Category: Improved Facility  Location: Various
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

This ongoing program provides flood control and local drainage and wastewater projects to improve system capacity or increase the existing level of service. Candidate projects are identified through DWW investigations, claims, complaints, studies, and prior planning. Drainage "spot" projects and small landslides prevention projects are also included within this program. The Localized Flood Control Program improves Drainage and Wastewater levels of service.

<table>
<thead>
<tr>
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<th>Revised</th>
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2020 - 2025 Proposed Capital Improvement Program
Sanitary Sewer Overflow Capacity

Project No: MC-SU-C3804  
BSL Code: BC-SU-C380B

Project Type: Ongoing  
BSL Name: Flooding, Sewer Backup & Landslide

Project Category: Improved Facility  
Location: Various

Current Project Stage: N/A  
Council District: Multiple

Start/End Date: N/A  
Neighborhood District: Multiple

Total Project Cost: N/A  
Urban Village: Multiple

This ongoing program is designed to improve sanitary sewer service to Seattle customers by addressing current and projected capacity limitations of the wastewater system through capital project improvements. Such improvements may include demand management measures such as infiltration and inflow (I/I) reduction, increased conveyance capacity, and individual customer measures such as installation of backflow preventers or grinder pumps to reduce the risk that customers will experience backups of sewage into their homes and businesses during storm events.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actualls</th>
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South Park Stormwater Program

This program constructs a pump station (PS), a water quality facility (WQF), and additional drainage conveyance in South Park. The PS will allow the existing storm drain outfall to drain the system when the tide is high and will support future drainage projects. The WQF will treat most stormwater flows from the basin, reducing pollutant loading to the Duwamish. Excessive flows will bypass the WQF and be pumped directly to the river. This program was formerly titled "South Park Pump Station."

<table>
<thead>
<tr>
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<td>6,765</td>
<td>24,744</td>
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Thornton Confluence Improvement

This project provides creek realignment, floodplain excavation, culvert replacement, and riparian plantings at the confluence of the north and south branches of Thornton Creek. SPU has acquired a number of flood prone properties in this area over the last decade. Using these properties, this project increases culvert capacity, floodplain area and flood storage, and provides stream habitat benefits. The project will help alleviate flooding and reduce maintenance at Meadowbrook Pond.

<table>
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<tr>
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<td>Fund Appropriations / Allocations¹</td>
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Broadview Long-Term Plan

The Broadview Long-Term Plan had been an ongoing program to address longstanding drainage and wastewater problems. The current funded capital project within that program is the 12th Avenue NW Drainage Basin project, which addresses public and private flooding problems in that area by providing stormwater detention and green infrastructure.

Resources

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<tr>
<th>Resources</th>
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<tbody>
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2020 - 2025 Proposed Capital Improvement Program
Seattle Public Utilities

Solid Waste
Overview
Seattle Public Utilities (SPU) collects and disposes of solid waste generated within the City of Seattle. To fulfill this responsibility, the City owns and manages the following significant infrastructure:

- two transfer stations;
- one recycling and re-use facility;
- two household hazardous waste facilities;
- a fleet of trucks and heavy equipment; and
- three closed landfills previously used by the City.

The Solid Waste Fund (SWF) Capital Improvement Plan (CIP) is the planning tool for rehabilitating, replacing, improving, and expanding infrastructure, as well as constructing projects that protect, conserve, and enhance our region’s environmental resources. Planned spending in the SWF CIP is approximately $95 million over the next six years, from 2020 through 2025.

Major anticipated projects include:
- constructing a recycling/re-use facility at the South Recycling Center at or adjacent to the South Transfer Station (this was previously called South Transfer Station Phase 2 or STS2) (2015-2021); and
- cleanup of the historic South Park Landfill (2015-2021) at the South Park Development Project.

These projects comprise approximately 62% of the SWF CIP. Other significant projects include the Waste Removal project at the Midway Landfill, replacing two compactors, and SPU’s annual equipment investment.

Thematic Priorities
The SWF places a high priority on managing environmental issues and addressing regulatory requirements related to current and historic solid waste facilities while protecting employees and customer health and safety.

- Managing environmental issues and regulations: SPU is required to improve former landfill sites and act as necessary when conditions change. For example, underground gas levels at these sites are monitored. When increasing gas levels are detected, SPU implements improvements to extract the excess gas or otherwise mitigate the environmental impacts of the gas increase. Landfill projects are also triggered by Washington State Department of Transportation improvements to Interstate-5 that require modification to landfill infrastructure in the right-of-way and support of Sound Transit projects that impact the Midway Landfill. Additionally, the new transfer stations are designed to reduce the environmental impacts of the existing stations on neighboring communities.

Project Selection Criteria
SPU identifies candidate capital projects from several sources – planning (e.g., comprehensive plans, program plans), external projects and opportunities, and emergencies or other unexpected events. Under SPU’s Asset Management System, projects must be justified through a business case process that

2020-2025 Proposed Capital Improvement Program
establishes that a problem or opportunity is timely and important and that the proposed solution is superior to alternatives based on a triple bottom line analysis (economic, environmental, and social) of life-cycle benefits and costs. The process also recognizes that a project may be a “must do” project (e.g. required by regulations).

Prioritization of SPU projects are based on the following set of criteria:

- **Regulatory Mandates, Legal Agreements**: The degree to which the project is driven by Federal, State, and local laws, permit and regulatory requirements, and consent decrees; as well as by legal agreements with public and private parties. Examples of highly ranked projects in this category include the South Park Development project and Kent Highlands and Midway Landfills programs.

- **External Drivers**: SPU’s responsiveness to, or engagement with, the projects of other departments or jurisdictions, and the specific mandates of the City Council and Mayor. An examples of a project in this category is the 1% for Arts program.

- **Infrastructure**: How a project addresses infrastructure conditions or vulnerabilities. An example of a highly ranked project in this category is the South Recycling Center project.

- **Level of Service**: The importance of this project in providing or improving services to customers. An examples of a highly ranked project in this category is the South Recycling Center project.

- **Other Factors**: Other important factors include high net present value or cost-effectiveness, social or environmental benefits that were not otherwise recognized, a project already in progress or near completion, limited time opportunity, demonstration projects, community visibility, or outside funding.

Every project is rated against each criterion. Criteria are then considered in determining an overall project priority ranking, using expert judgment (rather than a formula). Priority rankings for the CIP are determined by the leads for each LOB, with reviews by key internal stakeholders. The ranking scheme and criteria are the same for all LOBs and are approved by the SPU General Manager/CEO and Asset Management Committee. Project priority rankings are used to clarify and document which projects are most important and why, to help determine which projects at the margin will be included, excluded or deferred from the CIP, and which projects should receive priority attention if a staff or financial resource constraint should arise.
CIP Highlights

2020-2025 Proposed Water Fund CIP by BCL
(In ’000s; total may not sum due to rounding)

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<th>BCL</th>
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<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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<td>10,603</td>
<td>4,905</td>
<td>3,852</td>
<td>94,507</td>
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</table>

**New Facilities:** This program includes the planning, design, and construction of new facilities to enhance solid waste operations. In 2020, SPU will continue to implement its Solid Waste Facilities Master Plan. The key project drivers of the New Facilities budget are the South Recycling Center and South Park Development projects.

**Rehabilitation and Heavy Equipment:** This program includes design and construction of projects that repair and/or upgrade solid waste facilities other than the transfer stations. The key drivers of this budget level are the Midway project and new funding for the Solid Waste Comprehensive Plan Update as required by the Washington State Department of Ecology.

**Shared Cost Projects:** This program includes individual capital improvement projects that typically benefit multiple Lines of Business (LOB) (e.g. the Water LOB and the Drainage and Wastewater LOB) and which costs are "shared," or paid for by more than one of SPU's utility funds. Key driver for this budget includes heavy equipment purchases, which reflects the best estimate of the required fleet of trucks and heavy equipment for the transfer stations.

**Technology:** The Technology CIP is managed in six program areas that provide a department-wide view of technology investments to address SPU’s strategic, business, and City-wide priorities. These areas are:
- Customer Contact and Billing;
- Enterprise Information Management;
- IT Infrastructure;
- Project Delivery & Performance;
- Science & System Performance; and
- Asset Information Management.

2020-2025 Proposed Capital Improvement Program
Investments in 2020 address several of SPU’s key initiatives, including:

- Financial Management and Internal Controls;
- Operational Excellence and Performance Management;
- An Easy and Engaged Customer Experience;
- Data-driven Decision Support; and
- Project Delivery/Project Controls.

In 2020, SPU will continue focusing its technology spending on the highest priority business needs. These projects would primarily be within the Customer Contact and Billing Program, Project Delivery and Performance Program, as well as the Asset Information Management Program.

With the New Customer Information System (CIS) already in place, the next major projects for SPU within the Customer Contact and Billing Program include the Utilities Customer Self-Service Portal project, the Customer Contact and Billing Upgrade, CIS Workflow, and the CIS Reporting. Other projects slated would be enhancements to SPU’s Enterprise Project Management System and the Development Systems Integration project, and the Maximo Business Intelligence upgrade along with other projects that have been deferred in previous years.

CIP Revenue Sources
Much of the SWF CIP is funded through bond proceeds and current cash contributions, the mix of which is determined by SWF financial policies, the overall financial health of the SWF, and the best value and equity to ratepayers. SPU issued debt in 2014, 2015, and 2016. SPU is not planning any SWF bond issuances until after 2022 and will use current cash contributions and existing cash on hand to pay for the CIP. Cash contributions to construction and repayment of debt come from rate-based charges to customers whose solid waste services are handled by the City’s solid waste infrastructure and programs.

SPU also actively seeks grants, low-interest loans, and other funding sources whenever possible and prudent. The Solid Waste Utility is currently in the middle of a capital-intensive historic landfill remediation process and the South Recycling Center project. These projects are the primary drivers of CIP spending and have required rate increases for financing.

Summary of Upcoming Budget Issues and Challenges
Solid Waste faces logistical and financial issues as it reconstructs its primary facilities and addresses site cleanup efforts.

- **Logistics:** SFW is focusing on developing the South Recycling Center and must continue to use the site for trailer parking and household hazardous waste collection during construction.
- **Financial Challenges:** Developing the South Recycling Center along with site remediation efforts puts considerable short-term financial strain on the SWF. While the SWF is funding and building these major projects, it is working to address environmental stewardship by encouraging waste reduction and recycling, which results in declining demand for services.
Future Projects/What is on the Horizon
Once the South Recycling Center is completed, the core SWF CIP is expected to approximate lower spending levels. General SWF CIP spending will return to between $5 and $10 million annually after this project is completed, compared to a high of $25 million planned for 2022.

Once the South Recycling Center is completed, annual costs for repairs and upkeep are projected to decrease initially and then increase as equipment replacement/renewal projects are required. Part of the project scope is to retain enough space to take advantage for future technologies and innovations, and possibly construct a Material Recovery Facility or some other waste reduction or recovery facility in the future to increase the recycling rate and help SPU achieve its environmental goals.
## SPU – Solid Waste

### Project Summary

<table>
<thead>
<tr>
<th>Project Name &amp; ID</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
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*Amounts in thousands of dollars.*
# Fund Summary

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*Amounts in thousands of dollars.*
South Recycling Center

Project No: MC-SU-C2302 BSL Code: BC-SU-C230B
Project Type: Discrete BSL Name: New Facilities
Project Category: Improved Facility Location: 8100 2nd AVE S
Current Project Stage: Stage 3 - Design Council District: Council District 1
Start/End Date: 2006 - 2025 Neighborhood District: Greater Duwamish
Total Project Cost: $43,202 Urban Village: Greater Duwamish

This project transforms the existing South Recycling and Disposal Station to a recycling and reuse area. The existing transfer station building and associated facilities will be demolished and replaced with new recycling facilities, a reuse facility, parking and storage area for transfer trailers, and other solid waste facilities.

### Resources

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### Fund Appropriations / Allocations¹

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### O&M Impacts:

Any O&M needed as a result of this project will be included and/or identified as part of SPU’s Operating Budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
This project provides modifications, upgrades and wear replacement for the two new City Transfer Stations. The new facilities will require periodic capital upgrades and replacement to extend the useful life of these assets. Examples of this work include improvements to the South Transfer Station (STS) wheelwash and floor drain system to meet regulatory requirements and replacement of the wear surface on the STS tipping floor or modifications to optimize the NTS facility.

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**O&M Impacts:** This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.
South Park Development

Project No: MC-SU-C2304  BSL Code: BC-SU-C230B
Project Type: Discrete  BSL Name: New Facilities
Project Category: Improved Facility  Location: 8100 2nd Ave S
Current Project Stage: Stage 2 - Initiation, Project Definition, & Planning
Start/End Date: 2007 - 2025  Neighborhood District: Greater Duwamish
Total Project Cost: $22,377  Urban Village: Greater Duwamish

This project studies, plans, designs and constructs remediation of the historic South Park Landfill site to minimize environmental impacts. SPU owns a portion of the site on which the landfill once operated, and was a historic operator of the landfill at one time. This project will meet the requirements of a Washington Department of Ecology Agreed Order for study of and cleanup planning for the historic South Park Landfill.

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O&M Impacts: Any O&M needed as a result of this project will be included and/or identified as part of SPU's Operating Budget.

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North Transfer Station Rebuild

The project constructs a new North Recycling and Disposal Station to replace the existing, aging facility. The new facility will meet customer and employee needs, regulatory requirements, and waste management goals for at least the next 50 years. Safety, operational, and capacity concerns at the existing transfer station necessitate building a new facility. The new facility will benefit the public by providing reliable transfer of solid waste from the City and preventing the accumulation of waste and unsanitary conditions within the City.

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Kent Highlands

Project No: MC-SU-C2402  
BSL Code: BC-SU-C240B

Project Type: Ongoing  
BSL Name: Rehabilitation & Heavy Equipment

Project Category: Improved Facility  
Location: Kent Highlands

Current Project Stage: N/A  
Council District: Outside City of Seattle

Start/End Date: N/A  
Neighborhood District: Not in a Neighborhood District

Total Project Cost: N/A  
Urban Village: Not in an Urban Village

This program funds compliance activities related to the Kent Highlands landfill closure project. These activities include environmental and feasibility studies to demonstrate the effectiveness of the Kent Highlands landfill closure project, as well as various landfill improvements. The environmental and feasibility studies are required under the existing Consent Decree with the State Department of Ecology and validate that current environmental controls are effective and reduce the likelihood of additional capital or O&M expenditures. The landfill improvements include replacement of existing flares, drainage improvements, groundwater protection and water treatment.

<table>
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O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.

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Midway Landfill

Project No: MC-SU-C2403  
BSL Code: BC-SU-C240B

Project Type: Ongoing  
BSL Name: Rehabilitation & Heavy Equipment

Project Category: Improved Facility  
Location: Kent

Current Project Stage: N/A  
Council District: Outside City of Seattle

Start/End Date: N/A  
Neighborhood District: Not in a Neighborhood District

Total Project Cost: N/A  
Urban Village: Not in an Urban Village

This program funds compliance activities related to the Midway landfill closure project. These activities include environmental and feasibility studies to demonstrate the effectiveness of the Midway landfill closure project. The studies are required under the existing Consent Decree with the State Department of Ecology and validate that current environmental controls are effective and reduce the likelihood of additional capital or O&M expenditures. The flare improvements are also a regulatory requirement. To ensure that SPU maintains regulatory compliance, a smaller flare or new technology will be required. The current telemetry used to monitor the environmental control systems at the Kent Highlands Landfill and the Midway Landfill, both Superfund sites, are nearly obsolete and the equipment is no longer supported. In addition, the current system only transmits alarm conditions and does not have any data acquisition functionality. This program funds a replacement system that will allow remote data acquisition as well as alarm functionality.

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O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU’s Operating Budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
SW Comprehensive Plan Update

Project No: MC-SU-C2407  BSL Code: BC-SU-C240B
Project Type: Ongoing  BSL Name: Rehabilitation & Heavy Equipment
Project Category: Improved Facility  Location: Citywide
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

A Seattle Solid Waste Management Plan is required by Washington State Code. The plan must be updated every five years. The Comprehensive Plan guides the City's solid waste management.

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O&M Impacts: Any O&M needed as a result of this project will be included and/or identified as part of SPU’s Operating Budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Seattle Public Utilities

Water
Overview
Seattle Public Utilities (SPU) delivers an average of approximately 122 million gallons of drinking water per day to 1.5 million people and businesses in Seattle and 18 surrounding cities and water districts, plus the Cascade Water Alliance. The water system infrastructure includes:

- the Cedar and South Fork Tolt supply sources;
- three groundwater wells;
- two primary water treatment plants;
- 11 booster chlorination facilities;
- 327 million gallons of treated water storage;
- 31 pump stations;
- approximately 1,900 miles of transmission and distribution system pipelines;
- almost 200,000 meters and service connections;
- more than 21,000 distribution system valves;
- about 18,000 hydrants;
- monitoring and control systems; and
- various buildings and other related facilities.

In addition to replacing and improving the supply, treatment, transmission and distribution systems, the capital program includes investments in watershed stewardship projects, Cedar River Watershed Habitat Conservation Plan implementation, water conservation programs, vehicles, heavy equipment, and technology.

Planned spending in the Water Capital Improvement Program (CIP) is $682 million over the next six years. Major projects include:

- water system improvements associated with transportation projects, including Move Seattle, Center City Streetcar, Lander Street Grade Separation project, East Marginal Way Heavy Haul Corridor project, and Madison Bus Rapid Transit project;
- operational and regional facility construction;
- replacement of the Bitter Lake and Lake Forest Park Reservoirs floating covers; and
- addressing a slide area through which the Tolt Pipelines pass, upstream of the Tolt Treatment Plant.

The 2020-2025 Proposed CIP also includes many ongoing programs, such as improving the distribution and transmission system water mains, valves, steel storage tanks, and pump stations; watershed stewardship and conservation projects and programs; and facilities, vehicles, and heavy equipment investments. In addition, it includes initial funding for a water system seismic improvement program stemming from the recent completion of SPU’s water system seismic study.

SPU funds Water capital projects through a combination of cash and issuance of bonds. The primary source of cash and debt repayment funds come from sale of water charged to retail and wholesale customers in the region. SPU is also in the final review and approval stages of its Water System Plan 2019, a Washington Department of Health (WDOH) regulatory requirement. This Water System Plan for 2019 will include many elements as well as providing plans for SPU’s capital needs for the next 20 years.
Thematic Priorities
The overarching goal of the Water CIP is to ensure that the water system is properly maintained, upgraded, and expanded to reliably deliver high-quality, safe drinking water to customers, protect the environment, and comply with regulations. The primary themes driving the CIP in the next six years are asset preservation, health and human safety, environmental sustainability, and race and social justice.

- SPU is committed to making asset preservation investments to create or enhance operational efficiency. SPU uses asset management principles to determine the timing of rehabilitation or replacement of its infrastructure. Projects that fall into this category vary, ranging from water main replacement related to transportation projects to rehabilitation of steel storage facilities.

- SPU’s commitment to health and human safety is also addressed through SPU’s reservoir covering projects. Consistent with Ordinance 120899 and required by state regulators, SPU has finished replacing its open finished drinking water reservoirs with underground structures that will improve water quality and system security. Additionally, SPU will begin constructing new covers on the Lake Forest Park and Bitter Lake reservoirs to replace the existing floating covers that will have reached the end of their useful life. Finally, as a result of a recently completed seismic study, two reservoirs will remain uncovered – Roosevelt and Volunteer – and are disconnected from the drinking water system, filled with treated water and available for emergency storage needs after major emergencies such as earthquakes.

- SPU is committed to environmental sustainability. This can best be seen in SPU’s responsibilities as outlined in the 50-year Habitat Conservation Plan (HCP), an agreement between local, state and federal agencies. The HCP seeks to ensure the long-term ecological integrity of the Cedar River Watershed, which supplies the majority of the City’s drinking water. It simultaneously addresses the needs of protected wildlife species in and along the Cedar River. Investments in the regional conservation and low-income conservation programs also help in management of our natural resources, while helping customers reduce their utility bills.

- SPU is also committed to race and social justice. One example of this commitment is the Low-Income Water Conservation Program. This ongoing program provides water use efficiency resources to the City’s low-income customers to implement water conservation measures. Typical improvements consist of installing water-efficient fixtures, primarily low water use toilets, but also faucet aerators and common-area efficient clothes washers.

Project Selection Criteria
SPU identifies candidate capital projects from several sources – planning (e.g. comprehensive plans, program plans), external projects and opportunities, and emergencies or other unexpected events. Under SPU’s Asset Management system, projects must be justified through a business case process that establishes that a problem or opportunity is timely and important, and that the proposed solution is superior to alternatives based on a triple bottom line analysis (economic, environmental and social) of life cycle costs and benefits. The process also recognizes that a project may be a “must do” project (e.g. required by regulation).

2020-2025 Proposed Capital Improvement Program
SPU prioritizes its capital projects into three categories—Priorities 1, 2 and 3, with 1 being the most important and critical. Some projects are part of an externally driven project. Typically, SPU lacks control over the timing of externally driven projects.

Priority rankings are based on the following set of criteria:

- **Regulatory Mandates, Legal Agreements**: The degree to which a project is driven by federal, state, and local laws, permit and regulatory requirements, and consent decrees; as well as by legal agreements with public and private parties. Examples of highly ranked projects in this category include the reservoir covering programs and the Habitat Conservation Program.

- **External Drivers**: SPU’s responsiveness to, or engagement with, projects of other Departments or Jurisdictions, and the specific mandates of the City Council and Mayor. Examples of highly ranked projects in this category include the Alaskan Way Viaduct and Mercer Corridor projects.

- **Infrastructure**: How a project addresses infrastructure conditions or vulnerabilities. Examples of highly ranked projects in this category include the Watermain Rehabilitation, Distribution System Improvements and Tank Improvements programs.

- **Level of Service**: The importance of a project in providing or improving services to customers. Examples of highly ranked projects in this category include the Water Infrastructure – New Taps and Service Renewals programs.

- **Other Factors**: Other important factors include high net present value or cost-effectiveness, social or environmental benefits not otherwise captured, a project already in progress or near completion, limited time opportunity, demonstration projects, community visibility, outside funding.

Every project is rated against each criterion. Criteria ratings are then considered in determining an overall project priority ranking, using expert judgment (rather than a formula). Priority rankings for the CIP are determined by the leads for each Line of Business (LOB), with review by key internal stakeholders. The ranking scheme and criteria are the same for all LOBs and are approved by the SPU GM/CEO and Asset Management Committee. Project priority rankings are used to clarify and document which projects are most important (and why), to help determine which projects at the margin will be included or excluded (or deferred) from the CIP, and which projects should receive priority attention if a staff or financial resource constraint should arise.
CIP Spending by Major Category

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<th></th>
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**Distribution:** Projects and programs in this category relate to rehabilitation and improvements to the City's water mains and appurtenances, water storage tanks, pump stations, and other facilities that are part of the system that distributes treated water throughout the City of Seattle and to retail customers outside of the City.

Decreases in the **Distribution BCL** in 2020 are primarily due to a decrease in new taps and delay of pump stations improvement to outyears. It is offset by increased costs for SW Spokane Street water main rehabilitation and other water main rehabilitation projects at multiple worksites across the city. Additionally, revised cost estimates based on more detailed analysis have been generated for interior/exterior recoating and safety upgrades to the Beverly Park elevated tank.

**Transmission:** The purpose of this program category is to rehabilitate and improve the City's large transmission pipelines that bring untreated water to the treatment facilities and convey treated water from the treatment facilities to Seattle and to other local utilities that purchase a portion of SPU’s supply for their customers.

Increases in the **Transmission BCL** in 2020 are primarily due to the initiation of the new transmission system seismic improvements program.

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**2020-2025 Proposed Capital Improvement Program**
**Watershed Stewardship:** Projects and programs in this category improve protection of our sources of drinking water, provide habitat protection and restoration, sustain the environment, and enhance environmental quality, both locally and regionally. Most of the projects in this program category are located within the Cedar and Tolt River municipal watersheds.

- The Cedar River Municipal Watershed is 90,638 acres of land owned by the City of Seattle and provides about 65% of the drinking water used by 1.5 million people in the greater Seattle area supplied by SPU. The City of Seattle is required by law to maintain a clean drinking water supply. To that end, the City restricts public access and management is guided by a Habitat Conservation Plan. The Cedar River Watershed is an unfiltered surface water supply which produces some of the best water in the world.

- The South Fork Tolt River Watershed is the second supply watershed in SPU’s freshwater supply system. Located in the foothills of the Cascades in east King County, it first came on-line in 1964, and since 1989 has also supported a small Seattle City Light hydro-electric facility. The Tolt Treatment Facilities, which includes filtration, can provide up to 120 million gallons of drinking water per day.

Increases in the **Watershed Stewardship BCL** due to the delay of the Taylor Creek Trestle and Bridge construction project by one construction season. This project was previously scheduled for construction in 2019. The project is being delayed in hopes of receiving favorable bids well in advance of construction and due to a shortfall in staffing resources. The diminished condition of both the trestle and the 9 Road bridge has created a potentially unsafe working environment and could compromise emergency response required as part of management of the City’s drinking water supply and fish habitat. The removal of the trestle and replacement of the 9 Road bridge will increase emergency response, safety, water quality, fish habitat, large woody debris movement into the Cedar system and provide a main haul route for transportation of larger loads across the lower watershed.

**Water Quality and Treatment:** The purpose of this program category is to construct, rehabilitate or improve water treatment facilities, and cover the remaining open water reservoirs. State and federal drinking water regulations and public health protection are key drivers of investments in this program category. To comply with regulations, SPU has invested hundreds of millions of dollars in building two new primary treatment facilities and covering two and burying five reservoirs that contain already treated water that is distributed directly to Seattle retail and wholesale customers for drinking purposes.

The shift in the **Water Quality & Treatment BCL** due to an updated cashflow projection for the Lake Forest Park Reservoir Covering Project. The plan is for another floating cover instead of the aluminum roof previously considered. Construction of the replacement of the Lake Forest Park Reservoir cover is anticipated to start in 2020. Bitter Lake Reservoir cover replacement is anticipated to start in 2022 - 2024.

**Water Resources:** The purpose of this program category is to manage our water resources to meet anticipated demands and in-stream flow requirements – the amount of water provided to the river to support aquatic habitat, wetlands, riparian vegetation, and water quality – and to promote residential and commercial water conservation. The requirements for in-stream flows are detailed in agreements with state and federal agencies and include provisions for minimum stream flows in the Cedar and South Fork Tolt Rivers. Examples of the types of projects in this category include the Dam Safety Program and Sockeye Broodstock Weir and other improvements associated with the hatchery and fish ladder.

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**2020-2025 Proposed Capital Improvement Program**
Increases in the **Water Resources BCL** in 2020 are due to increased costs of Tolt Valve 15 replacement, an upgrade required by the Federal Energy Regulatory Commission (FERC).

**Habitat Conservation Program**: This program category includes projects and programs directly related to implementation of the Cedar River Watershed Habitat Conservation Plan. The Habitat Conservation Plan benefits the utility and the ratepayers it serves by providing legal certainty under the Endangered Species Act for the City’s continued operations within the Cedar River Watershed, which supplies 65% of the SPU’s drinking water. The Habitat Conservation Program requires SPU to invest $100 million over 50 years, with $60 million in the first decade, on approximately 30 capital projects and 60 O&M activities in three areas: management of in-stream flows for people and fish, forest and land conservation activities, and mitigation for the blockage of salmon and steelhead fish as they return to the Cedar River to spawn. The Water Fund’s CIP projects in this area are grouped into eight categories: road improvements and decommissioning, stream and riparian restoration, upland forest restoration, Landsburg fish passage, Cedar River sockeye hatchery, improvements to the Ballard Locks for fish passage and water conservation, fish habitat protection and restoration in the lower Cedar River below the municipal watershed boundary, and evaluation of Cedar permanent dead storage in Chester Morse Lake.

Increases in 2020 in the **Habitat Conservation Program BCL** are due to the Downstream Fish Habitat program. These funds will be expended on land acquisition and restoration to improve salmon habitat as part of the City’s Cedar River Habitat Conservation Program commitments. A portion of this amount may be grant funded. Also, there is an increase of $1.7M in 2020-2023 for Streams and Riparian Restoration that replaces old culverts with new culverts or small bridges to provide improved fish passage.

**Shared Cost Projects**: This program includes individual capital improvement projects which typically benefit multiple lines of business (e.g. the water line of business and the drainage and wastewater line of business) and whose costs are "shared," or paid for, by more than one of SPU's utility funds. For the next six years, the Shared Cost program includes funding for several interdepartmental programs and projects including Move Seattle, Alaskan Way Viaduct and Seawall Replacement. Funding is also included for SPU’s Heavy Equipment Purchases and several smaller projects.

The **Shared Cost Projects BCL** increases in 2020 is primarily due to the Cedar Falls Facility Improvement projects and Spoil Yard Property Purchase project, accelerating projects forward.

**Technology**: The Technology capital portfolio is managed in six program areas, which provide a department-wide view of technology investments to address SPU’s strategic, business, and City-wide priorities. These areas are:

- Customer Contact and Billing;
- Enterprise Information Management;
- IT Infrastructure;
- Project Delivery & Performance;
- Science & System Performance; and
- Asset Information Management.

Investments in 2020 address several of SPU’s key initiatives, including:

- Financial Management and Internal Controls;

**2020-2025 Proposed Capital Improvement Program**
In 2020, SPU will focus its technology spending on the highest priority business needs. These projects would primarily be within the Customer Contact and Billing Program, Project Delivery and Performance Program, as well as the Asset Information Management Program.

With the New Customer Information System already in place, the next major projects for SPU within the Customer Contact and Billing Program would be the Utilities CSS Portal project as well as other projects such as CIS Workflow and the CIS Reporting. Other projects slated would be enhancements to SPU’s Enterprise Project Management System (EPMS) as well as the Development Systems Integration project, along with other projects that have been deferred in previous years.

**CIP Revenue Sources**

SPU’s Water CIP is funded largely by Water ratepayers. About 68% of the Water Fund’s operating revenues come from retail ratepayers, split approximately evenly between residential and commercial customers. Another 24% of the Water Fund’s overall revenues come from wholesale purveyors who serve surrounding jurisdictions. The remaining 8% consists of non-rate revenue, which include such items as tap fees received. SPU issues bonds, serviced by ratepayers, which in the current period covers 31% of the CIP, with the remainder funded by cash, i.e.: directly by ratepayer revenue.

SPU actively seeks grants, low interest loans, and other funding sources whenever possible. And, as mentioned above, SPU also receives payments from developers that are intended to offset the cost of installing new taps when they connect newly constructed buildings to SPU watermains. These “tap fees” are a volatile revenue source, trending with the construction-related sectors of the economy.

**Summary of Upcoming Budget Issues and Challenges**

These important issues create financial challenges and opportunities for the Water Fund in the future.

**Water Conservation:** The City of Seattle, Seattle residents and businesses, and Seattle’s wholesale water partners have worked together to reduce water consumption. As a result, consumption has declined since the 1980’s and is projected to flatten out. In 2018, consumption was 30% below the peak of 1984, despite serving a larger population. Seattle currently has some of the lowest per capita water consumption in the nation. While this accomplishment helps contribute to a sustainable future for the region, it puts financial pressure on the utility because fixed costs, including the costs of the CIP, need to be distributed across fewer units of water sold. This trend also puts pressure on SPU management and employees to deliver services as efficiently as possible. In the future, it may also influence water rate design.

**Transitioning from Major Projects toward Asset Management:** The Water Fund is transitioning from a period of building large capital projects, in response to regulatory requirements, to a time of physical infrastructure rehabilitation. Past investments include water treatment facilities for the Tolt and Cedar water supplies, coverings for seven open reservoirs in response to federal/state regulations, construction of a second pipeline for the Tolt system, and investments to meet federal requirements embodied in the Cedar River Watershed Habitat Conservation Plan. These investments helped secure the supply and distribution of high-quality drinking water and provide appropriate stewardship of the watersheds.
The City of Seattle is now better positioned than many water utilities in the nation in terms of regulatory compliance. Residents, businesses and rate payers will benefit from these investments for years to come. Although the focus will shift from major projects to physical infrastructure rehabilitation, the utility will be paying debt service over the next several budget cycles on the bonds that were issued for these major projects. Against the backdrop of these trends, the 2020-2025 Water CIP has been developed to:

- provide for water system modifications associated with various Seattle and regional transportation projects;
- recognize the need to look harder at the water system’s resiliency in a major earthquake event and begin to make strategic investments to reduce risk;
- preserve the transmission and distribution systems through careful investment in aging infrastructure renewal;
- provide stewardship of the watersheds, to ensure a reliable source of high-quality drinking water;
- comply with federal and state regulations governing water quality, system reliability, and habitat protection in the watersheds in which SPU operates; and
- prioritize projects to deliver on infrastructure and regulatory requirements within the limited resources of the Water Fund.

Future Projects/What is on the Horizon
The Water CIP has completed a multi-decade period of investments in major infrastructure projects. These projects have positioned SPU to meet drinking water quality and environmental regulations. Projects have included the Tolt and Cedar Water Treatment Facilities, Tolt Pipeline 2, Reservoir Covering Program, the Cedar River Watershed HCP, and a new Water Quality Laboratory. SPU has also made a major reinvestment in the Supervisory Control and Data Acquisition System which is used to monitor and control the regional and retail water system. However, these investments have also led to increasing debt service payments that constrain future budgets.

The 6-year CIP funds the work to replace floating covers at the Lake Forest Park and Bitter Lake reservoirs, address the Tolt Pipelines slide area, and construct Operational and Regional Facilities. Beyond these projects, emphasis will be on asset management-based rehabilitation and replacement of distribution system infrastructure (e.g. mains, valves, hydrants, meters), as well as water system infrastructure improvements related to transportation projects, such as the Move Seattle Levy.

Additionally, SPU recognizes the need to look harder at the water system’s resiliency in a major earthquake event and begin to make strategic investments to reduce risk. SPU recently completed a seismic analysis that defined recovery time to agreed levels of service and developed a prioritized list of recommended investments to improve resiliency. Those capital and operational and maintenance improvements will be developed over the course of the next several decades, and initial funding to begin implementation of those improvements is included in this capital program.
### Project Summary

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<td>Water Infrastructure-Service Renewal (MC-SU-C1109)</td>
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<td>6,572</td>
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*Amounts in thousands of dollars.*

2020 - 2025 Proposed Capital Improvement Program
## Project Summary

<table>
<thead>
<tr>
<th>Project Name &amp; ID</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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*Amounts in thousands of dollars.*
## Project Summary

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<th>2023</th>
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<td>64,836</td>
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*Amounts in thousands of dollars.*

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2020 - 2025 Proposed Capital Improvement Program

579
# Fund Summary

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<tr>
<td>Seattle Public Utilities Total</td>
<td>210,333</td>
<td>127,165</td>
<td>115,527</td>
<td>119,695</td>
<td>121,178</td>
<td>96,140</td>
<td>114,142</td>
<td>116,126</td>
<td>1,020,305</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.*
Water Infrastructure-Service Renewal

Project No: MC-SU-C1109  BSL Code: BC-SU-C110B
Project Type: Ongoing  BSL Name: Distribution
Project Category: Rehabilitation or Restoration  Location: Citywide
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

This ongoing project replaces existing plastic or galvanized water services in the City's water distribution system. Service replacement may occur as a result of leaking, failing, or to reduce damage in case of failure of the water service. This project improves Seattle's water system and extends the life of the system.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tbody>
<tr>
<td>Water Rates</td>
<td>4,953</td>
<td>6,033</td>
<td>6,072</td>
<td>6,193</td>
<td>6,317</td>
<td>6,443</td>
<td>6,572</td>
<td>6,704</td>
<td>49,287</td>
</tr>
<tr>
<td>Total:</td>
<td>4,953</td>
<td>6,033</td>
<td>6,072</td>
<td>6,193</td>
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<td>6,704</td>
<td>49,287</td>
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<table>
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<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<tr>
<td>Water Fund</td>
<td>4,953</td>
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</tr>
</tbody>
</table>

O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Water Infrastructure-Hydrant Replace/Relocate

Project No: MC-SU-C1110
BSL Code: BC-SU-C110B

Project Type: Ongoing
BSL Name: Distribution

Project Category: Rehabilitation or Restoration
Location: Citywide

Current Project Stage: N/A
Council District: Multiple

Start/End Date: N/A
Neighborhood District: Multiple

Total Project Cost: N/A
Urban Village: Multiple

This ongoing project renews or replaces existing hydrants in the City’s water distribution system. In general, hydrant renewal or replacement may occur as a result of hydrant malfunction, catastrophic failure due to vehicle damage, or to meet SPU criticality criteria such as spacing, location, cost, opportunity projects, or flow and pressure problems. This project improves access to fire hydrants for the Seattle Fire Department (SFD) and helps to reduce the damage as a result of fire by locating fire hydrants in alternate or additional locations.

<table>
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<th>Resources</th>
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<th>2025</th>
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<tr>
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<td>239</td>
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<td>2,037</td>
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</tbody>
</table>

O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU’s Operating Budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This ongoing project assists developers by adding new water mains to the water system in order to serve new residential and commercial developments. Most of the costs are recovered through standard charges. The benefit of this project is that water service is provided to new housing and businesses throughout Seattle.

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2019 Revised</th>
<th>2020</th>
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</tbody>
</table>

O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.

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Water Infrastructure-New Hydrants

This ongoing project installs new hydrants in the City's water distribution system. In general, new hydrants are installed to meet service requests made by private property owners and to comply with Washington Administrative Code (WAC) or Seattle Fire Department (SFD) requirements. This project helps to reduce the damage as a result of fire by locating new fire hydrants throughout the City's direct service area.

### Resources

<table>
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<tr>
<th>Resources</th>
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Water Infrastructure-New Taps

This ongoing project installs new drinking water services throughout the City of Seattle. This project provides new connections to existing water mains with no interruption of service to adjacent existing customers, and the installation of metered water service lines from the new tap to the new customer's property lines. This project meets City responsibility for new service connections in the Seattle Municipal Code (SMC) to provide reliable drinking water supply to customers.

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Distribution System Improvements

This ongoing project improves service reliability, pressure, capacity, and fire flow in the City's water distribution system. Typical improvements may include, but are not limited to, booster pump station installation, creation of new service zones, and tank elevation or replacement, as well as additional water main pipelines and pressure reducing valves. These improvements to service levels meet Washington Department of Health (DOH) regulations and SPU's Distribution System Pressure Policy to provide greater than 20 psi service pressure. These improvements provide higher flow of water for fire protection which improves public safety and results in smaller and shorter fires.

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Watermain Rehabilitation

Project No: MC-SU-C1129  
BSL Code: BC-SU-C110B  
Project Type: Ongoing  
BSL Name: Distribution  
Project Category: Improved Facility  
Location: Regional  
Current Project Stage: N/A  
Council District: Multiple  
Start/End Date: N/A  
Neighborhood District: Multiple  
Total Project Cost: N/A  
Urban Village: Multiple

This ongoing project replaces or rehabilitates existing water mains in Seattle. Replacements occur when leaks and breaks become too frequent and the cost of ongoing repairs is no longer cost effective. The benefits of this program can include improved service reliability, fire flow, water quality and lower maintenance costs. These benefits vary depending on the specific water main and site conditions.

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Multiple Utility Relocation

Project No: MC-SU-C1133  BSL Code: BC-SU-C110B
Project Type: Ongoing  BSL Name: Distribution
Project Category: Improved Facility  Location: Citywide
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

This ongoing project provides funding for necessary modifications to the location and depth of water pipes when they come into conflict with street improvements or other utility projects. The benefit is continued water service to customers while accommodating transportation and other needs in the street right-of-way.

<table>
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**Total:** 1 500 500 500 500 500 500 500 3,501

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Tank Improvements

This ongoing project implements water quality, seismic, and other improvements to steel water tanks in Seattle. Functional water tanks are essential to public health protection as they assure that the distribution system is under pressure at all times, even when pump stations or control valves malfunction. Depressurization of the water system may result in siphoning back contaminants from faulty private systems and from the ground into the water pipes.

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<td>5,567</td>
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Pump Station Improvements

Project No: MC-SU-C1135
BSL Code: BC-SU-C110B

Project Type: Ongoing
BSL Name: Distribution

Project Category: Improved Facility
Location: Citywide

Current Project Stage: N/A
Council District: Multiple

Start/End Date: N/A
Neighborhood District: Multiple

Total Project Cost: N/A
Urban Village: Multiple

This ongoing project makes improvements to water pump stations by replacing electric motors, starters, control systems, and other elements. The benefit is improved reliability of water pump stations which in turn reduces the likelihood of large scale water outages.

<table>
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Distribution System In-Line Gate Valve

Project No: MC-SU-C1136, BSL Code: BC-SU-C110B
Project Type: Ongoing, BSL Name: Distribution
Project Category: Improved Facility, Location: Citywide
Current Project Stage: N/A, Council District: Multiple
Start/End Date: N/A, Neighborhood District: Multiple
Total Project Cost: N/A, Urban Village: Multiple

This ongoing project replaces line valves in the water distribution system throughout the City of Seattle that fail or are obsolete due to age or lack of replacement parts. The replacement of these gate valves extends the useful life of the water main and restores the performance of the water distribution system. This ongoing project also adds valves within the system to enhance system performance, enhance operational control, and reduce the number of customers whose service is interrupted during a water main shut down.

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Chamber Upgrades-Distribution

This ongoing project improves access to water distribution chambers throughout the water distribution system. The replacement and/or enlargement of the entrance to distribution chambers improves the health and safety of workers who need to access chambers and meets Occupational, Safety, and Health Administration (OSHA) and Washington Safety and Health Administration (WSHA) safety and health requirements.

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### Fund Appropriations / Allocations¹

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¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This ongoing project provides funding for modifications and relocations of existing Distribution System assets resulting from third party project impacts to Distribution System infrastructure located in the right-of-way or on public property. The costs are recovered from third parties and primarily other public utilities and agencies through Memorandums of Agreement and standard charges. This project covers all Distribution System modifications and relocations that are funded by third parties excluding Water main Extension project projects. The benefit of this project is accommodation of third party development by relocating or modifying existing Distribution System infrastructure, while retaining a Distribution System that continues to provide cost effective service to the ratepayer.

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Distribution Sys Seismic Imprv

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Water System Dewatering

Project No: MC-SU-C1205
BSL Code: BC-SU-C120B

Project Type: Ongoing
BSL Name: Transmission

Project Category: Improved Facility
Location: Regional

Current Project Stage: N/A
Council District: Multiple

Start/End Date: N/A
Neighborhood District: Multiple

Total Project Cost: N/A
Urban Village: Not in an Urban Village

This ongoing project improves structures used to empty the water from larger pipelines when necessary for inspection or repair. The new structures better control the impact of the water discharged to the environment and comply with current environmental regulations.

Resources

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Fund Appropriations / Allocations¹

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Purveyor Meters Replace-SPU

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This ongoing project installs new meters for Seattle's wholesale customers at the customer's request. In addition, existing meters are upgraded to current safety standards. The benefits are accurate metering and billing for Seattle's wholesale customers while meeting their water needs.

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Transmission Pipelines Rehab

This ongoing project rehabilitates and upgrades water pipes and associated structures in the City of Seattle's transmission system. It assists SPU in providing agreed-upon pressure and flow for wholesale customers, limiting drinking water supply outages, and meeting applicable regulatory requirements of the Washington Department of Health.

O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU’s Operating Budget.

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<td>13,022</td>
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</table>

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This ongoing project installs corrosion protection systems that prevent external corrosion of water transmission pipelines located in Seattle and throughout King County. The cathodic protection systems extend the life of buried pipelines made of ductile iron, steel, and concrete cylinder pipe.

**Resources**

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Replace Air Valve Chambers

Project No: MC-SU-C1209  
BSL Code: BC-SU-C120B

Project Type: Ongoing  
BSL Name: Transmission

Project Category: Improved Facility  
Location: Citywide

Current Project Stage: N/A  
Council District: Multiple

Start/End Date: N/A  
Neighborhood District: Multiple

Total Project Cost: N/A  
Urban Village: Not in an Urban Village

This ongoing project improves access to the chambers located throughout the transmission water system. The replacement and enlargement of the entrance to transmission chambers increase the safety for workers that need to enter the chambers twice per year.

<table>
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### Transmission Sys Seismic Impvr

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<td>Total Project Cost:</td>
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<td>Urban Village:</td>
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This ongoing project upgrade transmission system infrastructure that is seismically vulnerable and will remain functional after a major earthquake. Vulnerable transmission pipelines, reservoirs and pump stations will be upgraded. These upgrades will be completed over a 50-year time period.

#### Resources

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Environmental Stewardship

Project No:             MC-SU-C1301    BSL Code:     BC-SU-C130B
Project Type:           Ongoing         BSL Name:     Watershed Stewardship
Project Category:       Improved Facility Location:     Citywide
Current Project Stage:  N/A             Council District: Multiple
Start/End Date:         N/A             Neighborhood District: Multiple
Total Project Cost:     N/A             Urban Village:     Not in an Urban Village

This ongoing project provides improvements to facilities and remediation for identified soil contamination at various locations in City watershed areas, railroad right-of-way, and transmission pipelines.

Resources

<table>
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<tr>
<th>Resources</th>
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<th>2020</th>
<th>2021</th>
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Fund Appropriations / Allocations¹

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O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
This ongoing project replaces aging bridges and related structures, such as abutments, asphalt approaches, and guardrails in the Cedar River Watershed. This project improves aging bridge assets on priority roads in the watershed transportation system to provide City employees, City contractors, and visitors with safe and adequate access to City water supply and hydroelectric assets while minimizing and reducing environmental impacts over time. Work in this project also maintains compliance with state laws, safety and environmental regulations, and tribal access agreements including Washington Department of Natural Resources (WDNR) forest practice regulations, and Washington Department of Health (DOH) Watershed Protection Plan regulations.

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### O&M Impacts:
This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.
### Tolt Bridges

**Project No:** MC-SU-C1308  
**BSL Code:** BC-SU-C130B

**Project Type:** Discrete  
**BSL Name:** Watershed Stewardship

**Project Category:** Improved Facility  
**Location:** Tolt River Watershed

**Current Project Stage:** Stage 5 - Construction  
**Council District:** Outside City of Seattle

**Start/End Date:** 2004 - 2020  
**Neighborhood District:** Not in a Neighborhood District

**Total Project Cost:** $1  
**Urban Village:** Not in an Urban Village

This project replaces aging bridges and related structures, such as abutments, asphalt approaches, and guardrails in the Cedar River Watershed. This project improves aging bridge assets on priority roads in the watershed transportation system to provide City employees, City contractors, and visitors with safe and adequate access to City water supply and hydroelectric assets while minimizing and reducing environmental impacts over time. Work in this project also maintains compliance with state laws, safety and environmental regulations, and tribal access agreements including Washington Department of Natural Resources (WDNR) forest practice regulations, and Washington Department of Health (DOH) Watershed Protection Plan regulations.

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**O&M Impacts:** Any O&M needed as a result of this project will be included and/or identified as part of SPU's Operating Budget.

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Beacon Reservoir Seismic

This project includes Seismic Retrofits at Beacon Reservoir using the Soil-Structure Interaction Seismic Analysis approach for design to determine its seismic performance during ground shaking and to assess whether or not a seismic deficiency exists.

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O&M Impacts: Any O&M needed as a result of this project will be included and/or identified as part of SPU's Operating Budget.

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This ongoing project provides construction of various smaller-scale water quality and treatment facility rehabilitation and improvement projects that may develop on short notice over the course of each year. It enhances SPU's ability to address water system improvement needs that relate to public health protection and drinking water regulatory compliance.

**O&M Impacts:** This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.

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**TREATMENT FACILITY/WATER QUALITY IMPROVEMENTS**

- **Project No:** MC-SU-C1413
- **BSL Code:** BC-SU-C140B
- **Project Type:** Ongoing
- **BSL Name:** Water Quality & Treatment
- **Project Category:** Improved Facility
- **Location:** Various
- **Current Project Stage:** N/A
- **Council District:** Multiple
- **Start/End Date:** N/A
- **Neighborhood District:** Not in a Neighborhood District
- **Total Project Cost:** N/A
- **Urban Village:** Not in an Urban Village

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2020 - 2025 Proposed Capital Improvement Program
Reservoir Covering-Lake Forest

Project No: MC-SU-C1418
BSL Code: BC-SU-C140B

Project Type: Discrete
BSL Name: Water Quality & Treatment

Project Category: Improved Facility
Location: Lake Forest Park

Current Project Stage: Stage 3 - Design
Council District: Outside City of Seattle

Start/End Date: 2013 - 2022
Neighborhood District: Outside City of Seattle

Total Project Cost: $20,519
Urban Village: Not in an Urban Village

This project addresses the need for a new cover on Lake Forest Park Reservoir once it has reached the end of its useful life. The project will evaluate options for a new cover, including replacing the existing floating Hypolan cover with a similar design. A new cover will be designed and constructed to maintain and improve the water quality protection and security enhancement functions of the existing cover.

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<th>Resources</th>
<th>LTD Actuals</th>
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O&M Impacts: Any O&M needed as a result of this project will be included and/or identified as part of SPU’s Operating Budget.

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2020 - 2025 Proposed Capital Improvement Program
Reservoir Covering-Bitter Lake

Project No: MC-SU-C1419
BSL Code: BC-SU-C140B

Project Type: Discrete
BSL Name: Water Quality & Treatment

Project Category: Improved Facility
Location: N 143rd St and Linden Ave N

Current Project Stage: Stage 3 - Design

Start/End Date: 2013 - 2025
Neighborhood District: Northwest

Total Project Cost: $45,094
Urban Village: Not in an Urban Village

This project addresses the need for a new cover on Bitter Lake Reservoir once the existing floating cover has reached the end of its useful life. Replacing the existing structure with a new hard covered structure within the same footprint will be one of the options considered. A new cover will be designed and constructed to improve and maintain the water quality protection and security enhancement functions of the existing cover.

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O&M Impacts: Any O&M needed as a result of this project will be included and/or identified as part of SPU's Operating Budget.

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2020 - 2025 Proposed Capital Improvement Program
Regional Water Conservation

This ongoing project provides customer incentives for residential, commercial, institutional, and industrial water efficiency capital improvements. Typical examples include, but are not limited to, water efficient toilets and urinals, clothes washers, landscape irrigation devices, upgrades in industrial process water, and replacing water-cooled equipment with air-cooled versions. The project benefits both existing and future ratepayers. Water conservation provides low-cost options for meeting potential challenges from climate change, managing Seattle’s drinking water resources, and customer efficiency and potential cost savings on water bills.

<table>
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O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.

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This ongoing project provides water use efficiency resources to the City's low-income customers to implement water conservation measures authorized by Ordinance 120532, adopted in 2001, and supplements funding provided under SPU's Regional Water Conservation project (C1504). Typical improvements consist of, but are not limited to, installing water-efficient fixtures, such as aerating showerheads and faucets, low water use toilets and efficient clothes washers.

### Resources

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<td><strong>715</strong></td>
<td><strong>733</strong></td>
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### Fund Appropriations / Allocations¹

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<th>Fund Appropriations / Allocations¹</th>
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O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.

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2020 - 2025 Proposed Capital Improvement Program
This ongoing project maintains the safety of SPU's water supply dams in the Cedar River and South Fork Tolt River Municipal Watersheds and the in-town reservoir dams. Typical improvements may include, but are not limited to, upgrades to the dams' failure warning systems, spillways, outlet works, piping, and other civil, mechanical, and structural systems. This project ensures the continuing safe functioning, operation and monitoring of SPU's water supply dams and associated facilities per Federal Energy Regulatory Commission (FERC), state and local regulations, and SPU requirements to prevent loss of life and/or property damage and loss of SPU's ability to deliver reliable drinking water supply to its customers.

**O&M Impacts:** This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.
This project develops the Water System Plan. This project meets the State requirement that SPU update a water system plan every six years and submit the plan to the Washington Department of Health (DOH) for approval as a condition of the operating permit for the drinking water system.

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O&M Impacts: Any O&M needed as a result of this project will be included and/or identified as part of SPU’s Operating Budget.

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Hatchery Works

Project No: MC-SU-C1511  
BSL Code: BC-SU-C150B

Project Type: Ongoing  
BSL Name: Water Resources

Project Category: Improved Facility  
Location: Cedar River Watershed

Current Project Stage: N/A  
Council District: Outside City of Seattle

Start/End Date: N/A  
Neighborhood District: Not in a Neighborhood District

Total Project Cost: N/A  
Urban Village: Not in an Urban Village

This ongoing project provides improvements to the sockeye salmon hatchery, including improvements to the Broodstock collection facility, improvements to the hatchery spring water pumps, improvements to adult holding ponds, and additions for water redundancy. These facilities are a requirement of the Landsburg Mitigation Agreement and the Muckleshoot Settlement Agreement.

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Watershed Road Improvements/Decommissioning

Project No: MC-SU-C1601  BSL Code: BC-SU-C160B
Project Type: Ongoing  BSL Name: Habitat Conservation Program
Project Category: Improved Facility  Location: Cedar River Watershed
Current Project Stage: N/A  Council District: Outside City of Seattle
Start/End Date: N/A  Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A  Urban Village: Not in an Urban Village

This ongoing project provides forest road improvements and decommissioning in the Cedar River Watershed. The purpose of this project is to reduce the delivery of sediment into the waterways in the watershed to protect both aquatic habitat and water quality. This project is a requirement under the Cedar River Watershed Habitat Conservation Plan (HCP).

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Stream & Riparian Restoration

This ongoing project provides stream and riparian restoration in the Cedar River Watershed, including large woody debris placement, riparian conifer underplanting, and culvert replacement for fish passage and peak storm flows. This project is a requirement under the Cedar River Habitat Conservation Plan (HCP).

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Upland Reserve Forest Restore

Project No: MC-SU-C1603  
BSL Code: BC-SU-C160B

Project Type: Ongoing  
BSL Name: Habitat Conservation Program

Project Category: Improved Facility  
Location: Cedar River Watershed

Current Project Stage: N/A  
Council District: Outside City of Seattle

Start/End Date: N/A  
Neighborhood District: Not in a Neighborhood District

Total Project Cost: N/A  
Urban Village: Not in an Urban Village

This ongoing project provides upland forest restoration in the Cedar River Watershed, including ecological and restoration thinning, conifer planting, forest inventory and modeling, and species monitoring. This project is a requirement under the Cedar River Habitat Conservation Plan (HCP).

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**Ballard Locks Improvements**

**Project No:** MC-SU-C1606  
**BSL Code:** BC-SU-C160B  
**Project Type:** Discrete  
**BSL Name:** Habitat Conservation Program  
**Project Category:** Improved Facility  
**Location:** NW 54th St 30th Ave NW  
**Current Project Stage:** Stage 5 - Construction  
**Council District:** Council District 6  
**Start/End Date:** 2000 - 2025  
**Neighborhood District:** Ballard  
**Total Project Cost:** $1,302  
**Urban Village:** Ballard-Interbay Northend

This project provides improvements at the Ballard Locks to upgrade conditions for salmon. Improvements are focused on conserving the amount of freshwater needed to operate the locks to reduce the demand for freshwater from the Cedar River and increase the availability of freshwater for salmon. This project is a requirement of the Cedar River Habitat Conservation Plan (HCP).

### Resources

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Downstream Fish Habitat

Project No: MC-SU-C1607
BSL Code: BC-SU-C160B

Project Type: Discrete
BSL Name: Habitat Conservation Program

Project Category: Improved Facility
Location: Cedar River Watershed

Current Project Stage: Stage 5 - Construction
Council District: Outside City of Seattle

Start/End Date: 2008 - 2024
Neighborhood District: Not in a Neighborhood District

Total Project Cost: $17,456
Urban Village: Not in an Urban Village

This project provides protection and restoration of fish habitat along the lower Cedar River, below the City's municipal watershed boundary at the Landsburg Dam and includes both acquisition of habitat lands and habitat restoration on the main stem of the Cedar River. This project is a requirement of the Cedar River Habitat Conservation Plan (HCP).

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Instream Flow Management Studies

Project No: MC-SU-C1608  BSL Code: BC-SU-C160B
Project Type: Ongoing  BSL Name: Habitat Conservation Program
Project Category: Improved Facility  Location: Cedar River Watershed
Current Project Stage: N/A  Council District: Outside City of Seattle
Start/End Date: N/A  Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A  Urban Village: Not in an Urban Village

This ongoing project provides research and monitoring to examine the effects of instream flows on salmon species in the Cedar River. This ongoing project monitors flow compliance, verifies accretion flows downstream of Landsburg, improves flow-switching criteria, and develops a better understanding of relationships between stream flow and aquatic habitat. This ongoing project is a requirement of the Cedar River Habitat Conservation Plan (HCP).

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</table>

O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Seattle Public Utilities

Shared & Technology Projects
## Project Summary

<table>
<thead>
<tr>
<th>Project Name &amp; ID</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Shared Cost Projects (BC-SU-C410B)</strong></td>
<td></td>
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<td>1% for Arts (MC-SU-C4118)</td>
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<td>1,000</td>
<td>19,646</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.*

**2020 - 2025 Proposed Capital Improvement Program**
### Project Summary

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<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tbody>
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<td>1,750</td>
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<td>1,700</td>
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<td>Science &amp; System Performance (MC-SU-C5406)</td>
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<td><strong>10,050</strong></td>
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<td><strong>Seattle Public Utilities – Shared Projects and Technology Total</strong></td>
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<td><strong>76,818</strong></td>
<td><strong>69,513</strong></td>
<td><strong>882,602</strong></td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.*

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**2020 - 2025 Proposed Capital Improvement Program**

624
This ongoing project funds replacement of existing water meters when they fail or become obsolete. Meters measuring up to two inches are replaced when they stop running. Meters measuring three inches or more are repaired when possible, but are replaced when repair costs exceed replacement costs. Accurate water meters ensure that customers are billed fairly for the water they use. Since water meters also are used to bill customers for their wastewater discharges, 48 percent of the funding is allocated to the Drainage and Wastewater line of business.

Resources

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2023</th>
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<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drainage and Wastewater Rates</td>
<td>6,978</td>
<td>561</td>
<td>567</td>
<td>481</td>
<td>491</td>
<td>500</td>
<td>510</td>
<td>520</td>
<td>10,608</td>
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<tr>
<td>Water Rates</td>
<td>7,568</td>
<td>608</td>
<td>615</td>
<td>521</td>
<td>531</td>
<td>542</td>
<td>552</td>
<td>563</td>
<td>11,500</td>
</tr>
<tr>
<td>Total:</td>
<td>14,546</td>
<td>1,169</td>
<td>1,182</td>
<td>1,002</td>
<td>1,022</td>
<td>1,042</td>
<td>1,062</td>
<td>1,083</td>
<td>22,108</td>
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</table>

Fund Appropriations / Allocations¹

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</tr>
</tbody>
</table>

O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.
Alaskan Way Viaduct & Seawall Replacement Program

Project No: MC-SU-C4102  
BSL Code: BC-SU-C410B

Project Type: Discrete  
BSL Name: Shared Cost Projects

Project Category: Improved Facility  
Location: Various

Current Project Stage: Stage 5 - Construction  
Council District: Multiple

Start/End Date: 2001 - 2025  
Neighborhood District: Multiple

Total Project Cost: $87,519  
Urban Village: Multiple

This project relocates, replaces, and protects water infrastructure affected by the replacement of the Alaskan Way Viaduct and Seawall. This project encompasses many sub-projects which are collectively known as the Alaskan Way Viaduct and Seawall Replacement project (AWVSR project). The Washington State Department of Transportation (WSDOT) is the lead for the SR-99 replacement, while the City of Seattle is the lead on development of the waterfront public space, implementation of the new surface Alaskan Way, and design and construction of the seawall.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drainage and Wastewater Rates</td>
<td>36,812</td>
<td>13,526</td>
<td>11,162</td>
<td>432</td>
<td>230</td>
<td>61</td>
<td>34</td>
<td>-</td>
<td>62,258</td>
</tr>
<tr>
<td>Water Rates</td>
<td>21,993</td>
<td>1,677</td>
<td>1,355</td>
<td>190</td>
<td>30</td>
<td>12</td>
<td>4</td>
<td>1</td>
<td>25,261</td>
</tr>
<tr>
<td>Total:</td>
<td>58,806</td>
<td>15,203</td>
<td>12,518</td>
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<td>260</td>
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</table>

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<tr>
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<td>39</td>
<td>1</td>
<td>87,519</td>
<td></td>
</tr>
</tbody>
</table>

O&M Impacts: Any O&M needed as a result of this project will be included and/or identified as part of SPU's Operating Budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
This ongoing facilities project renovates, rehabilitates, replaces existing buildings, and constructs new facilities at the Operations Control Center located at 2700 Airport Way South to improve the efficiency and effectiveness of the field crews delivering utility services to customers. Typical improvements include, but are not limited to, roof and other exterior replacements, improvements to public spaces, office and crew spaces and lighting, and heating and ventilation systems. These improvements increase the useful life of the facility, preserve the value of the asset, and provide a safe work and public space environment.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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</thead>
<tbody>
<tr>
<td>Water Rates</td>
<td>943</td>
<td>1,750</td>
<td>472</td>
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<td>-</td>
<td>-</td>
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<td>-</td>
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<tr>
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<td>3,165</td>
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O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.

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Operational Facility - Construction

Project No: MC-SU-C4106  BSL Code: BC-SU-C410B
Project Type: Ongoing  BSL Name: Shared Cost Projects
Project Category: Improved Facility  Location: Various
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Not in an Urban Village

This ongoing facilities project renovates, rehabilitates, replaces existing buildings, and constructs new facilities at various locations within the city limits to address deficiencies, failures, and functional changes in the SPU Lines of Business. Typical improvements include, but are not limited to, roof replacements, exterior wall or cladding replacements, and improvements to administrative office space, crew and shop space, lighting, heating and ventilation systems, and facilities structures. These improvements increase the useful life of the facilities, preserve the value of the assets, and provide a safe working environment.

Resources

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<tr>
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<td>1,751</td>
<td>2,950</td>
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<td>7,891</td>
<td>1,194</td>
<td>4,709</td>
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</tr>
</tbody>
</table>

O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Regional Facility - Other

Project No: MC-SU-C4107  BSL Code: BC-SU-C410B
Project Type: Ongoing  BSL Name: Shared Cost Projects
Project Category: Improved Facility  Location: Regional
Current Project Stage: N/A  Council District: Outside City of Seattle
Start/End Date: N/A  Neighborhood District: Outside City of Seattle
Total Project Cost: N/A  Urban Village: Outside City of Seattle

This ongoing facilities project renovates, rehabilitates, replaces existing buildings, and constructs new facilities at various locations outside of City limits to address deficiencies, failures, and functional changes in the drinking water system.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<th>2025</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Water Rates</td>
<td>16,411</td>
<td>5,170</td>
<td>4,045</td>
<td>2,057</td>
<td>1,312</td>
<td>2,025</td>
<td>24,870</td>
<td>13,394</td>
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</tr>
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<td><strong>Total:</strong></td>
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<td>Fund Appropriations / Allocations¹</td>
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<td>2019 Revised</td>
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Integrated Control Monitoring Program

This ongoing project provides for electronic and mechanical system upgrades as required at various City facilities. The drinking water Supervisory Control and Data Acquisition (SCADA) system was installed in 2005 throughout King County. System components include, but is not limited to, treatment/flow/pressure sensors, remote control pumps/valves used in the conveyance and quality of drinking water and the delivery of water to fire hydrants, also known as "fire flow".

### Resources

<table>
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<tr>
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<tbody>
<tr>
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<td>360</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,828</strong></td>
<td><strong>610</strong></td>
<td><strong>610</strong></td>
<td><strong>360</strong></td>
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Security Improvements

This ongoing project funds physical, integrated security system components on water infrastructure throughout the City. Components may include, but are not limited to, fences, gates, access control card readers, intercoms, lighting, door and hatch contacts, CCTV cameras, motion detection devices, and fiber and conduit.

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<tbody>
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<td>207</td>
<td>135</td>
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<tr>
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<td>1,300</td>
<td>950</td>
<td>838</td>
<td>1,325</td>
<td>1,700</td>
<td>1,475</td>
<td>13,206</td>
</tr>
<tr>
<td><strong>Total</strong></td>
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<td><strong>1,150</strong></td>
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### O&M Impacts

This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.

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**Heavy Equipment Purchases**

Project No: MC-SU-C4116  
BSL Code: BC-SU-C410B  
Project Type: Ongoing  
BSL Name: Shared Cost Projects  
Project Category: New Investment  
Location: Various  
Current Project Stage: N/A  
Council District: Not Applicable  
Start/End Date: N/A  
Neighborhood District: Not in a Neighborhood District  
Total Project Cost: N/A  
Urban Village: Not in an Urban Village

This ongoing project provides SPU staff with new and replacement heavy equipment that is used throughout Seattle and King County. Typical purchases include backhoes, graders, loaders, dozers, service trucks, and dump trucks. This equipment transports work crews and tools to job sites and supports the safe and efficient replacement, repair, and maintenance of infrastructure that delivers high quality drinking water to 1.5 million customers in King County.

<table>
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<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<tbody>
<tr>
<td>Drainage and Wastewater Rates</td>
<td>18,854</td>
<td>2,376</td>
<td>3,658</td>
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<td>3,757</td>
<td>3,586</td>
<td>3,762</td>
<td>3,881</td>
<td>43,512</td>
</tr>
<tr>
<td>Solid Waste Rates</td>
<td>10,193</td>
<td>2,018</td>
<td>1,520</td>
<td>1,194</td>
<td>2,307</td>
<td>1,398</td>
<td>2,094</td>
<td>1,336</td>
<td>22,060</td>
</tr>
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<td>Water Rates</td>
<td>18,228</td>
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<td>2,874</td>
<td>2,944</td>
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<td>2,793</td>
<td>2,568</td>
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<td>40,387</td>
</tr>
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<td><strong>Total:</strong></td>
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<td><strong>8,915</strong></td>
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<td><strong>7,776</strong></td>
<td><strong>9,134</strong></td>
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<td><strong>8,424</strong></td>
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<td><strong>105,959</strong></td>
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This ongoing project provides funding for Seattle Public Utilities’ 1% for Arts contribution. Eligibility is determined at the individual project level with payment occurring from this project. Funds contributed to the 1% for Arts project allow for the commission, purchase, and installation of art on City-owned properties that is accessible to the public. The Municipal Arts Plan, which is prepared annually, describes the status of ongoing art projects and establishes the scope of work and allocations for new art projects.

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<tbody>
<tr>
<td>Drainage and Wastewater Rates</td>
<td>4,203</td>
<td>1,084</td>
<td>1,293</td>
<td>1,507</td>
<td>1,284</td>
<td>864</td>
<td>1,102</td>
<td>864</td>
<td>12,201</td>
</tr>
<tr>
<td>Solid Waste Rates</td>
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<td>25</td>
<td>129</td>
<td>168</td>
<td>53</td>
<td>28</td>
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<tr>
<td>Water Rates</td>
<td>2,156</td>
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<td>209</td>
<td>273</td>
<td>174</td>
<td>149</td>
<td>3,633</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>8,331</strong></td>
<td><strong>1,298</strong></td>
<td><strong>1,676</strong></td>
<td><strong>1,907</strong></td>
<td><strong>1,546</strong></td>
<td><strong>1,165</strong></td>
<td><strong>1,277</strong></td>
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This multi-year project funds assessments, repairs, and improvements to SPU’s drinking water utility infrastructure at sites chosen by the Seattle Department of Transportation (SDOT) for bridge improvements and pedestrian and bicycle safety improvements within its “Move Seattle” project. SPU assesses the condition of its utility infrastructure at SDOT’s project sites and conducts repairs and improvements as needed. This project was formerly titled “Bridging the Gap - WF.”

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<td><strong>55,753</strong></td>
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Emergency Storms Program

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<td>BSL Name:</td>
<td>Shared Cost Projects</td>
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<tr>
<td>Project Category:</td>
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<td>Location:</td>
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<tr>
<td>Current Project Stage:</td>
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<tr>
<td>Start/End Date:</td>
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<td>Neighborhood District:</td>
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<tr>
<td>Total Project Cost:</td>
<td>N/A</td>
<td>Urban Village:</td>
<td>Multiple</td>
</tr>
</tbody>
</table>

This ongoing project funds water and drainage & wastewater infrastructure capital improvement projects resulting from previous and possible future storm events. Projects within this project are potentially Federal Emergency Management Agency (FEMA) reimbursable and need to be separated for tracking and reimbursement purposes. Typical improvements include but are not limited to repairing and improving roads, bridges, and other stream crossing structures in the City's Municipal Watersheds, as well as replacing damaged equipment, such as pumps and security gates, and stabilizing debris slide areas and stream banks.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<tbody>
<tr>
<td>Drainage and Wastewater Rates</td>
<td>1</td>
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<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
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<th>2020</th>
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<tbody>
<tr>
<td>Drainage and Wastewater Fund</td>
<td>1</td>
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<td>-</td>
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</table>

O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Other Major Transportation Projects

<table>
<thead>
<tr>
<th>Project No:</th>
<th>MC-SU-C4123</th>
<th>BSL Code:</th>
<th>BC-SU-C410B</th>
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<tbody>
<tr>
<td>Project Type:</td>
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<td>Shared Cost Projects</td>
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<td>Project Category:</td>
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<tr>
<td>Start/End Date:</td>
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<tr>
<td>Total Project Cost:</td>
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<td>Urban Village:</td>
<td>Multiple</td>
</tr>
</tbody>
</table>

This ongoing project funds projects that mitigate undesirable impacts and take advantage of opportunities generated by the capital transportation projects of the Washington State Department of Transportation (WSDOT) and the Seattle Department of Transportation (SDOT) throughout the City. Work may include, but is not limited to, physically protecting the infrastructure during the transportation construction process, repairing and replacing damaged infrastructure, and improving existing infrastructure to meet higher standards. Project sites may include, but are not limited to, State Route 520, Interstate 5, and Interstate 90.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<th>2025</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Drainage and Wastewater Rates</td>
<td>173</td>
<td>750</td>
<td>1,342</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2,265</td>
</tr>
<tr>
<td>Water Rates</td>
<td>225</td>
<td>500</td>
<td>1,020</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,745</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>398</strong></td>
<td><strong>1,250</strong></td>
<td><strong>2,362</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td><strong>4,009</strong></td>
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</table>

<table>
<thead>
<tr>
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<th>2022</th>
<th>2023</th>
<th>2024</th>
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<td>1,342</td>
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<td><strong>4,009</strong></td>
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</table>

O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU’s Operating Budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Streetcar Related Projects

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<td>Project Category:</td>
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<td>Location:</td>
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</tr>
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<td>Current Project Stage:</td>
<td>Stage 2 - Initiation, Project Definition, &amp; Planning</td>
</tr>
<tr>
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</tr>
<tr>
<td>Start/End Date:</td>
<td>2009 - 2030</td>
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<tr>
<td>Neighborhood District:</td>
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</tr>
<tr>
<td>Total Project Cost:</td>
<td>$66,021</td>
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<tr>
<td>Urban Village:</td>
<td>Multiple</td>
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</tbody>
</table>

This project plans and relocates water facilities that will be impacted by the SDOT-led First Hill Streetcar project and related streetcar projects, which will connect major employment centers on First Hill to the regional light rail system stations on Capitol Hill and in the International District. It is currently in the construction phase. This project was formerly titled "First Hill Streetcar - WF."

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2022</th>
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<tbody>
<tr>
<td>Drainage and Wastewater Rates</td>
<td>3,789</td>
<td>3,277</td>
<td>42</td>
<td>838</td>
<td>3,577</td>
<td>701</td>
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<td></td>
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<tr>
<td>Water Rates</td>
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<td>11,415</td>
<td>31</td>
<td>8,855</td>
<td>15,271</td>
<td>3,743</td>
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<tr>
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<td>14,692</td>
<td>73</td>
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<td>18,847</td>
<td>4,444</td>
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<td></td>
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</table>

<table>
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<tr>
<th>Fund Appropriations / Allocations¹</th>
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<td>14,692</td>
<td>73</td>
<td>9,692</td>
<td>18,847</td>
<td>4,444</td>
<td></td>
<td></td>
<td>66,021</td>
</tr>
</tbody>
</table>

O&M Impacts: Any O&M needed as a result of this project will be included and/or identified as part of SPU's Operating Budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
This ongoing project provides technology solutions and business application upgrades in support of SPU’s Customer Contact Center and activities carried out by the Customer Service Branch. Planned projects include, but are not limited to, enhancements to the New Customer Billing System and new technology solutions for enhanced customer contact management. This ongoing project is intended to enhance customer service, customer contact, and ensure accurate Utility billing.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<th>2025</th>
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<tbody>
<tr>
<td>Drainage and Wastewater Rates</td>
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<td>3,873</td>
<td>943</td>
<td>537</td>
<td>430</td>
<td>430</td>
<td>430</td>
<td>430</td>
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<tr>
<td>Solid Waste Rates</td>
<td>38</td>
<td>2,788</td>
<td>759</td>
<td>187</td>
<td>150</td>
<td>150</td>
<td>150</td>
<td>150</td>
<td>4,371</td>
</tr>
<tr>
<td>Water Rates</td>
<td>101</td>
<td>4,836</td>
<td>957</td>
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<td>8,099</td>
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<td><strong>Total:</strong></td>
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<td><strong>2,658</strong></td>
<td><strong>1,249</strong></td>
<td><strong>1,000</strong></td>
<td><strong>1,000</strong></td>
<td><strong>1,000</strong></td>
<td><strong>1,000</strong></td>
<td><strong>19,646</strong></td>
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</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
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<th>2020</th>
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<td><strong>1,000</strong></td>
<td><strong>1,000</strong></td>
<td><strong>19,646</strong></td>
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</table>

O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU’s Operating Budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Enterprise Information Management

Project No: MC-SU-C5403  
Project Type: Ongoing  
Project Category: Improved Facility  
Current Project Stage: N/A  
Start/End Date: N/A  
Total Project Cost: N/A

BSL Code: BC-SU-C510B  
BSL Name: Technology  
Location: Various  
Council District: Not Applicable  
Neighborhood District: Not in a Neighborhood District  
Urban Village: Not in an Urban Village

This ongoing project provides integrated technology solutions in support of the management of SPU's corporate knowledge, including data, information, documents, and web content. Typical improvements may include, but are not limited to, replacement of shared file storage, new online collaboration tools, introduction of workflow, tracking & reporting applications, web content management systems, and an enterprise document management solution. This ongoing project enhances SPU's ability to retrieve, share, distribute and manage corporate information.

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2020</th>
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<th>2022</th>
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<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drainage and Wastewater Rates</td>
<td>16</td>
<td>1,035</td>
<td>570</td>
<td>1,075</td>
<td>860</td>
<td>860</td>
<td>860</td>
<td>860</td>
<td>6,135</td>
</tr>
<tr>
<td>Solid Waste Rates</td>
<td>5</td>
<td>151</td>
<td>94</td>
<td>375</td>
<td>300</td>
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<td>300</td>
<td>300</td>
<td>1,825</td>
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<tr>
<td>Water Rates</td>
<td>55</td>
<td>685</td>
<td>263</td>
<td>1,050</td>
<td>840</td>
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<td>840</td>
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<td><strong>2,000</strong></td>
<td><strong>2,000</strong></td>
<td><strong>13,372</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.
This ongoing IT asset management project ensures the availability, reliability, and security of SPU’s corporate computing infrastructure. The project acquires and maintains SPU-owned and managed servers, local networks, shared storage and backup systems, operating software, and communications infrastructure.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2021</th>
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<tr>
<td>Solid Waste Rates</td>
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<td>758</td>
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<td>5,528</td>
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<td><strong>750</strong></td>
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<td><strong>1,750</strong></td>
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<th>2022</th>
<th>2023</th>
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<td><strong>750</strong></td>
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</table>

¹ Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU's Operating Budget.
This ongoing project provides technology applications and application upgrades in support of improvements to project delivery and performance. Planned projects include continued development of an Enterprise Project Management System, replacement of the Engineering Support Contract Payments system, and SPU’s share of costs for the City's central financial system upgrades. Future projects may include development of new Enterprise Resource Planning systems such as HR provisioning and financial reporting. This project will result in an improved ability to plan and deliver projects on schedule and within budget.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<tbody>
<tr>
<td>Drainage and Wastewater Rates</td>
<td>5,744</td>
<td>1,778</td>
<td>1,168</td>
<td>860</td>
<td>731</td>
<td>731</td>
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<tr>
<td>Solid Waste Rates</td>
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<td>714</td>
<td>714</td>
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<td>12,579</td>
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<tr>
<td><strong>Total:</strong></td>
<td><strong>14,372</strong></td>
<td><strong>3,299</strong></td>
<td><strong>2,968</strong></td>
<td><strong>2,200</strong></td>
<td><strong>1,700</strong></td>
<td><strong>1,700</strong></td>
<td><strong>1,700</strong></td>
<td><strong>1,700</strong></td>
<td><strong>29,639</strong></td>
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<th>LTD</th>
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<th>2020</th>
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<th>2022</th>
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<td><strong>1,700</strong></td>
<td><strong>1,700</strong></td>
<td><strong>29,639</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: This is an ongoing program and any O&M needed as a result of this program is included in SPU’s Operating Budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This ongoing project will provide new and improved technology applications and accompanying data management tools to support the gathering, monitoring, tracking and analysis of science and engineering information. Several planned projects include replacement of obsolete regulatory compliance tracking applications, upgrades to field monitoring equipment, and the integration of SCADA data with other data systems. This project enhances SPU's ability to control water quality and comply with environmental and health regulations.
Asset Information Management

Project No: MC-SU-C5407
BSL Code: BC-SU-C510B
Project Type: Ongoing
BSL Name: Technology
Project Category: Improved Facility
Location: Various
Current Project Stage: N/A
Council District: Not Applicable
Start/End Date: N/A
Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A
Urban Village: Not in an Urban Village

This ongoing project provides applications, upgrades and data management tools in support of SPU's work and asset management projects. Several new and updated technology solutions designed to enhance the efficiency and effectiveness of drinking water, sewer, drainage, and solid waste operations are planned. Activities within this project aim to further enhance safety and improve responsiveness of SPU's utility operations.

Resources

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<th>Resources</th>
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<th>2021</th>
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<tbody>
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<td>860</td>
<td>7,361</td>
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Fund Appropriations / Allocations¹

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<td><strong>2,000</strong></td>
<td><strong>16,239</strong></td>
</tr>
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643

2020 - 2025 Proposed Capital Improvement Program
Finance and Administrative Services
Overview

The Department of Finance and Administrative Services (FAS) Capital Improvement Program (CIP) is the department’s blueprint for planning, replacing, maintaining, remodeling and upgrading FAS-managed facilities and IT infrastructure. These assets are used by City departments, as well as certain nonprofit organizations that serve the public, to deliver critical services to Seattle residents.

FAS’ proposed CIP includes appropriations for ongoing capital programs and specific capital projects with multiyear durations. Multiyear projects are identified by multiple priorities, including City goals (e.g., greenhouse gas reduction, public safety), code compliance and severity of system deficiencies and importance to tenant department operations. Planned schedules and funding commitments for these types of multiyear projects are typically made every year in conjunction with the annual budget process. The six-year FAS 2020-2025 CIP includes approximately $82 million in funding for new and existing projects and programs.

Thematic Priorities

FAS is responsible for the operation and maintenance of approximately 3.2 million square feet of building space throughout the city, including municipal courts, police and fire facilities, shops and fleet maintenance facilities, high-rise office space in the civic core, parking garages and some of the City’s community-based public service facilities. FAS’ capital investments either improve or enhance the operational capacity of these mission-critical systems and facilities. FAS’ CIP addresses the following priorities:

- **Asset preservation** – As authorized in Ordinance 121642, FAS dedicates annual funding to support the replacement of existing building systems, guided by strict policies to ensure those funds are used exclusively to preserve, extend or replace failing and existing components such as roofs, windows, structures, electrical capacity, boilers or other systems at the end of their useful lives.

- **Life and safety issues** – High priority is given to projects intended to ensure continuity of service at facilities that provide emergency or other essential services (e.g., replacing generators near the end of their useful lives at essential facilities, such as police or fire stations). Projects that mitigate potential threats to human life and safety, such as mold and lead abatement and other hazardous conditions in building interiors and structural failures, also receive priority.

- **Federal, state and local requirements** – FAS must consider regulatory requirements in assessing capital needs when replacing existing, failing systems in FAS-managed facilities. One example is the Washington Administrative Code requirement to upgrade fire alarm panels and install fire sprinklers when substantial alterations are made in the course of upgrading or modernizing an existing building. Substantial alterations may also require facility improvements mandated by the Americans with Disabilities Act (ADA), which meet the City’s dual goals of compliance with federal requirements and provision of equitable access to all.

- **Race and Social Justice Initiative (RSJI)** – FAS integrates the City’s social equity contracting requirements into all aspects of the execution of CIP projects. Women- and minority-owned business (WMBE) vendors, construction contractors and subcontractors may be contracted for design and construction work, furthering the City’s goal to promote contracting with WMBE businesses. FAS works within the inclusion plan guidelines published by City Purchasing and Contracting Services for consultant, contracting and purchasing work. Additionally, Priority Hire, a
community workforce agreement (CWA) and apprenticeship rules for construction contracts over $5 million furthers FAS’ compliance with the City’s community workforce goals and RSJI targets.

- **Sustainability** – Several City sustainability policies guide FAS, as a building owner, to focus on meeting the energy-efficiency requirements of the Seattle Energy Code, achieving cost-effective measures to reduce energy use and incorporating other sustainable strategies required by regulations. FAS will continue to address new sustainability efforts, such as “Drive Clean Seattle” and the “2030 Challenge,” by proposing additional projects to reduce energy use and greenhouse gas emissions to meet sustainability goals.

**Aligning Capital Investments with Growth and/or Community Planning**

FAS’ 2020-2025 Proposed CIP focuses primarily on preserving existing City assets and infrastructure, and not primarily on implementing modal or master community/area planning efforts. However, FAS CIP projects that do span city districts include implementing accessibility improvements on FAS properties and eliminating FAS' highest priority public-facing ADA barriers. Additionally, the proposed development of additional electric vehicle charging stations will further the City’s commitment to reducing greenhouse gases.

**Project Selection Criteria**

Projects to be considered for inclusion in the FAS CIP fit the priority themes above and adhere to the capital and asset preservation policies adopted in Resolution 31203. They typically fall into two categories: projects that improve or enhance operational effectiveness or projects that preserve the City’s capital assets. FAS solicits requests from its tenant departments for facilities-related projects that create or enhance operational effectiveness, vets them for timeliness and appropriateness and evaluates each request on its own merit. FAS also seeks executive direction regarding projects that increase departments’ operational capacity and other areas of opportunity to consider when planning the City’s CIP priorities.

Asset preservation work is planned on a six-year cycle and evaluated for specific project development and execution. Department staff uses a custom database known as the Unifier Asset Management and Preservation System (Unifier), to maintain building-specific facilities condition indices and known building deficiencies in the more than 100 FAS-managed buildings.

Every year FAS revises the list of facility asset preservation projects that need to be addressed. This list is compiled from annually updated asset management data generated by building condition assessments, energy audits, performance metrics and other capital planning studies. Unifier allows FAS’ various operational work units to collaborate in the scheduling and tracking of preventative maintenance activities. The system organizes tasks such as work-order management, facility maintenance, lease management and maintenance of property information. Elements that extend the useful life of improvements, increase tenant comfort and reduce utility bills are integrated into existing projects where feasible.

**2020-2025 CIP Highlights:**

FAS’ 2020-2025 Proposed CIP includes funding adjustments over six years for existing capital projects and programs focused on asset preservation of FAS properties and infrastructure, improving accessibility to City resources and services and improvements to public safety facilities. Below are specific projects with funding adjustments:
Finance and Administrative Services

- **Seattle Municipal Tower Elevator Rehab** – As with much of the major system infrastructure in the SMT, the 30-year old elevators and their control systems are nearing the end of their useful lives. Design work for this program commenced in 2019, but, due to the magnitude and phasing requirements, this project will span multiple years. The current project estimate is $30 million. A design milestone review concluding in the second quarter of 2020 will allow for a better alignment of scope and updated project cost estimate.

- **Americans with Disabilities Act (ADA) Improvements** – With FAS’ barrier removal database and execution strategies complete, FAS will begin implementing a multiyear program that eliminates barrier deficiencies in FAS properties to improve public access to City services and resources. FAS’ current cost estimate for the ADA projects through 2025 are $17 million.

**CIP Revenue Sources**
The 2020-2025 Proposed CIP is supported by funding sources including limited tax general obligation (LTGO) bonds, REET I and space rent charges by FAS to City departments. One example of the use of LTGO bond funding is proposed to support the SMT Elevator Rehab Project, with related debt service to be paid from space rent charges by FAS to City departments. REET I funds will help address accessibility barriers to improve public access to City resources in 2020 and 2021, and for future debt payment for public safety facilities in 2022, 2023 and 2024.

**Summary of Upcoming Budget Issues and Challenges**
FAS’ most pressing CIP budget issues continue to involve the age and condition of many City-owned buildings and responding to federal, state and local code requirements and City sustainability goals, among other challenges. Below are specific programs and projects related to FAS budget challenges:

- **Asset preservation** – The FAS Asset Preservation Program, created by Ordinance 121642, dedicates funds derived from space rent to replace building systems in 100 City buildings inside and outside of the downtown core. The Asset Preservation (AP) Program has historically been funded at a level of $4 million annually. This funding level is short of the annual funding level of $12 million that FAS’ current models suggest to adequately address deficiencies and deferred major maintenance work, estimated at more than $100 million. In 2019, additional REET I funding of $2.5 million was added to the CIP. This is a significant step forward in allowing FAS to address asset preservation needs and has allowed additional projects such as the City Hall LED lighting upgrade work to be undertaken. FAS will continue to assess major maintenance needs and seek additional funding for larger projects when necessary. FAS will continue prioritizing available asset preservation funding on its most pressing infrastructure and/or operational needs and will likely seek additional funding starting 2021.

- **Accessible facilities** – FAS-managed facilities are occupied by City departments providing programs and services to the public. It continues to be a priority for FAS to ensure these facilities are accessible. After completion of the FAS Barrier Removal Transition Plan in 2018, FAS is developing a multiyear program to execute improvements in the priority facilities. The improvements will comply with the federal ADA for Title II facilities. The City continues to invest to achieve the goals outlined in the barrier removal transition plan.

- **Building, Energy and Land Use codes and City sustainability goals** – FAS remains a major partner to achieve the sustainability and environmental goals set forth by the City. FAS must continue to provide reliable, compliant and structurally sound facilities which are used by City departments and
Finance and Administrative Services

accessed by the public. These investments require diligence by FAS to incorporate strategies and evaluate cost effective methods which strive to achieve code compliance, energy efficiency and accessibility in the operations, maintenance and infrastructure improvements of its buildings.

- **Public safety** – The City has a number of immediate needs in FAS-managed public safety facilities. These include the Seattle Fire Department Headquarters, Seattle Police capacity in North Seattle, fire service in South Lake Union and necessary emergency management improvements at facilities across the city. The future of public safety response has been an ongoing priority for CIP planning, and will continue to be a central component of future CIP planning cycles.

Future Projects/What Is on the Horizon

City facilities must be accessible, reliable, well maintained and responsive to the needs of operating departments to ensure public safety and the delivery of critical services to customers. However, FAS faces a continued challenge in adequately funding asset preservation and major maintenance requirements at the City’s aging facilities, including the 30-year old Seattle Municipal Tower, Seattle Fire Department (SFD) headquarters and FAS’ shops and yards.

One such challenge relates to planning for public safety facilities overall, especially in the face of population growth and new economic development in Seattle. It remains a challenge to determine the relative priority of asset preservation work on existing public safety facilities (such as at the aging SFD Headquarters facility) compared to possible new public safety facility investments, such as acquiring or developing a new facility for SFD Headquarters, developing a first station in South Lake Union and improving or expanding facilities that serve the Seattle Police Department.

Another challenge is ensuring that capital projects are accurately budgeted and fully funded in the face of continued rising costs of construction. Furthermore, the City’s public works requirements on capital projects have brought unique challenges to contractors bidding on public work. These requirements, such as a community workforce agreement, sustainability, energy efficiency, ADA and RSJI, have also increased project and related administration costs. FAS continues to work to find the balance of supporting these important policy goals while delivering capital projects on time and within budget.
# Project Summary

<table>
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<tr>
<th>Project Name &amp; ID</th>
<th>LTD Actuals</th>
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<th>2022</th>
<th>2023</th>
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<th>2025</th>
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</table>

*Amounts in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
# Project Summary

<table>
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<th>Project Name &amp; ID</th>
<th>LTD Actuals</th>
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<th>2022</th>
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*Amounts in thousands of dollars.*

2020 - 2025 Proposed Capital Improvement Program

652
## Project Summary

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<tr>
<th>Project Name &amp; ID</th>
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**BC-FA-GOVT FAC Total** 89,144 19,693 5,000 180 - - - - 114,017

**Information Technology (BC-FA-A1IT)**

- Electronic Records Management System (MC-FA-EMALARCH) 2,684 102 - - - - - - 2,786
- FAS Information Technology System Initiatives (MC-FA-ITSYSINIT) - 1,333 1,470 500 - - - - 3,303
- SLIM Replacement (MC-FA-SLIMREPL) 271 129 - - - - - - 400
- Summit Re-Implementation (MC-FA-A1IT01) 77,373 6,061 - - - - - - 83,433

**BC-FA-A1IT Total** 80,327 7,624 1,470 500 - - - - 89,922

**Neighborhood Fire Stations (BC-FA-NBHFIRE)**

- Fire Station 32 (MC-FA-FFERPFS32) 11,585 1,344 - - - - - - 12,929


**Preliminary Engineering (BC-FA-PRELIMENG)**

- Facility Projects Planning (MC-FA-FACPRJPLN) 661 689 - - - - - - 1,350

**BC-FA-PRELIMENG Total** 661 689 - - - - - - 1,350

**Publ Safety Facilities Police (BC-FA-PSFACPOL)**

- Seattle Police Department North Area Interim and Long-Term Facilities (MC-FA-SPDNFAC) 778 10,322 - - - - - - 11,100

*Amounts in thousands of dollars.*

**2020 - 2025 Proposed Capital Improvement Program**

653
## Project Summary

<table>
<thead>
<tr>
<th>Project Name &amp; ID</th>
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<td><strong>32,368</strong></td>
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*Amounts in thousands of dollars.*
## Fund Summary

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*Amounts in thousands of dollars.*

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**2020 - 2025 Proposed Capital Improvement Program**

655
## Fund Summary

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<td>78,467</td>
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<td>29,357</td>
<td>34,778</td>
<td>43,870</td>
<td>32,368</td>
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</table>

*Amounts in thousands of dollars.*

2020 - 2025 Proposed Capital Improvement Program

656
ADA Improvements - Citywide

Project No: MC-FA-ADAIMPCTY  BSL Code: BC-FA-GOVTFAC
Project Type: Discrete  BSL Name: General Government Facilities - General
Project Category: Improved Facility  Location: Multiple City facilities
Current Project Stage: Stage 6 - Closeout  Council District: Multiple
Start/End Date: 2012 - 2018  Neighborhood District: Multiple
Total Project Cost: $1,335  Urban Village: Multiple

FAS technical assistance, consultant engagement and City policy work will continue under the ADA Improvements Citywide Project in 2018. Policy guidance from FAS will provide the necessary support to the departments prioritization and implementation of ADA improvements as identified in the Citywide Transition Plan.

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<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<tr>
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<td>-</td>
<td>-</td>
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<td>1,335</td>
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<tr>
<td>Total</td>
<td>835</td>
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<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
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<td>1,335</td>
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<tr>
<td>Total</td>
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<td>1,335</td>
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</tbody>
</table>

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This project is the FAS American with Disabilities Act (ADA) ongoing program that will address specific ADA improvements and upgrades at various FAS-owned and operated facilities. Past work has included reconfiguration of restrooms, meeting rooms and other spaces, reconfiguration of facility amenities such as drinking fountains and various public access routes to sites, buildings and public spaces. Future funding allows FAS to implement its long-term strategy that resolves the most critical public-facing ADA deficiencies first and maximizes accessibility to the greatest extent possible.

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
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<td>2,750</td>
<td>2,750</td>
<td>2,750</td>
<td>2,750</td>
<td>17,118</td>
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<tr>
<td>Total:</td>
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<td>750</td>
<td>2,250</td>
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<td>2,750</td>
<td>2,750</td>
<td>2,750</td>
<td>17,118</td>
</tr>
</tbody>
</table>

¹ Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Asset Preservation - Schedule 1 Facilities

Project No: MC-FA-APSCH1FAC  BSL Code: BC-FA-APSCH1FAC
Project Type: Ongoing  BSL Name: Asset Preservation - Schedule 1 Facilities
Project Category: Rehabilitation or Restoration  Location: Multiple City facilities
Start/End Date: N/A  Neighborhood District: Downtown
Total Project Cost: N/A  Urban Village: Downtown

This ongoing program provides for long term preservation and major maintenance to the FAS schedule 1 facilities. Schedule 1 facilities are comprised of existing and future office buildings located in downtown Seattle, including but not limited to City Hall, the Seattle Municipal Tower and the Justice Center. Typical improvements may include, but are not limited to, energy efficiency enhancements through equipment replacement, upgrades/repairs to heating/ventilation/air conditioning systems, upgrades/repairs to electrical systems, upgrades/repairs to fire suppression systems, roof repairs or replacement, and structural assessments and repairs. This work ensures the long-term preservation of the operational use of the facilities.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Department Space Allocation Charges</td>
<td>8,424</td>
<td>6,124</td>
<td>2,152</td>
<td>2,152</td>
<td>2,152</td>
<td>2,152</td>
<td>2,152</td>
<td>2,152</td>
<td>27,460</td>
</tr>
<tr>
<td>Real Estate Excise Tax I</td>
<td>2,062</td>
<td>3,438</td>
<td>900</td>
<td>900</td>
<td>2,500</td>
<td>2,250</td>
<td>750</td>
<td>2,000</td>
<td>14,800</td>
</tr>
<tr>
<td>Total</td>
<td>10,486</td>
<td>9,562</td>
<td>3,052</td>
<td>3,052</td>
<td>4,652</td>
<td>4,402</td>
<td>2,902</td>
<td>4,152</td>
<td>42,260</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facility Asset Preservation Fund</td>
<td>8,424</td>
<td>6,124</td>
<td>2,152</td>
<td>2,152</td>
<td>2,152</td>
<td>2,152</td>
<td>2,152</td>
<td>2,152</td>
<td>27,460</td>
</tr>
<tr>
<td>REET I Capital Fund</td>
<td>2,062</td>
<td>3,438</td>
<td>900</td>
<td>900</td>
<td>2,500</td>
<td>2,250</td>
<td>750</td>
<td>2,000</td>
<td>14,800</td>
</tr>
<tr>
<td>Total</td>
<td>10,486</td>
<td>9,562</td>
<td>3,052</td>
<td>3,052</td>
<td>4,652</td>
<td>4,402</td>
<td>2,902</td>
<td>4,152</td>
<td>42,260</td>
</tr>
</tbody>
</table>

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Asset Preservation - Schedule 2 Facilities

This ongoing program provides for long term preservation and major maintenance to the FAS schedule 2 facilities. Schedule 2 facilities are comprised of existing and future structures, shops and yards located throughout Seattle, including but not limited to City vehicle maintenance facilities at Haller Lake and Charles Street; FAS shops located at Airport Way S., fire stations, police precincts including the animal shelter, and other FAS managed facilities used for City Services. Typical improvements may include, but are not limited to, energy efficiency enhancements through equipment replacement, upgrades/repairs to heating/ventilation/air conditioning systems, upgrades/repairs to electrical systems, upgrades/repairs to fire suppression systems, roof repairs or replacement, and structural assessments and repairs. This work ensures the long-term preservation of the operational use of the facilities.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Department Space Allocation</td>
<td>8,549</td>
<td>2,745</td>
<td>1,848</td>
<td>1,848</td>
<td>1,848</td>
<td>1,848</td>
<td>1,848</td>
<td>1,848</td>
<td>22,382</td>
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<tr>
<td>Charges</td>
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<td>1,400</td>
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<td>2,250</td>
<td>1,250</td>
<td>2,000</td>
<td>11,500</td>
</tr>
<tr>
<td>Total</td>
<td>8,549</td>
<td>4,145</td>
<td>4,848</td>
<td>3,448</td>
<td>1,848</td>
<td>4,098</td>
<td>3,098</td>
<td>3,848</td>
<td>33,882</td>
</tr>
</tbody>
</table>

| Fund Appropriations /         | LTD         | 2019 Revised | 2020  | 2021  | 2022  | 2023  | 2024  | 2025  | Total   |
| Allocations¹                 | Actuals     |              |       |       |       |       |       |       |         |
| Facility Asset Preservation   | 8,549       | 2,745        | 1,848 | 1,848 | 1,848 | 1,848 | 1,848 | 1,848 | 22,382  |
| REET I Capital Fund          | -           | 1,400        | 3,000 | 1,600 | -     | 2,250 | 1,250 | 2,000 | 11,500  |
| Total                        | 8,549       | 4,145        | 4,848 | 3,448 | 1,848 | 4,098 | 3,098 | 3,848 | 33,882  |

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

O&M Impacts: N/A
Benaroya Hall Transforming Soundbridge

This project provides City resources to fund a portion of the Benaroya Hall capital project to transform the Soundbridge learning space into OCTAVE 9. OCTAVE 9 is envisioned as a performance and learning environment that uses the latest audio-visual technology to allow viewers to see performances on-line. Full construction work includes, but is not limited to, demolition, complete construction of the interior finishes, including electrical, cabling, HVAC and renovations of the restrooms.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Real Estate Excise Tax I</td>
<td>1,485</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>1,500</td>
</tr>
<tr>
<td>Total:</td>
<td>1,485</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,500</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>REET I Capital Fund</td>
<td>1,485</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td>1,500</td>
</tr>
<tr>
<td>Total:</td>
<td>1,485</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,500</td>
</tr>
</tbody>
</table>

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
City Facilities Project Delivery Services

This ongoing program provides pass-through budget authority for FAS to provide design and construction management services, as requested by City departments, at facilities that are neither managed nor leased by FAS. Typical work may include, but is not limited to, the following services: predesign, programming, master planning, conceptual planning, architectural and engineering design and construction administration. FAS proposes to use the second and fourth quarterly supplemental budget process to "right size" the pass-through budget authority for this project. This approach allows FAS to meet the present needs of departments that have funding for their projects and is consistent with year-end accounting and budgetary requirements.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD</th>
<th>2019 Actuals</th>
<th>Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tbody>
<tr>
<td>Interdepartmental Transfer</td>
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<td>914</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>3,000</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>2,086</td>
<td>914</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>3,000</td>
</tr>
</tbody>
</table>

### Fund Appropriations / Allocations¹

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD</th>
<th>2019 Actuals</th>
<th>Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Finance and Administrative Services Fund</td>
<td>2,086</td>
<td>914</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>3,000</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>2,086</td>
<td>914</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>3,000</td>
</tr>
</tbody>
</table>

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
City Hall and Seattle Municipal Tower Tenant Improvements

This project provides predesign, design, and construction services for developing or reconfiguring space and other adjacent functions in the Downtown Civic Campus. Work may include, but is not limited to, working with project sponsors to catalog space and equipment needs, energy efficiency improvements, developing planning options, developing project cost estimates, and construction. Work may also include analysis of how vacated space in other facilities might be utilized for other city uses.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Sales and Interest Earnings</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>299</td>
</tr>
<tr>
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<td>5,117</td>
<td>3,804</td>
<td>2,500</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>11,421</td>
</tr>
<tr>
<td>Street Vacations - CRSU</td>
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<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>250</td>
</tr>
<tr>
<td>Total:</td>
<td>5,415</td>
<td>3,804</td>
<td>2,750</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>11,970</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>REET I Capital Fund</td>
<td>5,117</td>
<td>3,804</td>
<td>2,500</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>11,421</td>
</tr>
<tr>
<td>Unrestricted Cumulative Reserve Fund</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>549</td>
</tr>
<tr>
<td>Total:</td>
<td>5,415</td>
<td>3,804</td>
<td>2,750</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>11,970</td>
</tr>
</tbody>
</table>

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
This project provides for the City’s project management and consultant costs associated with the City’s involvement in the redevelopment of the former Public Safety Building site between James and Cherry Streets and Third and Fourth Avenues, the final project completing the Civic Center Master Plan.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interdepartmental Transfer</td>
<td>613</td>
<td>629</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,242</td>
</tr>
<tr>
<td>Total:</td>
<td>613</td>
<td>629</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,242</td>
</tr>
</tbody>
</table>

### Fund Appropriations / Allocations

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Muni Civic Ctr Non-Bond Fund</td>
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<td>629</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>1,242</td>
</tr>
<tr>
<td>Total:</td>
<td>613</td>
<td>629</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,242</td>
</tr>
</tbody>
</table>

### O&M Impacts:

N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Customer Requested Tenant Improvement Program

This ongoing project provides for pass-thorugh budget authority for FAS to perform all customer department tenant improvement work as requested by city departments. Typical work may include, but is not limited to, project management services of all phases of a capital facility project including, predesign, programming, master planning, conceptual planning, architectural and engineering design, bid, permitting and construction administration.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>25,489</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>72,761</strong></td>
<td><strong>5,323</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td><strong>78,084</strong></td>
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</tbody>
</table>

### Fund Appropriations / Allocations¹

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Finance and Administrative Services Fund</td>
<td>72,761</td>
<td>5,323</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>78,084</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>72,761</strong></td>
<td><strong>5,323</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td><strong>78,084</strong></td>
</tr>
</tbody>
</table>

**O&M Impacts:** N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Customer Requested Tenant Improvement Program

**Project No:** MC-FA-FASPDS  
**BSL Code:** BC-FA-FASPDS

**Project Type:** Ongoing  
**BSL Name:** FAS Project Delivery Services

**Project Category:** Improved Facility  
**Location:** Multiple

**Current Project Stage:** N/A  
**Council District:** Multiple

**Start/End Date:** N/A  
**Neighborhood District:** Multiple

**Total Project Cost:** N/A  
**Urban Village:** Multiple

This ongoing program provides pass-through budget authority for FAS to provide tenant improvement work, as requested by City departments, at facilities that are managed or leased by FAS. Typical improvements may include, but are not limited to tenant space remodels, security system upgrades and equipment replacement. Other project types include architectural and engineering services including conceptual planning, design alternative development and preliminary cost estimating. Typical preliminary design and engineering work includes, but is not limited to, pre-design and analysis of project alternatives, cost estimates, test to fit studies, preliminary schedule development, engineering studies and code compliance, site development planning and conceptual design and financial analysis of capital improvements options in conjunction with FAS and CIP priorities, programs and initiatives.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interdepartmental Transfer</td>
<td>2,324</td>
<td>4,676</td>
<td>3,500</td>
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<td>3,500</td>
<td>3,500</td>
<td>3,500</td>
<td>28,000</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>2,324</td>
<td>4,676</td>
<td>3,500</td>
<td>3,500</td>
<td>3,500</td>
<td>3,500</td>
<td>3,500</td>
<td>3,500</td>
<td>28,000</td>
</tr>
<tr>
<td>Fund Appropriations / Allocations¹</td>
<td>LTD Actuals</td>
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<td>2020</td>
<td>2021</td>
<td>2022</td>
<td>2023</td>
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<tr>
<td>Finance and Administrative Services Fund</td>
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<td>3,500</td>
<td>3,500</td>
<td>3,500</td>
<td>3,500</td>
<td>28,000</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>2,324</td>
<td>4,676</td>
<td>3,500</td>
<td>3,500</td>
<td>3,500</td>
<td>3,500</td>
<td>3,500</td>
<td>3,500</td>
<td>28,000</td>
</tr>
</tbody>
</table>

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Drive Clean Seattle Fleet Electric Vehicle Infrastructure

This project funds FAS's capital work efforts towards meeting the Drive Clean Seattle (DCS) initiative, a comprehensive transportation electrification strategy to transition Seattle's transportation sector from reliance on fossil fuels to the maximal use of clean, carbon-neutral electricity. Work will include but is not limited to, the design, permitting, and construction of 150 electric vehicle charging stations in the Seattle Municipal Tower to provide capacity for the conversion of City fleet to electric vehicles. Future work may include the installation of charging stations at additional sites.

Resources

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<th>2025</th>
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<td>7,852</td>
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</tbody>
</table>

O&M Impacts: FAS expects a temporary O&M cost increase for increased power usage as EV charging stations are utilized. FAS will develop a method for recovering costs from departments. Costs to departments will be offset by fuel savings.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Electronic Records Management System

This project is a multi-year initiative to address a citywide need for an electronic records management system that will manage the retention of electronic records in all formats, provide efficient search and delivery tools for responding to business needs, public records requests and other legal matters, and allow direct online access to records of wide public interest. The project will begin with the replacement of the City’s current email archiving system and be followed by additional phases expanding electronic records management capabilities.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Energy Efficiency for Municipal Buildings

Project No: MC-FA-ENEFFMBLD
BSL Code: BC-FA-EXTPROJ

Project Type: Ongoing
BSL Name: FAS Oversight-External Projects

Project Category: Improved Facility
Location: Multiple City facilities

Current Project Stage: N/A
Council District: Multiple

Start/End Date: N/A
Neighborhood District: Multiple

Total Project Cost: N/A
Urban Village: Multiple

This project funds energy efficiency work across City facilities, managed by the Office of Sustainability and Environment (OSE), in support of the City's goal to achieve a 20% reduction in building energy use by the year 2020. OSE will implement a package of energy efficiency projects, as well as continue a suite of O&M improvements, program management, measurement and tracking, and building assessments. The energy efficiency upgrades are expected to generate utility rebates paid by Seattle City Light and Puget Sound Energy, to be deposited into the General Subfund and shown here as future General Subfund revenue. Work may include but is not limited to, building tune-ups, facility improvements, building energy upgrades, and energy efficiency measures.

<table>
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</table>

| Allocations¹                 |             |              |      |      |      |      |      |      |       |
| General Fund                 |             |              |      |      |      |      |      |      |       |
| REET I Capital Fund          |             |              |      |      |      |      |      |      |       |
| Unrestricted Cumulative      |             |              |      |      |      |      |      |      |       |
| Reserve Fund                 |             |              |      |      |      |      |      |      |       |
| Total                        |             |              |      |      |      |      |      |      |       |

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Facility Projects Planning

Project No: MC-FA-FACPRJPLN

Project Type: Ongoing

Project Category: Improved Facility

BSL Code: BC-FA-PRELIMENG

BSL Name: Preliminary Engineering

Location: Multiple

Current Project Stage: N/A

Council District: Multiple

Start/End Date: N/A

Neighborhood District: Multiple

Urban Village: Multiple

This on-going project funds architectural and engineering services including conceptual planning, design alternative development, and preliminary cost estimating for FAS capital projects and emergent Executive capital initiatives. Typical preliminary design and engineering work includes, but is not limited to, pre-design and analysis of project alternatives, cost estimates, test to fit studies, preliminary schedule development, engineering studies and code compliance, site development planning and conceptual design and financial analysis of capital improvements options in conjunction with FAS and CIP priorities, programs, and initiatives.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<td>1,350</td>
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O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
FAS Information Technology System Initiatives

Project No: MC-FA-ITSYSINIT  BSL Code: BC-FA-A1IT
Project Type: Ongoing  BSL Name: Information Technology
Project Category: New Investment  Location: 700 5th AVE
Current Project Stage: N/A  Council District: Multiple
Start/End Date: N/A  Neighborhood District: Multiple
Total Project Cost: N/A  Urban Village: Multiple

This project provides funding for FAS to implement information technology (IT) proposals, to replace existing FAS IT systems that are at the end of their useful lives, accommodate new programmatic and operational needs, and allow the department to function efficiently. FAS coordinates development and implementation of these proposals with the Seattle Information Technology Department. In 2019-2020, specific projects include replacing FAS' department-wide budget system, developing a new risk management information system, replacing the Seattle Animal Shelter's PetPoint system (used to manage various functions including licensing, case management, and enforcement), and assessing and replacing FAS' Capital Projects Information Management System.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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<td>1,333</td>
<td>1,470</td>
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<td>3,303</td>
</tr>
</tbody>
</table>

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
This project addresses the sheltering needs of the unsheltered homeless in Seattle by developing sheltering facilities and authorized encampments in support of the City’s Bridge Housing Investment Strategy to increase the supply of interim or "bridge" shelter and housing for people currently living unsheltered. The project supports costs related to acquiring or leasing property, as well as to design and construction of new facilities and improvements to existing facilities and properties.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<th>Fund Appropriations / Allocations¹</th>
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¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

O&M Impacts: N/A
Fire Facilities South Lake Union

Project No: MC-FA-PSFSSLU  BSL Code: BC-FA-PSFACFIRE
Project Type: Discrete  BSL Name: Public Safety Facilities Fire
Project Category: New Facility  Location: TBD
Current Project Stage: Stage 1 - Pre-Project Development  Council District: Multiple
Start/End Date: 2017 - 2019  Neighborhood District: Lake Union
Total Project Cost: $1,000  Urban Village: Multiple

This project provides for site evaluation and acquisition (and potential future design and construction) for a new Marine Emergency Response facility for a freshwater and land-based fire apparatus in the vicinity of the South Lake Union and Denny Triangle neighborhoods. Due to recent population growth in these neighborhoods, there is an ever-increasing need to site a new facility. Initial funding in 2018 supports the City’s acquisition of a parcel and/or design and pre-planning costs. The total cost of developing the facility has not yet been determined.

<table>
<thead>
<tr>
<th>Resources</th>
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<td>Total:</td>
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O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Fire Station 31 Improvements

Project No: MC-FA-FS31IMP  BSL Code: BC-FA-PSFACFIRE
Project Type: Discrete  BSL Name: Public Safety Facilities Fire
Project Category: Improved Facility  Location: 1319 N Northgate Way
Start/End Date: 2014 - 2019  Neighborhood District: Northwest
Total Project Cost: $2,150  Urban Village: Aurora Licton Springs

This project provides resources to ensure the long-term functioning of Fire Station 31. An assessment of the final project scope is underway and additional funding may be required to complete the necessary improvements.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2025</th>
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</tr>
</thead>
<tbody>
<tr>
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<td><strong>1,500</strong></td>
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### Fund Appropriations / Allocations¹

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<td><strong>3,650</strong></td>
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</tbody>
</table>

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
This project, part of the 2003 Fire Facilities and Emergency Response Levy Program, rebuilds Fire Station 32 in a three-story structure at its existing site. It also provides temporary quarters for firefighters while the fire station is under construction. The existing Fire Station 32 is seismically vulnerable and cannot feasibly be renovated to provide the space necessary to support modern firefighting equipment and emergency functions. The project supports firefighters in the provision of high-quality emergency services to the West Seattle community and will protect them in the event of an earthquake.

Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2023</th>
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Fund Appropriations / Allocations¹

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<tr>
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<td><strong>12,929</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Fire Station 5

Project No: MC-FA-FS5  
BSL Code: BC-FA-PSFACFIRE

Project Type: Discrete  
BSL Name: Public Safety Facilities Fire

Project Category: Improved Facility  
Location: 925 Alaskan Way

Current Project Stage: Stage 6 - Closeout  

Start/End Date: 2014 - 2019  
Neighborhood District: Downtown

Total Project Cost: $8,801  
Urban Village: Downtown

This project, located on the downtown Seattle waterfront, provides a seismic and safety upgrade for Fire Station 5 and makes functional improvements to the facility and building systems. The project renovates the fire station to protect fire fighters in the event of an earthquake and allows them to provide high-quality marine and land-based emergency service. The project is timed to coincide with the Seawall replacement project as this facility is physically attached to the Seawall structure.

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2020</th>
<th>2021</th>
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<td>2,259</td>
</tr>
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<tr>
<td>Finance and Administrative Services Fund</td>
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<td>-</td>
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<td>-</td>
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<td>-</td>
<td>242</td>
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<tr>
<td>REET I Capital Fund</td>
<td>1,116</td>
<td>1,143</td>
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<td>-</td>
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</tr>
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</table>

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Fire Station 5 Relocation

Project No: MC-FA-FS5RELO  
BSL Code: BC-FA-PSFACFIRE

Project Type: Discrete  
BSL Name: Public Safety Facilities Fire

Project Category: Improved Facility  
Location: 925 Alaskan WAY

Current Project Stage: Stage 6 - Closeout  

Start/End Date: 2014 - 2019  
Neighborhood District: Downtown

Total Project Cost: $2,579  
Urban Village: Downtown

This project provides for the coordination and costs associated with the relocations made necessary by the City's pier restructuring, seawall construction, viaduct demolition, and waterfront reconstruction projects. These projects will result in the relocation of both land and marine crews to temporary locations.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<th>2022</th>
<th>2023</th>
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<td>FAS Fund Balance</td>
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<td>1,893</td>
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<td>2,579</td>
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<table>
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<th>Fund Appropriations / Allocations¹</th>
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</tr>
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<tbody>
<tr>
<td>Finance and Administrative Services Fund</td>
<td>686</td>
<td>1,893</td>
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<tr>
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<td>2,579</td>
</tr>
</tbody>
</table>

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Fire Station Improvement Debt Service

Project No: MC-FA-FSDEBTSV
Project Type: Debt Service
Project Category: Improved Facility
Current Project Stage: N/A
Start/End Date: 2008 - 2037
Total Project Cost: $91,588

BSL Code: BC-FA-NBHFIRE
BSL Name: Neighborhood Fire Stations
Location: N/A
Council District: Multiple
Neighborhood District: Not in a Neighborhood District
Urban Village: Not in an Urban Village

This project provides for the payment of debt service on bonds issued to cover a portion of the costs associated with the 2003 Fire Facilities and Emergency Response Levy and associated asset preservation expenses.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<th>2024</th>
<th>2025</th>
<th>Total</th>
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</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<th>2025</th>
<th>Total</th>
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</thead>
</table>

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Fire Stations Ventilation Upgrades

Project No: MC-FA-SFDVENT  BSL Code: BC-FA-GOVTFAC
Project Type: Discrete  BSL Name: General Government Facilities - General
Project Category: Rehabilitation or Restoration  Location: Multiple
Current Project Stage: Stage 3 - Design  Council District: Multiple
Start/End Date: 2018 - 2022  Neighborhood District: Multiple
Total Project Cost: $2,800  Urban Village: Multiple

This project funds the design and construction of a phased ventilation upgrade at 10 fire stations and the Joint Training Facility to bring these facilities into conformance with the section of the Washington Administrative Code that defines safety standards for firefighters.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
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<th>2022</th>
<th>2023</th>
<th>2024</th>
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<th>Total</th>
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<tbody>
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<td>179</td>
<td>925</td>
<td>1,110</td>
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<td><strong>2,800</strong></td>
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<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<td>406</td>
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<tr>
<td>REET I Capital Fund</td>
<td>179</td>
<td>925</td>
<td>1,110</td>
<td>180</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2,394</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>179</strong></td>
<td><strong>1,331</strong></td>
<td><strong>1,110</strong></td>
<td><strong>180</strong></td>
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<td><strong>2,800</strong></td>
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</table>

O&M Impacts: N/A

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**Garden of Remembrance**

**Project No:** MC-FA-GARDENREM  
**BSL Code:** BC-FA-GARDENREM

**Project Type:** Ongoing  
**BSL Name:** Garden of Remembrance

**Project Category:** Rehabilitation or Restoration  
**Location:** 1301 3rd Ave.

**Current Project Stage:** N/A  
**Council District:** Council District 7

**Start/End Date:** N/A  
**Neighborhood District:** Downtown

**Total Project Cost:** N/A  
**Urban Village:** Downtown

This ongoing project provides an annual contribution (including increases for inflation) to a capital renewal fund for the Garden of Remembrance, located next to Benaroya Hall, per an agreement with Benaroya Hall Music Center (BHMC), a private, non-profit affiliate of the Seattle Symphony. This project pays for major maintenance and replaces garden installations including, but not limited to, irrigation equipment, landscaping, electrical/lighting fixtures, and mechanical water features. The project is managed by the BHMC and is displayed within FAS' CIP for informational purposes only.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<tbody>
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<td><strong>Total:</strong></td>
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<td>30</td>
<td>31</td>
<td>32</td>
<td>33</td>
<td>33</td>
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<th>Fund Appropriations / Allocations¹</th>
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<td>650</td>
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<td><strong>Total:</strong></td>
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<td>31</td>
<td>32</td>
<td>33</td>
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<td>650</td>
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</tbody>
</table>

**O&M Impacts:** N/A

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Haller Lake Improvements

Project No: MC-FA-HALLERSW   BSL Code: BC-FA-APSCH2FAC
Project Type: Ongoing   BSL Name: Asset Preservation - Schedule 2 Facilities
Project Category: Improved Facility   Location: 12600 Stone AVE N
Start/End Date: N/A   Neighborhood District: North
Total Project Cost: N/A   Urban Village: Not in an Urban Village

This program addresses improvements at the Haller Lake complex. Work includes, but is not limited to, architectural and engineering services associated with predesign, programming, design and construction. This project includes funding to make minor capital improvements. The full extent of improvements needed will require operational modifications as well. There may be further capital work as operational modifications are implemented and other remediation measures are discovered.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
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<td>500</td>
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<tr>
<td>Real Estate Excise Tax I</td>
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<td>-</td>
<td>-</td>
<td>500</td>
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<tr>
<td>REET I Capital Fund</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>700</td>
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<td><strong>783</strong></td>
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<td>-</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td><strong>1,200</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: N/A

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This project funds capital improvements at the Pearl Warren building in support of the creation of a Navigation Center. Work includes but is not limited to design, structural repair, electrical, plumbing, HVAC, and envelope repairs as required to create a safe and compliant facility suitable for occupancy.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals 2019</th>
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<th>2020</th>
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<th>2024</th>
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<td>-</td>
<td>1,400</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>1,366</strong></td>
<td><strong>34</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
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<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>1,400</strong></td>
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**Fund Appropriations / Allocations¹**

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<th>2023</th>
<th>2024</th>
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<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Finance and Administrative Services Fund</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td><strong>34</strong></td>
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<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>1,400</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: N/A

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North Seattle Public Safety Facilities

This project provides funding for long term public safety facility needs in North Seattle. These funds are for planning, design, and possible construction of facilities, as well as potential debt service for larger bond funded projects. Due to the current age of both police and fire facilities, along with expected growth in Northgate and other areas in North Seattle, planning for future improvements is critical to maintaining emergency response.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2021</th>
<th>2022</th>
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<tbody>
<tr>
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<td>-</td>
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<td>-</td>
<td>4,600</td>
<td>11,700</td>
<td>12,200</td>
<td>17,250</td>
<td>45,750</td>
</tr>
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<td>-</td>
<td>4,600</td>
<td>11,700</td>
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<td>Fund Appropriations / Allocations¹</td>
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<td>2021</td>
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</tr>
<tr>
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<td>45,750</td>
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<td>-</td>
<td>4,600</td>
<td>11,700</td>
<td>12,200</td>
<td>17,250</td>
<td>45,750</td>
</tr>
</tbody>
</table>

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

O&M Impacts:
Seattle City Hall HVAC Improvements

Project No: MC-FA-CTYHLHVAC  BSIL Code: BC-FA-GOVTFAC
Project Type: Discrete  BSIL Name: General Government Facilities - General
Project Category: Improved Facility  Location: 600 Fourth AVE
Start/End Date: 2016 - 2019  Neighborhood District: Downtown
Total Project Cost: $900  Urban Village: Downtown

This project funds Heating Ventilation and Air Conditioning (HVAC) system improvements to Seattle City Hall. These improvements include, but are not limited to, updating the building control system and reconfiguration of existing systems.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<tbody>
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<td>-</td>
<td>-</td>
<td>-</td>
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<td>900</td>
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</table>

| Allocations¹               |             |              |      |      |      |      |      |      |       |
| REET I Capital Fund        | 565         | 335          | -    | -    | -    | -    | -    | -    | 900   |
| Total                      | 565         | 335          | -    | -    | -    | -    | -    | -    | 900   |

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Seattle Municipal Courts

Project No: MC-FA-MUNCOURT  BSL Code: BC-FA-GOVTFAC
Project Type: Ongoing  BSL Name: General Government Facilities - General
Project Category: Improved Facility  Location: 600 5th AVE
Start/End Date: N/A  Neighborhood District: Downtown
Total Project Cost: N/A  Urban Village: Downtown

This project provides for various facility improvements. Work may include, but is not limited to, space reconfigurations, reconfigurations of amenities such as drinking fountains, improvements to facility infrastructure such as assisted listening loops, and improvements to various access routes to the site, building, and other public spaces. Three new project phases will commence in 2018, 2019, and 2020. Each project will improve the security of the courthouse based upon the findings of two U.S. Federal Marshal Service Security Surveys.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<td>140</td>
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<td>1,443</td>
</tr>
</tbody>
</table>

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

O&M Impacts: N/A
Seattle Municipal Tower Chiller Plant Replacement

Project No: MC-FA-SMTCHLRPL  BSL Code: BC-FA-APSCH1FAC
Project Type: Discrete  BSL Name: Asset Preservation - Schedule 1 Facilities
Project Category: Rehabilitation or Restoration  Location: 700 Fifth AVE
Start/End Date: 2018 - 2020  Neighborhood District: Downtown
Total Project Cost: $18,500  Urban Village: Downtown

This project replaces the chiller plant in the Seattle Municipal Tower (SMT). The project will require a multi-year execution plan to allow for permitting, design, procurement and construction to occur during the windows of opportunity when cooling is not required. This highly technical, complex construction effort is a once-in-a-generation endeavor. With a dwindling supply of spare parts for maintenance and repairs, it is no longer feasible to defer this critical work, and delaying the project would put FAS at risk of not being able to provide essential cooling to City of Seattle offices and other building tenants. Project costs shown here are exclusive of $1 million expended on preliminary work on this project in 2018. Those funds are included in the Asset Preservation - Schedule 1 Facilities project (MC-FA-APSCH1FAC).

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2022</th>
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<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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<td>2020 Multipurpose LTGO Bond Fund</td>
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<td>-</td>
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<td>18,500</td>
</tr>
</tbody>
</table>

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Seattle Municipal Tower Elevator Rehab

Project No: MC-FA-SMTTELVRHB  BSL Code: BC-FA-APSCH1FAC
Project Type: Discrete  BSL Name: Asset Preservation - Schedule 1 Facilities
Project Category: Rehabilitation or Restoration  Location: 700 Fifth AVE
Current Project Stage: Stage 1 - Pre-Project Development  Council District: Council District 7
Start/End Date: 2019 - 2022  Neighborhood District: Downtown
Total Project Cost Range: 28,000 - 32,000  Urban Village: Downtown

This project will improve the operation, reliability, and system performance of the Seattle Municipal Tower (SMT) elevators. The work will bring the SMT elevators to current building codes and into compliance with Americans with Disabilities Act (ADA) requirements. This project is envisioned to be a multi-year effort that must be phased to minimize impacts on SMT ongoing building operations, and on the approximately 4,000 city staff who work in the building and the public who visit the SMT to access City services.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<tr>
<td>REET I Capital Fund</td>
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<tr>
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<td>1,500</td>
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Financial Planning Estimate:

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<td>8,500</td>
<td>9,500</td>
<td>9,500</td>
<td>-</td>
<td>-</td>
<td>27,500</td>
</tr>
</tbody>
</table>

Financial Planning Strategy: The estimated cost to complete bid documents for this Design-Build contract is $2,500,000, $1,500,000 of which is funded with LTGO bonds. The remaining $1,000,000 was funded with REET 1.

At 30% design FAS will reevaluate the total project cost and the financial planning strategy for the remaining costs of the project, which could include local funding and debt funding.

The current mid-point for the financial planning estimate is $30,000,000 including the $2,500,000 currently appropriated for design.

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Seattle Municipal Tower Facility Upgrades

This on-going project, located in the Seattle Municipal Tower, provides funds for the planning, design and construction of operational improvements and renovations in the Seattle Municipal Tower. Work may include, but is not limited to, space reconfigurations, reconfiguration of amenities such as drinking fountains and public spaces, and improvements to facility infrastructure such as restrooms and showers.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
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<th>2023</th>
<th>2024</th>
<th>2025</th>
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<td>1,991</td>
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<td>327</td>
<td>1,664</td>
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<td>2022</td>
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</tr>
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<td>1,664</td>
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<td>-</td>
<td>-</td>
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<td>327</td>
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<td>1,991</td>
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</table>

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
# Seattle Municipal Tower IDF Infrastructure Upgrades

**Project No:** MC-FA-SMTIDFINF  
**BSL Code:** BC-FA-GOVTAC  
**Project Type:** Discrete  
**BSL Name:** General Government Facilities - General  
**Project Category:** Improved Facility  
**Location:** 700 Fifth Ave  
**Current Project Stage:** Stage 3 - Design  
**Council District:** Council District 7  
**Start/End Date:** 2015 - 2020  
**Neighborhood District:** Downtown  
**Total Project Cost:** $2,500  
**Urban Village:** Downtown

This project provides electrical, cooling, and fire separation upgrades for 15 existing Intermediate Distribution Frame (IDF) rooms in the Seattle Municipal Tower (SMT) that house network, telephone and security systems. The resultant electrical and cooling capacity increases will allow the systems in the room to be upgraded now (in the case of Voice over IP phones) and in the future. In addition to these capacity infrastructure upgrades, fire separations will be established for the rooms. This project will enhance the reliability of the systems housed in the IDF rooms by improving the infrastructure that serves them and protecting the rooms from potential damage caused by events outside of the rooms.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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</tr>
</thead>
<tbody>
<tr>
<td>LTGO Bond Proceeds</td>
<td>1,963</td>
<td>537</td>
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<tr>
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<td>Fund Appropriations / Allocations¹</td>
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<tr>
<td>Total</td>
<td>1,963</td>
<td>537</td>
<td>-</td>
<td>-</td>
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<td>-</td>
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<td>-</td>
<td>2,500</td>
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</table>

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Seattle Police Department North Area Interim and Long-Term Facilities

Project No: MC-FA-SPDNFAC  BSL Code: BC-FA-PSFACPOL
Project Type: Discrete  BSL Name: Publ Safety Facilities Police
Project Category: New Investment  Location: Multiple
Start/End Date: 2017 - 2019  Neighborhood District: North
Total Project Cost: $11,100  Urban Village: Multiple

This project funds planning, design and construction for long-term facility needs as well as interim upgrades and potential expansions at the existing North Precinct to accommodate growth of the Seattle Police Department. This project includes, but is not limited to, planning, design and construction for long-term police facilities needs in the North and funding for interim needs including, but not limited to, building upgrades, system maintenance, facility maintenance and temporary facilities.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
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<td>11,100</td>
</tr>
<tr>
<td>Total</td>
<td>778</td>
<td>10,322</td>
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<td>-</td>
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<td>-</td>
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<th>2023</th>
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</tr>
</thead>
<tbody>
<tr>
<td>REET I Capital Fund</td>
<td>778</td>
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<tr>
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<td>11,100</td>
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O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Seattle Police Facilities

Project No: MC-FA-PFACNPCT            BSL Code: BC-FA-PSFACPOL
Project Type: Ongoing                  BSL Name: Publ Safety Facilities Police
Project Category: New Investment     Location: Various Police facilities
Current Project Stage: N/A            Council District: Citywide
Start/End Date: N/A                   Neighborhood District: Not in a Neighborhood District
Total Project Cost: N/A                Urban Village: Not in an Urban Village

This ongoing project preserves or extends the useful life or operational capacity and provides for improvements to FAS-owned Police facilities including, but not limited to, the East Precinct, the North Precinct, the West Precinct, the Mounted Patrol Facility, the Harbor Patrol Facility, and the K-9 Facility. Typical work may include, but is not limited to, upgrades to heating, ventilation, air conditioning upgrades, equipment replacement, siting, pre-design, test-to-fit analyses, and structural assessments and repairs. These improvements support police service by extending the operational life of old police facilities, complying with regulatory requirements, or addressing capacity problems.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD</th>
<th>2019 Actuals</th>
<th>Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Real Estate Excise Tax I</td>
<td></td>
<td>4,325</td>
<td>1,035</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>5,361</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
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<td><strong>1,035</strong></td>
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<td>-</td>
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<td>-</td>
<td><strong>5,361</strong></td>
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<tr>
<td>Fund Appropriations / Allocations¹</td>
<td>LTD</td>
<td>2019 Actuals</td>
<td>Revised</td>
<td>2020</td>
<td>2021</td>
<td>2022</td>
<td>2023</td>
<td>2024</td>
<td>2025</td>
<td>Total</td>
</tr>
<tr>
<td>REET I Capital Fund</td>
<td></td>
<td>4,325</td>
<td>1,035</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>5,361</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td></td>
<td><strong>4,325</strong></td>
<td><strong>1,035</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td><strong>5,361</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
SLIM Replacement

Project No: MC-FA-SLIMREPL  BSL Code: BC-FA-A1IT
Project Type: Discrete  BSL Name: Information Technology
Project Category: New Investment  Location: 700 5th AVE
Current Project Stage: Stage 5 - Execution (IT Only)  Council District: Multiple
Start/End Date: 2015 - 2018  Neighborhood District: Multiple
Total Project Cost: $400  Urban Village: Multiple

The Seattle License Information System (SLIM) manages the issuance and renewal of business licenses and the collection of revenue from fees and taxes. SLIM is now outdated and can no longer adequately meet the needs of expanding business license, tax collection, and enforcement processes and needs to be upgraded. Recommendations for a SLIM replacement will be considered as the Multi-City Business License and Tax Portal project is implemented.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<tr>
<td>Property Sales and Interest Earnings</td>
<td>271</td>
<td>129</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>400</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>271</td>
<td>129</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>400</td>
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<tr>
<td>Fund Appropriations / Allocations¹</td>
<td>LTD Actuals</td>
<td>2019 Revised</td>
<td>2020</td>
<td>2021</td>
<td>2022</td>
<td>2023</td>
<td>2024</td>
<td>2025</td>
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<tr>
<td>Unrestricted Cumulative Reserve Fund</td>
<td>271</td>
<td>129</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>-</td>
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<td>400</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>271</td>
<td>129</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>400</td>
</tr>
</tbody>
</table>

O&M Impacts: N/A

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2020 - 2025 Proposed Capital Improvement Program
Summit Re-Implementation

Project No: MC-FA-A1IT01
Project Type: Discrete
BSL Code: BC-FA-A1IT
BSL Name: Information Technology
Project Category: New Investment
Location: 700 5th Ave.
Current Project Stage: Stage 5 - Execution (IT Only)
Council District: Multiple
Start/End Date: 2013 - 2018
Neighborhood District: Multiple
Total Project Cost: $83,433
Urban Village: Multiple

This Citywide project involves planning and implementing the move of Summit, the City's financial management system, to the most current software release (PeopleSoft Financials 9.2), standardizing financial processes and policies, and implementing additional functionality to enable the City to make more informed financial decisions and meet regulatory obligations. Summit has not been upgraded since 2006 and Oracle discontinued support for the product in 2011. 2018 amounts shown below include program contingency in the event needed during implementation of Phase II of the project. LTGO bonds will be issued according to actual cash flow needs.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interdepartmental Transfer</td>
<td>28,601</td>
<td>2,660</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>31,261</td>
</tr>
<tr>
<td>LTGO Bond Proceeds</td>
<td>48,772</td>
<td>3,401</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>52,172</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>77,373</strong></td>
<td><strong>6,061</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td><strong>83,433</strong></td>
</tr>
</tbody>
</table>

### Fund Appropriations / Allocations¹

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013 Multipurpose LTGO Bond Fund</td>
<td>5,886</td>
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<td>-</td>
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<td>-</td>
<td>-</td>
<td>5,886</td>
</tr>
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<td>2014 Multipurpose LTGO Bond Fund</td>
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<td>-</td>
<td>-</td>
<td>7,038</td>
</tr>
<tr>
<td>2016 Multipurpose LTGO Bond Fund</td>
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<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>18,000</td>
</tr>
<tr>
<td>2017 Multipurpose LTGO Bond Fund</td>
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<td>3,279</td>
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<td>-</td>
<td>-</td>
<td>13,000</td>
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<tr>
<td>2018 Multipurpose LTGO Bond Fund</td>
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<td>8,248</td>
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<tr>
<td>Finance and Administrative</td>
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<td>-</td>
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<td>-</td>
<td>-</td>
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<td>31,261</td>
</tr>
<tr>
<td>Services Fund</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>77,373</strong></td>
<td><strong>6,061</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td><strong>83,433</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: N/A

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2020 - 2025 Proposed Capital Improvement Program
Information Technology
Overview

The Seattle Information Technology Department (Seattle IT) aims to be a best-in-class digital service delivery team for City of Seattle departments and the residents it serves. Seattle IT provides powerful technology solutions to the City and public; including, data, telephone, and radio networks; applications and application infrastructure; desktop, mobile and printing devices; cloud services; website and internet connections; television channel; data centers, servers, storage, and backup. Seattle IT also manages designated projects on behalf of the City, other departments, and regional partners.

Seattle IT’s Capital Improvement Program (CIP) supports major maintenance, improvements, replacements and upgrades to the City’s existing technology systems, as well as the development and implementation of new projects. Details for 2020 are provided in the following table.

<table>
<thead>
<tr>
<th>CIP Program Name</th>
<th>2020 Proposed</th>
<th>Planned Spending</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Discrete Projects</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Citywide Contract Management System</td>
<td>$79,000</td>
<td>Replace multiple contract management systems in use across departments with one Citywide system.</td>
</tr>
<tr>
<td>Criminal Justice Information System Projects</td>
<td>$10,000,000</td>
<td>Implement case management systems for agencies including Seattle Municipal Court, the Hearing Examiner and the City Attorney.</td>
</tr>
<tr>
<td>HRIS Replacement</td>
<td>$604,000</td>
<td>Upgrade Seattle’s current Human Resources Information System.</td>
</tr>
<tr>
<td>SMT Remodel- IT</td>
<td>$2,300,000</td>
<td>Renovate several floors of the Seattle Municipal Tower to meet City office space standards.</td>
</tr>
<tr>
<td><strong>Ongoing CIP Programs</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>800 MHz Radio Network Program</td>
<td>$687,000</td>
<td>Maintain radio network infrastructure and public safety radios.</td>
</tr>
<tr>
<td>Applications Development-SPD</td>
<td>$2,675,000</td>
<td>Replace existing SPD computer-aided dispatch system and mobile application used by 911 and officers in the field.</td>
</tr>
<tr>
<td>Applications Development- SDOT</td>
<td>$174,000</td>
<td>Replace the Seattle Department of Transportation’s Budget System.</td>
</tr>
<tr>
<td>Computing Services Architecture</td>
<td>$2,797,000</td>
<td>Computer equipment related to a new Unified Communication System (to replace the City’s current telephone system) as well as routine equipment replacement and upgrades for servers, storage, and facility infrastructure.</td>
</tr>
<tr>
<td>Data &amp; Telephone Infrastructure</td>
<td>$8,843,000</td>
<td>Network equipment related to Unified Communication System and routine equipment replacement and upgrades.</td>
</tr>
<tr>
<td>Fiber-Optic Communication Installation &amp; Maintenance</td>
<td>$4,245,000</td>
<td>Fiber installation and maintenance.</td>
</tr>
<tr>
<td>IT Security</td>
<td>$0</td>
<td>Transfer budget for the CIP project for systems upgrades and replacements to the Seattle IT operating budget.</td>
</tr>
<tr>
<td>Seattle Channel Maintenance &amp; Upgrade</td>
<td>$328,000</td>
<td>Equipment replacement and maintenance.</td>
</tr>
<tr>
<td>Technology Management Tools</td>
<td>$0</td>
<td>Reduce budget for the CIP project to transfer the funds to the operating budget.</td>
</tr>
<tr>
<td>Department Total</td>
<td>$32,732,000</td>
<td></td>
</tr>
</tbody>
</table>
CIP Revenue Sources

Seattle IT’s CIP has been funded through a variety of revenue sources, including:

- **Rates and Allocations**: There are multiple services within the department that are cost-allocated based on a percentage of use for the service provided or billed directly to a department based on the actual cost of time and labor or quantity of materials provided. Seattle IT’s proposed budget also includes some projects that are funded using proceeds from general obligation bonds. Rates and allocations provide the funds to repay the debt service on these bonds.

- **State and Federal Grants**: Federal and state grants have been used to finance system replacements and new capabilities. In some cases, Seattle IT has been the direct recipient of the funds; in others, Seattle IT has managed grant-funded projects for customers. The use of grant funding for the Seattle IT CIP has been intermittent.

- **Cable Franchise Fees**: Seattle IT collects Cable Franchise Fee revenues that are set in franchise agreements with the cable providers. Some of this revenue has been used to fund the CIP Program which supports the Seattle Channel. Cable Fees have historically provided less than 1% of Seattle IT’s CIP program.

- **Reserves**: In some instances, Seattle IT’s rates and allocations include the collection of funds which are accumulated and held in a reserve in Seattle IT’s Fund balance. Currently, this is only done for the 800 MHz radio system, although it has been considered for other areas. Expenditures of these reserve funds appear in the Seattle IT CIP program. Historically, there is a low level of spending for ongoing Operations & Maintenance items with intermittent large expenditures associated with major replacements and upgrades.

- **Private Dollars**: In the past, Seattle IT projects have occasionally included funding from external non-public sources. Such instances are highly intermittent, usually for relatively small dollar value and not projected to continue at any appreciable level.

- **Levy**: In the past, Seattle IT received some CIP funding from a levy for the development, acquisition and installation of the 800 MHz emergency radio communication system. Going forward, the future replacement and upgrade of the county-wide radio system involves a new levy. Outside of that, no additional levy funding is anticipated.

- **Bonds & Future Bond Proceeds**: Seattle IT occasionally utilizes funding from City bond sale proceeds to implement significant capital projects in the CIP. Rates and allocations typically provide the funds to repay the debt service on these bonds.

- **Use of Fund Balance**: Seattle IT may use existing fund balance or planned carryforward to implement some projects in its CIP.

- **To Be Determined**: Occasionally, Seattle IT’s CIP includes future projects for which a specific funding source has yet to be specified. These projects will not go forward unless and until funding is secured.
2020-2025 CIP Highlights

Seattle IT’s 2020-2025 Proposed CIP Budget includes the following additions and modifications to CIP programs:

- **Human Resources Information System (HRIS) Replacement Project ($175,000)** provides funding to upgrade HRIS, which supports the City’s Payroll Processing, Human Resources, and Benefits Administration and Retirement Payroll. The proposed budget funds a scoping study for the project that includes an organizational assessment, current state and requirements documentation, a procurement strategy, and RFP development.

- **Seattle Police Department (SPD) Applications Development ($3,225,000)** provides funds to support projects on behalf of SPD. The 2020-2025 Proposed CIP includes funding for the replacement of the existing SPD computer-aided dispatch system and mobile application used by 911 and by officers in the field.

- **Data & Telephone Infrastructure (-$500,000)** funds maintenance, replacement, and upgrades of software and major hardware for the City’s data and telephone systems. The 2020-2025 Proposed CIP transfers funds from the CIP to Seattle IT’s operating budget to reflect an ongoing need for data network equipment replacements that are no longer appropriate for capitalization.

- **The IT Security CIP (-$919,800)** was created to fund major upgrades and product implementations to enhance the security of the City of Seattle’s networks and systems. With the shift in the technology environment to service-based (e.g. in the cloud versus hardware that is on premise), the enhancements and upgrades planned by Seattle IT to improve security no longer qualify as capital purchases and therefore should no longer be included in the CIP program. This budget change transfers the expenditure authority from the CIP to the Security operating budget to align with the nature of the spending.

- **Seattle Channel Maintenance & Upgrade (-$75,000)** project funds equipment and equipment maintenance services for the Seattle Channel. The 2020-2025 Proposed CIP decreases the annual funding for this project to help mitigate decreasing revenues from the Cable Television Franchise Fund.

- **Technology Management Tools (-$2,977,000)** project funds systems to support IT service and asset management. As part of Seattle IT’s Technology Management Tools update and replacement program, a placeholder request for potential bond funding for a tools refresh was included in the 2020 Endorsed Budget. However, with the recent launch of its new Service HUB system and the increasing switch to cloud-based applications and toolsets, Seattle IT does not anticipate a need for capital funds for Technology Management Tools in 2020.
Thematic Priorities

Seattle IT’s priorities are:

Priority 1: Connective and Collaborative

Enable collaboration by providing tools and information anytime, anywhere, from any device.

Priority 2: Efficient and Flexible

Provide business process and operations efficiencies that enable rapid response and technology changes while upholding fiscal responsibility.

Priority 3: Talent and Capabilities

Continuous investment in an inclusive and supportive workforce that keeps pace with a dynamic technology and business landscape.

Priority 4: Modern and Innovative

Further City priorities, including social justice and equity goals, through the acquisition and implementation of leading edge technology solutions and practices.

Priority 5: Reliable and Sustainable

Provide clients with ongoing practical, security and modern infrastructure, platforms and tools to support their business needs.

Priority 6: Privacy and Transparency

Respect privacy guidelines that apply to every part of the IT workplan as well as provide a clear picture of IT resources to stakeholders.

Project Selection Criteria

STEP 1: Identification of Technology Needs and Opportunities

In this step, needs and opportunities for technology investments are identified. This happens on a rolling basis throughout the year, as well as during the budget planning process. Input comes from multiple places, including:

- customer department requests and requirements (including technology plan alignment to department strategic plans);
- Seattle IT Strategic Agenda;
- technology roadmaps (updated annually);
- asset replacement schedules; and
- coordination with partners (regional efforts, vendor partners, etc.).
This step includes development of initial cost estimates and other resource requirements, potential timing, and dependencies. At the completion of this step, potential projects are added to the Citywide IT Project Portfolio for tracking and consideration through Seattle IT’s Project Gate Review process.

**STEP 2: Identification of CIP and Non-Discretionary Projects**

As part of the Gate Review process, items identified in Step 1 are filtered to determine if they are (1) CIP-appropriate or not and (2) discretionary or not. Criteria for determining if they are CIP appropriate or not include:

- overall dollar value;
- timeframe of implementation (e.g., multi-year project);
- lifespan of investment;
- investment in/preservation of long-term infrastructure; and
- the nature of the acquisition (e.g., goods, services, etc.).

Criteria for determining if they are non-discretionary include:

- legally mandated (e.g., debt service, federal or state law/regulation changes, court orders, etc.);
- urgent security or risk mitigation needs (e.g., major system failure, major security breach); and
- reimbursable services to others (e.g., Seattle IT manages a regional fiber consortium where the partners contract with/through us to get work done).

Projects which are determined to be non-discretionary are automatically moved forward for inclusion in our initial CIP and budget proposal. Discretionary projects proceed to Step 3. Regardless of discretionary status, project requests complete the Gate Review process to validate projects are established with the appropriate governance, value proposition and risk mitigation planning.

**STEP 3: Prioritization of CIP-Appropriate Discretionary Projects**

In this step, proposed investments are screened to determine if they are a match for Seattle IT’s normal maintenance/upgrade/replacement programs within the CIP. Investments such as these tend to be smaller in scale (less than $250,000), “like for like” replacements (e.g., old equipment replaced by new equipment with little to no functionality change), etc. These projects are rated by program managers based on criteria tailored to each program and implemented as annual funding allows.

Larger capital investments which are best implemented on a stand-alone basis due to the size and complexity of the project are evaluated and ranked separately based on the following criteria:

- asset preservation/replacement/maintenance;
- product lifecycles;
- legal requirements/mandates;
- security/risk mitigation;
- reimbursable from other sources (other depts. or outside entities, grants, reserves);
- dependencies (on other products, equipment, etc.; also, on staff/resource availability/long-term supportability);
• internal customer demands (including capacity) – including Mayoral/Council/Mayor’s IT Subcabinet priority;
• external customer demands – public, businesses, etc.;
• external drivers (vendor changes, regional commitments, etc.);
• efficiency/effectiveness improvements/resource savings and return on investment; and
• key future trend/forward-looking/pro-active.

Summary of Upcoming Budget Issues and Challenges

• Rapid and Major Changes in Technology. The continued rapid rate of change in technology presents a major challenge for the City. User demands (both internal staff and constituents) around technology continue to grow as available functionality expands exponentially. New technologies provide new solutions and new opportunities, but at the same time they can initially disrupt productivity, require upfront costs, and impact security, privacy, and the governance landscape. Vendors regularly “de-certify” and stop supporting products the City relies upon, leaving the choice of spending significant amounts of money to upgrade to supported products or risk running important/critical City functions on unsupported platforms. At the same time, the method by which vendors deliver technology solutions is rapidly changing. Many vendors have moved or are moving away from delivering a software product to the City for installations on City servers; instead, they are offering cloud-based and hosted solutions that the City can access on a subscription basis. While offering many benefits, this changing delivery approach requires increased City investments in identity management, data integration, and contract management.

• An Under-Investment in It Over Many Years, Duplication, and Limited Lifecycle Management. Departments want to move fast to leverage new technologies before we have developed the platforms, teams, or culture to make this happen. Seattle IT must balance the competing objectives of doing things right and doing them right now.

• Rationalization. The City had a 15-year history of making technology decisions in the context of individual departments without referencing or considering efficiency or the costs to the City government as a whole. With the creation of the Seattle Information Technology Department, the City can now more clearly identify the duplication created from the historical approach to IT. Many systems in the City perform the same or similar functions, which results not only in higher upfront costs but duplicative, more expensive ongoing maintenance and operations. Planned and future investments are made in the context of application rationalization, seeking current and future initiatives which will allow the reduction of duplicative services and help reduce application spending.

• Security and Privacy. The security risks associated with technology continue to grow - the variety of threats from mobile devices, social media, compromised web sites, and other sources continues to multiply. Cloud services like Office 365 and the increased use of mobile devices offer a new set of security-related challenges. At the same time, the City collects and uses a vast and expanding amount of data on a regular basis. Some of this data contains personally identifiable information or may otherwise pose a privacy concern if exposed or if used in a manner inconsistent with public expectations. Emphasis is shifting away from end-point security to risk management of critical assets and assurance of identity. Preventive controls are no longer reliable, requiring a greater emphasis on the ability to locate and quickly remediate compromised technology.
Public Expectation. The public has high expectations for how government performs, including how technology is used to deliver efficient and accessible government services. Some Seattle residents are tech savvy while others still lack internet access. Generational differences also create different expectations regarding services. Investments in new technology-enabled government services must balance the needs of many audiences.

Future Projects/What Is on the Horizon

Seattle IT has identified several initiatives and issues which will need to be addressed at some point in the future.

- Software Systems Which Require Replacement/Upgrades. Prior to IT consolidation, the Department of Information Technology CIP did not include funds to cover replacement of large applications owned and operated by individual departments. Since consolidation, Seattle IT has “inherited” responsibility for many such systems, most of which did not come with any long-term replacement funding. Replacement and upgrades for systems owned and operating by Seattle Public Utilities and Seattle City Light are generally being funded out of their own CIP with Seattle IT acting as the service provider. However, funds for large applications and systems needing replacement are not comprehensively programmed into our CIP. Instead, Seattle IT will continue to address these needs on a case by case basis as the need arise.

- Long-Term Major Upgrades to the Regional Radio System. The City is part of a regional public safety radio system. The current technology platform is approaching phased obsolescence and needs to be replaced or upgraded in the next few years. The four co-owners of the existing system, including the City of Seattle and King County, are working together to implement a replacement radio system. A levy to fund this important initiative was passed in spring 2015, and a formal governance structure for the effort was adopted via an Inter-Local Agreement signed by the 12 participating jurisdictions. Work on tower siting, design and construction as well as system design is currently underway and will continue into 2020. Deployment of radios to end users is currently anticipated for 2021. The current CIP does not reflect the results of any potential changes related to the new system, as discussions regarding the long-term governance and operational support are still ongoing.

- Infrastructure Systems Which Require Replacement/Upgrades. Seattle IT’s CIP contains sufficient funding to cover routine replacement of lesser value items, especially those which occur every year (e.g., switches, mid-range servers, etc.). However, larger value, intermittent replacements are more difficult to fund within existing budget. These needs will continue to be addressed on a case by case basis as the need arises.
## Project Summary

<table>
<thead>
<tr>
<th>Project Name &amp; ID</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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*Amounts in thousands of dollars.*
## Project Summary

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<td>39,375</td>
<td>22,623</td>
<td>8,481</td>
<td>8,716</td>
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<td>381,458</td>
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<tr>
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<td>86,234</td>
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<td>8,481</td>
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<td>381,458</td>
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*Amounts in thousands of dollars.*
## Fund Summary

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<td>Seattle Information Technology Department Total</td>
<td>183,296</td>
<td>86,234</td>
<td>32,734</td>
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<td>8,481</td>
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<td>381,458</td>
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</tbody>
</table>

*Amounts in thousands of dollars.*
800 MHz Radio Network Program

This project funds the upgrades and replacement of software and hardware for the City of Seattle’s portion of the King County Regional 800 MHz radio system. The 800 MHz radio system provides the communication infrastructure required for public safety operations such as 911, Medic One, Fire and Police.

O&M Impacts: This CIP project represents ongoing capital purchases to support our operating shared services projects. Ongoing impacts are built into Seattle IT’s budget.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Internal Service Fees and Allocations, Outside Funding Partners</td>
<td>17,936</td>
<td>7,159</td>
<td>687</td>
<td>705</td>
<td>723</td>
<td>742</td>
<td>761</td>
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<td>28,713</td>
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<tr>
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<td>2023</td>
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<td>Information Technology Fund</td>
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<td>723</td>
<td>742</td>
<td>761</td>
<td>-</td>
<td>28,713</td>
</tr>
<tr>
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<td>17,936</td>
<td>7,159</td>
<td>687</td>
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<td>723</td>
<td>742</td>
<td>761</td>
<td>-</td>
<td>28,713</td>
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</tbody>
</table>

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Applications Development - Public Safety

Project No: MC-IT-C6307  BSL Code: BC-IT-C0700
Project Type: Ongoing  BSL Name: Capital Improvement Projects
Project Category: New Investment  Location: 700 5th AVE
Start/End Date: N/A  Neighborhood District: Downtown
Total Project Cost: N/A  Urban Village: Downtown

This project provides funds to develop and implement software applications used by the Seattle Police Department (SPD). The applications will improve personnel oversight and deployment, in addition to enhancing the accessibility and quality of SPD data. These applications will support ongoing efforts to achieve improved transparency and compliance. In the 2018 budget process, Council adopted a proviso on SPD's Record Management System (RMS) project which is described in the Department Overview section.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<td><strong>13,117</strong></td>
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</table>

Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

**O&M Impacts:** This CIP project represents multiple projects on behalf of Seattle Police Department and Seattle Fire Department. Each of these projects has their own ongoing impacts.
Applications Development- DPR

This project provides funds to develop, implement, and enhance software applications used by the Department of Parks and Recreation (DPR). Identified projects will improve business processes for budgeting, contracting, regulatory compliance, and data management. Additionally, this effort seeks to replace or refresh current systems while consolidating duplicative systems.

Resources

<table>
<thead>
<tr>
<th>Resources</th>
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¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

O&M Impacts: This CIP project represents multiple projects on behalf of the Department of Parks and Recreation. Each of these projects has their own ongoing impacts.
Applications Development- FAS

Project No: MC-IT-C6310  
BSL Code: BC-IT-C0700

Project Type: Ongoing  
BSL Name: Capital Improvement Projects

Project Category: New Investment  
Location: 700 5th Ave

Current Project Stage: N/A  

Start/End Date: N/A  
Neighborhood District: Downtown

Total Project Cost: N/A  
Urban Village: Downtown

This project provides funds to develop and implement software applications used by the Department of Finance and Administrative Services (FAS), including a system to (1) assess and collect the Short-term Rental Tax; and (2) to administer and enforce the short-term license regulatory license requirements.

<table>
<thead>
<tr>
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<th>2020</th>
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<tr>
<td>Information Technology Fund</td>
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O&M Impacts: This CIP project represents multiple projects on behalf of the Department of Finance and Administrative Services. Each of these projects has their own ongoing impacts.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Applications Development- General Fund

Project No: MC-IT-C6300
BSL Code: BC-IT-C0700

Project Type: Ongoing
BSL Name: Capital Improvement Projects

Project Category: New Investment
Location: 700 5th AVE

Current Project Stage: N/A

Start/End Date: N/A
Neighborhood District: Downtown

Total Project Cost: N/A
Urban Village: Downtown

This project provides funds to develop, implement, and enhance software applications used by City departments. Identified projects will improve business processes for budgeting, contracting, regulatory compliance, and data management. Additionally, this effort seeks to replace or refresh current systems while consolidating duplicative systems.

Resources

<table>
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<th></th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
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<tbody>
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<td>-</td>
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<tr>
<td>Total:</td>
<td>1,422</td>
<td>1,136</td>
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Fund Appropriations / Allocations¹

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<td>1,136</td>
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<td>-</td>
<td>-</td>
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<td>2,558</td>
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O&M Impacts: This CIP project represents multiple projects on behalf of the General Fund. Each of these projects has their own ongoing impacts.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
**Applications Development - SDOT**

<table>
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<tr>
<td>Total Project Cost:</td>
<td>N/A</td>
<td>Urban Village:</td>
<td>Downtown</td>
</tr>
</tbody>
</table>

This project provides funds to develop and implement software applications used by the Seattle Department of Transportation (SDOT). Improved applications seek to enhance project tracking, field work, and coordination with public and private partners. These applications will help SDOT facilitate ongoing projects including those enabled by the Move Seattle levy.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<tr>
<td><strong>Total:</strong></td>
<td><strong>2,114</strong></td>
<td><strong>4,411</strong></td>
<td><strong>174</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td><strong>6,698</strong></td>
</tr>
<tr>
<td><strong>Fund Appropriations / Allocations¹</strong></td>
<td><strong>LTD Actuals</strong></td>
<td><strong>2019 Revised</strong></td>
<td><strong>2020</strong></td>
<td><strong>2021</strong></td>
<td><strong>2022</strong></td>
<td><strong>2023</strong></td>
<td><strong>2024</strong></td>
<td><strong>2025</strong></td>
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<tr>
<td>Information Technology Fund</td>
<td>2,114</td>
<td>4,411</td>
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<td><strong>6,698</strong></td>
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</tbody>
</table>

**O&M Impacts:** This CIP project represents multiple projects on behalf of Seattle Department of Transportation. Each of these projects has their own ongoing impacts.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Citywide Contract Management System

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<tr>
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<td>79</td>
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<tr>
<td><strong>Total:</strong></td>
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**Fund Appropriations / Allocations¹**

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</thead>
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<tr>
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<td>79</td>
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</table>

O&M Impacts: Not enough information at this stage of the project. Expected completion 2021.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Computing Services Architecture

Project No: MC-IT-C3201  BSL Code: BC-IT-C0700
Project Type: Ongoing  BSL Name: Capital Improvement Projects
Project Category: New Investment  Location: 700 5th AVE
Start/End Date: N/A  Neighborhood District: Downtown
Total Project Cost: N/A  Urban Village: Downtown

This ongoing project funds the regular replacement of and major maintenance of software, computing and storage systems on behalf of City departments by Seattle IT.

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<th>2022</th>
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<td>1,110</td>
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### Fund Appropriations / Allocations¹

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<th>Fund Appropriations / Allocations¹</th>
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<th>2020</th>
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<td>1,082</td>
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<td>1,143</td>
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<td>29,506</td>
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<tr>
<td><strong>Total:</strong></td>
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<td>5,796</td>
<td>2,798</td>
<td>1,661</td>
<td>1,082</td>
<td>1,110</td>
<td>1,143</td>
<td>-</td>
<td>29,506</td>
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</table>

**O&M Impacts:** This CIP project represents ongoing capital purchases to support our operating shared services projects. Ongoing impacts are built into Seattle IT’s budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
Criminal Justice Information System Projects

Project No: MC-IT-C6304  
BSL Code: BC-IT-C0700  
Project Type: Discrete  
BSL Name: Capital Improvement Projects  
Project Category: New Investment  
Location: 700 5th AVE  
Current Project Stage: Stage 5 - Execution (IT Only)  
Start/End Date: 2016 - 2022  
Neighborhood District: Downtown  
Total Project Cost: $41,775  
Urban Village: Downtown

This project provides funds to plan and implement upgrades to the City's Criminal Justice Information Systems. This project was previously named the Municipal Court Information System (MCIS) Replacement project. The project was renamed in 2018 to more accurately reflect efforts beyond MCIS replacement.

<table>
<thead>
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<th>Resources</th>
<th>LTD Actuals</th>
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<th>2022</th>
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<td><strong>41,775</strong></td>
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<th>Fund Appropriations / Allocations¹</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
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<th>2024</th>
<th>2025</th>
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<td><strong>Total:</strong></td>
<td><strong>3,463</strong></td>
<td><strong>8,236</strong></td>
<td><strong>10,000</strong></td>
<td><strong>10,000</strong></td>
<td><strong>10,076</strong></td>
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<td>-</td>
<td>-</td>
<td><strong>41,775</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: Not enough information at this Stage. Expected completion 2022.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Data Analytics Platform - Seattle Police Department

This project provides funding for a Data Analytics Platform (DAP) in the Seattle Police Department to consolidate and manage data provided by a variety of systems related to police calls and incidents, citizen interactions, administrative processes, training and workforce management. This project will satisfy the requirements of the Settlement Agreement with the Department of Justice.

Resources

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2022</th>
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Fund Appropriations / Allocations¹

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<th>2020</th>
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<th>2024</th>
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<tbody>
<tr>
<td>Information Technology Fund</td>
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<td>-</td>
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<td>-</td>
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<td>13,128</td>
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<tr>
<td><strong>Total:</strong></td>
<td><strong>11,782</strong></td>
<td><strong>1,346</strong></td>
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<td><strong>13,128</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: This project is now complete.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Data and Telephone Infrastructure

This ongoing project provides funds to maintain, replace, and upgrade software and major hardware for the City's data and telephone switching systems.

O&M Impacts: This CIP project represents ongoing capital purchases to support our operating shared services projects. Ongoing impacts are built into Seattle IT's budget.

Resources

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2020</th>
<th>2021</th>
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Fund Appropriations / Allocations¹

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<tr>
<th>Resources</th>
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<td>1,746</td>
<td>-</td>
<td>58,891</td>
</tr>
</tbody>
</table>

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Enterprise Computing

This ongoing project provides for expansion and replacement of the City’s enterprise class server, enterprise class storage and mid-range class storage.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
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<td>6,245</td>
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<th>2025</th>
<th>Total</th>
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<td>Information Technology Fund</td>
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<td><strong>6,644</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: This CIP project represents ongoing capital purchases to support our operating shared services projects. Ongoing impacts are built into Seattle IT’s budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Fiber-Optic Communication Installation and Maintenance

Project No: MC-IT-C3600  BSL Code: BC-IT-C0700
Project Type: Ongoing  BSL Name: Capital Improvement Projects
Project Category: New Investment  Location: VARIOUS
Start/End Date: N/A  Neighborhood District: Downtown
Total Project Cost: N/A  Urban Village: Downtown

This ongoing project provides for the installation and maintenance of a high-speed fiber-optic communication network for the City and its external fiber partners. The fiber network includes, but is not limited to, sites such as libraries, public schools, fire and police stations, community centers, and other City facilities.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
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<th>2021</th>
<th>2022</th>
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<td>4,245</td>
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</tbody>
</table>

O&M Impacts: This CIP project represents ongoing capital purchases to support our operating shared services projects. Ongoing impacts are built into Seattle IT’s budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2020 - 2025 Proposed Capital Improvement Program
Human Resources Information System Replacement Project

Project No: MC-IT-C6303  
BSL Code: BC-IT-C0700

Project Type: Discrete  
BSL Name: Capital Improvement Projects

Project Category: New Investment  
Location: 700 5th AVE

Current Project Stage: Stage 2 - Initiation, Project Definition, & Planning  

Start/End Date: 2017 - 2021  
Neighborhood District: Downtown

Total Project Cost: $6,288  
Urban Village: Downtown

This project provides initial funding to begin a multi-year initiative to re-implement or replace the HRIS, which supports the City’s Payroll Processing, Human Resources, and Benefits Administration and Retirement Payroll. In 2018, the project’s initial phase will review and evaluate options available to the City.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
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<td>175</td>
<td>1,700</td>
<td>-</td>
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<td>-</td>
<td>-</td>
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<td><strong>Total:</strong></td>
<td>152</td>
<td>3,831</td>
<td>604</td>
<td>1,700</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>6,288</td>
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</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information Technology Fund</td>
<td>152</td>
<td>3,831</td>
<td>604</td>
<td>1,700</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>6,288</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>152</td>
<td>3,831</td>
<td>604</td>
<td>1,700</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>6,288</td>
</tr>
</tbody>
</table>

O&M Impacts: Not enough information at this stage of the project. Expected completion 2021.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars
IT Security

This ongoing project provides funds to acquire, maintain, replace and upgrade software and hardware for the City’s IT security systems.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<th>Total</th>
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<tbody>
<tr>
<td>Internal Service Fees and Allocations, Outside Funding Partners</td>
<td>636</td>
<td>279</td>
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<td>-</td>
<td>915</td>
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<tr>
<td>Total:</td>
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<td>279</td>
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<td>-</td>
<td>-</td>
<td>915</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information Technology Fund</td>
<td>636</td>
<td>279</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>915</td>
</tr>
<tr>
<td>Total:</td>
<td>636</td>
<td>279</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>915</td>
</tr>
</tbody>
</table>

O&M Impacts: Seattle IT is proposing to end this CIP project in 2020.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Next Generation Data Center

This project provides a multi-year plan to upgrade and replace the City’s existing data center environments. The project will replace aging data center facility systems with more efficient environments that provide increased resilience, maintainability and disaster recovery/business continuity to the City’s information technology systems.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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<tbody>
<tr>
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<td>-</td>
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<td>403</td>
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<tr>
<td><strong>Total:</strong></td>
<td>39,416</td>
<td>582</td>
<td>-</td>
<td>11,896</td>
<td>2,482</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>54,377</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information Technology Fund</td>
<td>39,416</td>
<td>582</td>
<td>-</td>
<td>11,896</td>
<td>2,482</td>
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<tr>
<td><strong>Total:</strong></td>
<td>39,416</td>
<td>582</td>
<td>-</td>
<td>11,896</td>
<td>2,482</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>54,377</td>
</tr>
</tbody>
</table>

**O&M Impacts:** This CIP project represents ongoing capital purchases to support our operating shared services projects. Ongoing impacts are built into Seattle IT’s budget.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Permit System Integration

Project No: MC-IT-C6305
BSL Code: BC-IT-C0700
Project Type: Discrete
BSL Name: Capital Improvement Projects
Project Category: New Investment
Location: 700 5th AVE
Current Project Stage: Stage 5 - Execution (IT Only)
Start/End Date: 2017 - 2021
Neighborhood District: Downtown
Total Project Cost: $7,956
Urban Village: Downtown

This project provides funding to develop, implement, support a cross-department platform for the City’s regulatory oversight. The platform will provide internal and external stakeholders with streamlined processes and accessibility. In addition, the project seeks to automate labor-intensive processes while establishing tracking and reporting of performance metrics.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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<tr>
<td>Internal Service Fees and Allocations, Outside Funding Partners</td>
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<td>-</td>
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<tr>
<td>Total</td>
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<td>7,956</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Information Technology Fund</td>
<td>3,016</td>
<td>4,939</td>
<td>-</td>
<td>-</td>
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<td>-</td>
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<td>7,956</td>
</tr>
<tr>
<td>Total</td>
<td>3,016</td>
<td>4,939</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>7,956</td>
</tr>
</tbody>
</table>

O&M Impacts: Not enough information at this Stage. Expected completion 2021.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

2020 - 2025 Proposed Capital Improvement Program
Public Safety Tech Equipment

Project No: MC-IT-C9301
BSL Code: BC-IT-C0700
Project Type: Discrete
BSL Name: Capital Improvement Projects
Project Category: Discrete
Location: 700 5th Ave
Current Project Stage: Stage 2 - Initiation, Project Definition, & Planning
Start/End Date: 2019 - 2020
Neighborhood District: Downtown
Total Project Cost: $7,050
Urban Village: Downtown

<table>
<thead>
<tr>
<th>Resources</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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</thead>
<tbody>
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<tr>
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<td>-</td>
<td>-</td>
<td><strong>7,050</strong></td>
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</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
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</thead>
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<tr>
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<td>-</td>
<td>-</td>
<td>7,050</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>-</td>
<td><strong>7,050</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td><strong>7,050</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: This CIP project represents multiple projects on behalf of Public Safety. Each of these projects has their own ongoing impacts.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Seattle Channel Maintenance and Upgrade

This ongoing project provides funds to maintain, replace, and upgrade the cablecasting and production systems for the Seattle Channel.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Internal Service Fees and Allocations, Outside Funding Partners</td>
<td>2,891</td>
<td>425</td>
<td>328</td>
<td>337</td>
<td>345</td>
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<td>5,044</td>
</tr>
<tr>
<td>Total:</td>
<td>2,891</td>
<td>425</td>
<td>328</td>
<td>337</td>
<td>345</td>
<td>354</td>
<td>363</td>
<td>-</td>
<td>5,044</td>
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</tbody>
</table>

**Fund Appropriations / Allocations**: Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.

**O&M Impacts**: This CIP project represents ongoing capital purchases to support our operating shared services projects. Ongoing impacts are built into Seattle IT's budget.
Seattle Municipal Tower Remodel - IT

Project No: MC-IT-C9501
BSL Code: BC-IT-C0700
Project Type: Discrete
BSL Name: Capital Improvement Projects
Project Category: Improved Facility
Location: 700 5th AVE
Current Project Stage: Stage 5 - Execution (IT Only)
Start/End Date: 2016 - 2020
Neighborhood District: Downtown
Total Project Cost: $15,454
Urban Village: Downtown

This project continues a multi-year CIP program to acquire, renovate, and expand space for the consolidated Seattle IT Department. In 2018, the effort will continue with the renovation of multiple floors to meet new City office space standards.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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<tr>
<td>LTGO Bond Proceeds</td>
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<td>15,454</td>
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</tbody>
</table>

O&M Impacts: No O&M Impacts for 2020-2025 Budget.

Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
The project includes the procurement and implementation of the Seattle Police Department's body-worn camera program. The project includes funding for equipment, operating and maintenance costs, and personnel costs for 2017 and 2018. Additional staff resources will be identified once a system is selected through the RFP process. SPD plans to issue the first cameras to patrol officers in early 2017. SPD developed a proposed approach for implementation, largely informed by the pilot program conducted in 2015.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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<tr>
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<td>-</td>
<td>-</td>
<td>4,060</td>
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</table>

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<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information Technology Fund</td>
<td>2,597</td>
<td>1,463</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>4,060</td>
</tr>
<tr>
<td>Total:</td>
<td>2,597</td>
<td>1,463</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>4,060</td>
</tr>
</tbody>
</table>

O&M Impacts: This project is now complete.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
Technology Management Tools

<table>
<thead>
<tr>
<th>Project No:</th>
<th>MC-IT-C9500</th>
<th>BSL Code:</th>
<th>BC-IT-C0700</th>
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<tbody>
<tr>
<td>Project Type:</td>
<td>Ongoing</td>
<td>BSL Name:</td>
<td>Capital Improvement Projects</td>
</tr>
<tr>
<td>Project Category:</td>
<td>New Investment</td>
<td>Location:</td>
<td>700 5th AVE</td>
</tr>
<tr>
<td>Start/End Date:</td>
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<td>Neighborhood District:</td>
<td>Downtown</td>
</tr>
<tr>
<td>Total Project Cost:</td>
<td>N/A</td>
<td>Urban Village:</td>
<td>Downtown</td>
</tr>
</tbody>
</table>

This ongoing project provides funds to acquire, maintain, replace, and upgrade software tools to manage the City’s technology systems.

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
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<th>2023</th>
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<tbody>
<tr>
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<td></td>
<td></td>
<td>1,742</td>
</tr>
<tr>
<td>LTGO Bond Proceeds</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,762</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>3,880</strong></td>
<td><strong>624</strong></td>
<td><strong>5</strong></td>
<td><strong>5</strong></td>
<td><strong>5</strong></td>
<td><strong>5</strong></td>
<td><strong>5</strong></td>
<td><strong>5</strong></td>
<td><strong>4,504</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Appropriations / Allocations¹</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information Technology Fund</td>
<td>3,880</td>
<td>624</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4,504</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>3,880</strong></td>
<td><strong>624</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>4,504</strong></td>
</tr>
</tbody>
</table>

O&M Impacts: Seattle IT is moving this project to its operating budget in 2020.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars.
# Workers' Compensation System Replacement Project

**Project No:** MC-IT-C6309  
**BSL Code:** BC-IT-C0700  
**Project Type:** Discrete  
**BSL Name:** Capital Improvement Projects  
**Project Category:**  
**Location:** 700 5th AVE  
**Current Project Stage:** Stage 2 - Initiation, Project Definition, & Planning  
**Start/End Date:** 2017 - 2020  
**Council District:**  
**Neighborhood District:** Downtown  
**Total Project Cost:** $1,157  
**Urban Village:** Downtown

### Resources

<table>
<thead>
<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<tr>
<td>General Fund</td>
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<td>1,125</td>
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<tr>
<td>Internal Service Fees and Allocations, Outside Funding Partners</td>
<td>32</td>
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<td>-</td>
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<tr>
<td><strong>Total</strong></td>
<td>358</td>
<td>799</td>
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<td>1,157</td>
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</tbody>
</table>

### Fund Appropriations / Allocations¹

<table>
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<tr>
<th>Resources</th>
<th>LTD Actuals</th>
<th>2019 Revised</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information Technology Fund</td>
<td>358</td>
<td>799</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,157</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>358</td>
<td>799</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,157</td>
</tr>
</tbody>
</table>

### O&M Impacts

Not enough information at this Stage. Expected completion 2019.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

---

2020 - 2025 Proposed Capital Improvement Program
Appendices
### Appendix A: New or Expanded Capital Facilities

#### Department of Finance and Administrative Services

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project Capacity</th>
<th>Project Location</th>
<th>2020 Budget*</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA Improvement - FAS</td>
<td>MC-FA-AIMPFAS</td>
<td>This is an Asset Preservation project and has no requirements under the GMA.</td>
<td>Multiple City facilities</td>
<td>$ 750</td>
</tr>
<tr>
<td>Seattle Municipal Courts</td>
<td>MC-FA-MUNICOURT</td>
<td>This is an Asset Preservation project and has no requirements under the GMA.</td>
<td>600 5th AVE</td>
<td>$ 140</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.*
### Advanced Metering Infrastructure

**Project ID**: MC-CL-ZS8426

**Rationale**: City Light is at a point where replacement is unavoidable and needed in the short term due to the age and condition of its meters, meter reading equipment, and software. Approximately 50% of 350,000 residential meters in the field are at least 30 years old, which is outside the estimated lifespan for electro-mechanical meters. As of February 2009, residential electro-mechanical meters are no longer being manufactured. The software and handheld devices currently used by City Light meter readers to manually capture and record reads will no longer be supported after 2012. In addition, City Light currently employs 57 FTEs in Customer Billing and 44 FTE Meter Readers, of which 43%, or 25 FTE and 19 FTE respectively, are eligible to retire by 2014. This presents an opportunity for SCL to make operational changes that move the utility from a manual to an automated system at a time when it is needed.

**Alternative(s):**
- **Option 1 - Recommended solution**: Full AMI implementation as entered. This option's up front capital costs result in significant net savings due primarily to reduced labor costs and increased revenue. In addition, it establishes the infrastructure, technology, and capabilities for improved customer service and support for future plans and operations.
- **Option 2 - Status quo**: Continue current meter replacement cycle using current commercially available digital meters without communication capabilities. At the current expenditure rate, between 5,000 and 7,000 meters are installed annually (replacement of failed meters, new meter growth, service changes, etc.). This option minimizes current annual capital costs, but does not provide for timely replacement of all electro-mechanical meters. In the event of accelerated failure rates from the aging meter population, capital costs would escalate.
- **Other options previously screened out**: A. Replace failed electro-mechanical meters with working electro-mechanical meters. The cost of purchasing electro-mechanical meters is currently lower than digital units but they are no longer being manufactured. SCL would have to acquire used or refurbished replacement meters from other utilities or companies, with the risk that availability will be reduced over time. B. Replace current electro-mechanical meters on an accelerated schedule using commercially available digital meters without communication capabilities. This option carries significant capital costs for meters, although it does not require the communications and IT infrastructure. It provides limited benefits, primarily through increased meter accuracy, but provides severely limited benefits compared to AMI deployment. C. Deploy AMI on a limited basis to Commercial and Industrial customers, plus a limited number of small services with access problems. Partial implementation would require reduced capital costs but substantially the same investment.

*Amounts in thousands of dollars.*
Appendix A: New or Expanded Capital Facilities

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alaskan Way Viaduct and</td>
<td>MC-CL-ZT8307</td>
<td>Rationale: The Alaskan Way Viaduct replacement includes a complex transmission and</td>
</tr>
<tr>
<td>Seawall Replacement - Utility Relocs</td>
<td></td>
<td>network/non-network relocation, design and construction, and is on a fast track.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>This work is integrated and required by the broader transportation project.</td>
</tr>
<tr>
<td></td>
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<td>The externally generated project and schedule includes significant electrical</td>
</tr>
<tr>
<td></td>
<td></td>
<td>relocation work in the near term that will extend for over a decade. The utility</td>
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<td>is required to relocate for transportation relocated projects. The City’s overall</td>
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<tr>
<td></td>
<td></td>
<td>plan for the Alaskan Way Viaduct project includes utility funded relocations for</td>
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<tr>
<td></td>
<td></td>
<td>the viaduct replacement and for rebuilding the Seawall. The series of subprojects</td>
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<tr>
<td></td>
<td></td>
<td>that make up the Alaskan Way Viaduct replacement have opportunities for system</td>
</tr>
<tr>
<td></td>
<td></td>
<td>improvements that will also be funded under this program. For most of the subprojects</td>
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<tr>
<td></td>
<td></td>
<td>in the Alaskan Way Viaduct project, utility relocations will lead the construction.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Therefore any delay in accomplishing SCL work will result in delays along the</td>
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<td>overall projects critical path. While the designs &amp; construction schedules for the</td>
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<td></td>
<td></td>
<td>various subprojects in the Alaskan Way Viaduct program are being sequenced and</td>
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<td></td>
<td></td>
<td>detail design is underway for the immediate projects, the central waterfront</td>
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<td></td>
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<td>elements of the overall project are beyond this budget cycle and are still in the</td>
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<tr>
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<td></td>
<td>preliminary design phases. Alternative(s): The Alaskan Way Viaduct program</td>
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<tr>
<td></td>
<td></td>
<td>provides the utility with a combination of obligations and opportunities for system</td>
</tr>
<tr>
<td></td>
<td></td>
<td>improvements over the next 6 years. The Alaskan Way Viaduct program will likely be</td>
</tr>
<tr>
<td></td>
<td></td>
<td>the City’s primary construction focus as its various projects impact traffic and</td>
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<tr>
<td></td>
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<td>roadway construction, seawall stabilization, and urban design on the waterfront.</td>
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<tr>
<td></td>
<td></td>
<td>Seattle City Light facility relocations will be a part of each of these projects.</td>
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<tr>
<td></td>
<td></td>
<td>The global nature of the Viaduct Program also provides the opportunity to make</td>
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<tr>
<td></td>
<td></td>
<td>system improvements that will provide for increased reliability and capacity for</td>
</tr>
<tr>
<td></td>
<td></td>
<td>our customers. For example, work in the south end will include system improvements</td>
</tr>
<tr>
<td></td>
<td></td>
<td>that will increase feeder capacity and reliability for Port customers. Undergrounding</td>
</tr>
<tr>
<td></td>
<td></td>
<td>of transmission lines near Broad Sub are being done as part of an overall SDOT</td>
</tr>
<tr>
<td></td>
<td></td>
<td>street improvement with costs shared based on a negotiated MOA with SDOT. The</td>
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<tr>
<td></td>
<td></td>
<td>return of Aurora, north of Harrison Street to a city street, and the decommissioning</td>
</tr>
<tr>
<td></td>
<td></td>
<td>of the Battery Street Tunnel provides an opportunity to extend ducts and vault</td>
</tr>
<tr>
<td></td>
<td></td>
<td>across Aurora to help provide system capability to the NODO area.</td>
</tr>
</tbody>
</table>

Project Location: SR 99 / Battery St
2020 Budget: $21,959

*Amounts in thousands of dollars.
### Appendix A: New or Expanded Capital Facilities

#### Seattle City Light

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boundary Powerhouse</td>
<td>MC-CL-XB6493</td>
<td>Rationale: Design to begin in 2010. Closeout in 2017. First transformer delivered in 2012. Alternative(s): An alternative approach would be to repair or replace units as they fail from deferred maintenance. This approach would eventually result in a significant loss of revenue and/or fines from a regulatory agency. Accepting the risk of failure would not be in the best interest of the utility. Having a spare unit onsite would prevent such failures.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Location</th>
<th>2020 Budget*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boundary Rd, Metaline, WA</td>
<td>$7,635</td>
</tr>
</tbody>
</table>

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*Amounts in thousands of dollars.*
## Appendix A: New or Expanded Capital Facilities

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project Location</th>
<th>2020 Budget*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broad Street Substation - Network</td>
<td>MC-CL-YN8203</td>
<td>319 6th AVE N</td>
<td>$4,472</td>
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<tr>
<td>Citywide Undergrounding Initiative - City Light</td>
<td>MC-CL-ZL8403</td>
<td>System wide</td>
<td>$10</td>
</tr>
<tr>
<td>Creston-Nelson to Intergate East Feeder Installation</td>
<td>MC-CL-ZO8430</td>
<td>Tukwila</td>
<td>$315</td>
</tr>
</tbody>
</table>

Rationale: Customer demand for higher loads continues. Capacity of the cables serving two sub-networks is near overload, requiring immediate attention to avoid cable failure and customer outages. In the next five years, customers are projected to exceed the capacity of cables in another five network subareas. This capital project addresses the means to serve customer demand for higher capacity. Reliability measures identified in the Network Strategic System Plan are incorporated into this capacity driven work. Without this critical project it is very likely that there will be insufficient reliable electrical capacity in the very near future to hook up new customers and to serve present customers such as the Westin building.

hernanju (7/29/21010): The project goal increases capacity of present Broad Street Substation network feeder cables to their ultimate service build-out limit (an overall increase of just under 100 MVA) as determined by Broad Street Substation’s transformer capacity. This project constructs ten vaults and ten blocks of duct banks, re-conductors and relocates three primary feeders per year, upgrades/optimizes network transformers as needed, reduces secondary bus ties (reduce the size of the secondary grid resulting in greater reliability), and performs ancillary work. Alternative(s): Alternatives include: 1. Do nothing. Make no improvements to system reliability or additions to feeder capacity. This would allow customer load to continue growing without commensurate additions to capacity of feeders serving this area, ultimately leading to multiple cable failures and extended customer outages. This would reduce the customer reliability of the network systems from its present level, subjecting it to infrequent but lengthier outages. 2. Reduce customer demand for more loads with demand side management measures. This alternative was evaluated in the Network Strategic Systems Plan and found to have negligible ability to reduce customer demand in the network area. 3. Increase capacity of network feeders incrementally, as little as possible and as close to near-term load requirements as possible. 4. Increase capacity of network feeders to the full limit of the substations capability to deliver power. 5. Add measures that improve system reliability to mitigate the severity of any network event. 6. Add measures that improve customer reliability by preventing the chain of events leading to major customer impacts.

*Amounts in thousands of dollars.*
## Appendix A: New or Expanded Capital Facilities

### Seattle City Light

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project Capacity</th>
<th>2020 Budget*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denny Substation - Network</td>
<td>MC-CL-YN8404</td>
<td>Rationale: This project is a result of four years of advocacy by customers to make sure that the electrical distribution system has sufficient capacity to meet the projected loads in the rapidly growing area of North Downtown, and that the system has the reliability and voltage stability to support the research activities of the emerging biotech industry there. The principal stakeholders are the Fred Hutchinson Cancer Research Center, the UW School of Medicine, the Seattle Biomedical Research Institute, Rosetta Inpharmatics, ZymoGenetics, Children's Hospital and Medical Center, and the startups at the Accelerator Project. This five to seven-year infrastructure project is specifically tailored and designed to the core needs of this business sector in the North Downtown area. The research activities and the laboratory equipment are so sensitive to system reliability and voltage stability that this area requires an extraordinary level of service from the utility. The motto is &quot;World class research requires world class facilities.&quot; The utility through this project is a partner in that effort. Because existing City Light substations cannot accommodate the new network feeders, this project requires the construction of a new North Downtown substation in a three to five-year period, proposed as project 7757, North Downtown Substation Development. This network project cannot exist without the new substation. Alternative(s): 1. Enhance the service using non-network feeders from other substations. 2. Have individual customers invest in private reliability improvements. 3. Install network system in core service area, including the biotech industries. 4. Install network system throughout North Downtown area. Option 1 is not feasible because the availability of feeders from adjacent substations is limited and in question over time. Option 2 has been tried recently, but did not meet the reliability needs of this set of customers. Option 3 is the recommended option, as it is effective in meeting the need and cost effective. Option 4 includes all customers in the area, which is not necessary and expensive.</td>
<td>$ 11,262</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.
### Appendix A: New or Expanded Capital Facilities

#### Seattle City Light

<table>
<thead>
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<th>Project Capacity</th>
<th>Project Location</th>
<th>2020 Budget*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distribution Area Communications Networks</td>
<td>MC-CL-YD9307</td>
<td>Rationale: The communication systems now employed are in need of increased capacity, better security, faster speeds, and increased reliability to meet new regulatory requirements. This will meet our ever-increasing data and voice communication needs and take us twenty years or more into the future. Maintain costs are lower because increased redundancy and reliability as well as better system alarms and the capability to remotely troubleshoot and reprogram the system. Traffic on the network is easily rerouted until major failures can be repaired. The new requirements of security, relaying, Automated Meter Reading, Automated Distribution and other automated systems will be easier to implement at lower cost once this project is completed. The system is easily upgraded to increase capacity or take advantage of new technology as it becomes available. Alternative(s): Option 1 Proceed as proposed. Install/complete fiber optic rings. Option 2 Do nothing. Have an inadequate communications network, with a high expense O&amp;M component.</td>
<td>Citywide</td>
<td>$ 3,565</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.*
Appendix A: New or Expanded Capital Facilities

Seattle City Light

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<thead>
<tr>
<th>Project Name</th>
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<th>Project Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distribution Management System</td>
<td>MC-CL-YD9966</td>
<td>Rationale: City Light currently uses manual processes to accomplish this work, but without the same outcome. Manual processes require reviewing maps to determine system configuration and options. They also do not provide accurate estimates of customers impacted by planned outages, and require additional labor to perform planning. DMS would be installed when it is determined that City Light has enough substation automation, communication infrastructure, Advanced Metering Infrastructure (AMI), and Supervisory Control and Data Acquisition (SCADA) field switching equipment in place to benefit from its use. The labor saving benefit will be achieved by maximizing the utilization of the substation and SCADA field switching equipment linked to the DMS. Customers will receive more accurate information regarding planned outages, and in some cases, reduce the area needed for the outage because of the ability to create switching scenarios during the planning process. Alternative(s): The only alternative direction would be to delay installation of DMS or choose not to install.</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.*

2020-2025 Proposed Capital Improvement Program

742
## Equipment Fleet Replacement

### Rationale:
As mobile equipment ages, it reaches a point where it becomes more economical to replace the equipment than to continue to repair it. In the past, the mobile equipment fleet coordinator used a twenty year replacement plan to maintain City Light’s vehicle pool. Due to replacement deferrals starting in the mid 90’s and the budget cuts which began in 2000, that replacement plan by necessity was revised. We are now faced with replacing fleet on an as needed basis. That priority is to replace the most often used, specialized, or critical equipment to the Utility, or the most costly to maintain and least reliable vehicles first. To get back to an established plan will require seven plus years of enhanced financing. A seven year recovery plan requires $10 million annually. That plan has been underfunded for 15 years. The planned annual purchases, per the twenty year plan for the heavy fleet equates to approximately $8 million per year. That $10 million replaces the equipment that normally needs to be replaced every year and addresses some of the equipment that has been deferred. The proposed $10 million will not fully cover inflation and the increasing cost of materials as many purchases now have a steel surcharge added. There are also added emissions requirements for the coming years starting in 2007. This will require about $10,000 per diesel engine along with design changes to accommodate space for higher heat and larger exhaust pipes. The Memorandum of Understanding between the Fleet Management Department (FMD) and Seattle City Light (SCL) regarding financing and management of the City Light Fleet states on June 22, 1998, the City Council adopted Resolution 29771. In that resolution is reference to Timely Replacement of Vehicles. The recommendation is to replace vehicles in a timely manner, when fully depreciated.

### Alternative(s):
- The recommended alternative is to address the backlog of City Light vehicles, heavy and light fleet, on a plan spread over 7 or more years (a $30 million backlog currently on a $130 million fleet) A second plan would be to not purchase fleet vehicles. This option would result in paying both higher maintenance costs for worn out vehicles and higher rental costs both for specialized vehicles and daily use vehicles currently at $2 million annually. It also has safety ramifications when considering malfunctions and inopportune breakdowns. A third plan would be to continue to not address the back log but replace on an as needed basis. This plan requires more rental costs and time loss due to equipment down time. It also does not address the need to be more fuel efficient and environmentally friendly. This plan to replace only as needed would be less reliable for tracking or budgeting. Address the back log through a sevenh year or longer plan.

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*Amounts in thousands of dollars.*

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project Capacity</th>
<th>Project Location</th>
<th>2020 Budget*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment Fleet Replacement</td>
<td>MC-CL-XF9101</td>
<td>Rationale: As mobile equipment ages, it reaches a point where it becomes more economical to replace the equipment than to continue to repair it. In the past, the mobile equipment fleet coordinator used a twenty year replacement plan to maintain City Light’s vehicle pool. Due to replacement deferrals starting in the mid 90’s and the budget cuts which began in 2000, that replacement plan by necessity was revised. We are now faced with replacing fleet on an as needed basis. That priority is to replace the most often used, specialized, or critical equipment to the Utility, or the most costly to maintain and least reliable vehicles first. To get back to an established plan will require seven plus years of enhanced financing. A seven year recovery plan requires $10 million annually. That plan has been underfunded for 15 years. The planned annual purchases, per the twenty year plan for the heavy fleet equates to approximately $8 million per year. That $10 million replaces the equipment that normally needs to be replaced every year and addresses some of the equipment that has been deferred. The proposed $10 million will not fully cover inflation and the increasing cost of materials as many purchases now have a steel surcharge added. There are also added emissions requirements for the coming years starting in 2007. This will require about $10,000 per diesel engine along with design changes to accommodate space for higher heat and larger exhaust pipes. The Memorandum of Understanding between the Fleet Management Department (FMD) and Seattle City Light (SCL) regarding financing and management of the City Light Fleet states on June 22, 1998, the City Council adopted Resolution 29771. In that resolution is reference to Timely Replacement of Vehicles. The recommendation is to replace vehicles in a timely manner, when fully depreciated. Alternative(s): The recommended alternative is to address the backlog of City Light vehicles, heavy and light fleet, on a plan spread over 7 or more years (a $30 million backlog currently on a $130 million fleet) A second plan would be to not purchase fleet vehicles. This option would result in paying both higher maintenance costs for worn out vehicles and higher rental costs both for specialized vehicles and daily use vehicles currently at $2 million annually. It also has safety ramifications when considering malfunctions and inopportune breakdowns. A third plan would be to continue to not address the back log but replace on an as needed basis. This plan requires more rental costs and time loss due to equipment down time. It also does not address the need to be more fuel efficient and environmentally friendly. This plan to replace only as needed would be less reliable for tracking or budgeting. Address the back log through a sevenh year or longer plan.</td>
<td>System wide</td>
<td>$7,182</td>
</tr>
</tbody>
</table>
## Appendix A: New or Expanded Capital Facilities

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Hill - Network Load Transfer</td>
<td>MC-CL-YN8407</td>
<td>Rationale: No Rationale Provided. Alternative(s): No Alternatives Provided.</td>
</tr>
<tr>
<td>Generation Federal Reliability Standards Improvements</td>
<td>MC-CL-XP6470</td>
<td>Rationale: In June 2007, newly established standards regulating the North American bulk electric power system, which includes generation and transmission, became mandatory. Failure to comply may be punishable by financial penalties of up to $1 million per day per violation. As of April 2008, there are 140 standards in force; 30 of these apply to Seattle City Light’s (SCL) Power Production Division. SCL is in full compliance with many of the standards, but has identified elements of the new standards which require rapid mitigation to avoid financial penalty or other forms of censure. Publication of new and revised standards requires an on-going project level effort to put improvements into service which keep generation equipment and operations in full compliance. Alternative(s): No Alternatives Provided.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Location</th>
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</thead>
<tbody>
<tr>
<td>1100 Madison St.</td>
<td>$ 0</td>
</tr>
<tr>
<td>500 Newhalem Creek Rd, Marblemount, WA 98267</td>
<td>$ 10</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.
### Appendix A: New or Expanded Capital Facilities

**Seattle City Light**

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interbay Substation - Development</td>
<td>MC-CL-YS7756</td>
<td>Rationale: The Broad Street Substation is reaching its capacity to serve the network and the growing South Lake Union neighborhood. The limiting factor is an inability to construct additional underground feeders to carry electrical current into the area. The existing 26 kV distribution system and substations are becoming overloaded and a new 26-kV substation will feed the area's load growth. The 115 kV ring bus work at Broad Street and Canal Substations will provide the connections to the transmission system. The new substations will provide 10 to 15 new 26 kV getaways, adding to the distribution network and providing a new path for power to the area. Because City Light already owns property for a station in Interbay, it is the nearest opportunity we have to add capacity in the western part of the service area that will off-load demand from the Broad Street Substation for the South Lake Union district. Developers who are interested in projects in the SLU district want to know that City Light will be able to serve their needs reliably. Alternative(s): 1. Not build the new substation. 2. Option one build: Contract out the design and construction. 3. Option two build: Have City Light design and integrate the facility into the distribution system, and construct the facility. It requires at least 36 months to site, contract for design, construct, and energize a distribution substation. There are several alternatives such as installing distributed generation facilities to meet load growth. City Light has considered constructing additional transmission corridors from the University Substation and/or Canal Substation. Both alternatives require crossing a body of water, which are expensive options even if environmental challenges do not delay or halt progress. Given the recognized growth in South Lake Union, City Light selected the most cost effective and achievable option - constructing a station at Interbay to serve the growing load in that part of the service territory.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Location</th>
<th>2020 Budget*</th>
</tr>
</thead>
<tbody>
<tr>
<td>17th Ave West</td>
<td>$ 29</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.
## Seattle City Light

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project ID</th>
<th>Project Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Large Overhead and Underground Services</td>
<td>MC-CL-ZS8365</td>
<td></td>
<td>Rationale: There is a continuous demand for additional electric power services as new construction and renovation work occurs. Seattle City Light provides service to new customers in a safe, reliable, timely, and cost effective manner as a means to fulfill its commitment to be a customer and community focused organization. Alternative(s): Each service connection may have unique aspects that would require or facilitate design, construction, and financing alternatives. Seattle City Light will fully consider alternatives as a means to fulfill its commitment to be a customer and community-focused organization.</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.*
## Appendix A: New or Expanded Capital Facilities

### Project Name                  Project ID          Project Capacity
Massachusetts Street Substation Networks  MC-CL-YN8202  Rationale: The rational for this project is to increase the capacity and reliability of present Massachusetts Street Substation network feeder cables to their ultimate service build out limit (an overall increase of 69 MVA), as determined by Massachusetts Street Substation’s transformer capacity, with allowance for feeder imbalances, feeder diversity and diversity among sub-networks. The Alaska Way Viaduct project will require the relocation of all 13kV distribution feeders that are suspended from the viaduct. These include feeders serving Pioneer Square and the downtown core. Additional duct banks and electrical vaults must be built throughout the Pioneer Square area to accommodate the feeder relocations. Doing the engineering for this relocation during 2007 will ensure that timely civil construction can be done in order to avoid many conflicts with other utilities and mitigate some of the traffic impacts that will occur during the Viaduct and Seawall construction. Alternative(s): Alternatives include: 1. Do nothing. Make no improvements to system reliability or additions to feeder capacity. This would allow customer load to continue growing without commensurate additions to capacity of feeders serving this area, ultimately leading to multiple cable failures and extended customer outages. This would reduce the customer reliability of the network systems from its present level, subjecting it to infrequent but lengthier outages. 2. Reduce customer demand for more load with demand side management measures. This alternative was evaluated in the Network Strategic Systems Plan and found to have negligible ability to reduce customer demand in the network area. 3. Increase capacity of network feeders to the full limit of the substations capability to deliver power. 4. Add measures that improve system reliability to mitigate the severity of any network event. 5. Add measures that improve customer reliability by preventing the chain of events leading to major customer impacts.

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Massachusetts Street Substation Networks</td>
<td>MC-CL-YN8202</td>
<td>Rationale: The rational for this project is to increase the capacity and reliability of present Massachusetts Street Substation network feeder cables to their ultimate service build out limit (an overall increase of 69 MVA), as determined by Massachusetts Street Substation’s transformer capacity, with allowance for feeder imbalances, feeder diversity and diversity among sub-networks. The Alaska Way Viaduct project will require the relocation of all 13kV distribution feeders that are suspended from the viaduct. These include feeders serving Pioneer Square and the downtown core. Additional duct banks and electrical vaults must be built throughout the Pioneer Square area to accommodate the feeder relocations. Doing the engineering for this relocation during 2007 will ensure that timely civil construction can be done in order to avoid many conflicts with other utilities and mitigate some of the traffic impacts that will occur during the Viaduct and Seawall construction. Alternative(s): Alternatives include: 1. Do nothing. Make no improvements to system reliability or additions to feeder capacity. This would allow customer load to continue growing without commensurate additions to capacity of feeders serving this area, ultimately leading to multiple cable failures and extended customer outages. This would reduce the customer reliability of the network systems from its present level, subjecting it to infrequent but lengthier outages. 2. Reduce customer demand for more load with demand side management measures. This alternative was evaluated in the Network Strategic Systems Plan and found to have negligible ability to reduce customer demand in the network area. 3. Increase capacity of network feeders to the full limit of the substations capability to deliver power. 4. Add measures that improve system reliability to mitigate the severity of any network event. 5. Add measures that improve customer reliability by preventing the chain of events leading to major customer impacts.</td>
</tr>
</tbody>
</table>

### 2020-2025 Proposed Capital Improvement Program

*Amounts in thousands of dollars.*
### Appendix A: New or Expanded Capital Facilities

**Seattle City Light**

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project Capacity</th>
<th>Project Location</th>
<th>2020 Budget*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medium Overhead and Underground Services</td>
<td>MC-CL-ZS8366</td>
<td>Rationale: There is a continuous demand for additional electric power services as new construction and renovation work occurs. Seattle City Light provides service to new customers in a safe, reliable, timely, and cost effective manner as a means to fulfill its commitment to be a customer and community focused organization. Alternative(s): Each service connection may have unique aspects that would require or facilitate design, construction, and financing alternatives. Seattle City Light will fully consider alternatives as a means to fulfill its commitment to be a customer and community-focused organization.</td>
<td>System wide</td>
<td>$16,335</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.*
Appendix A: New or Expanded Capital Facilities

Seattle City Light

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<tr>
<th>Project Name</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Meter Additions</td>
<td>MC-CL-ZS8054</td>
<td>Rationale: Background: Of the 400,000 meters in City Light’s metering system, approximately 80,000 are older than 30 years. City Light’s Rates Unit estimates that replacing the meters would result in an increase in revenues of more than $450,000 annually. City Light has a fiduciary responsibility to continually update the metering system. Due to continuous budget constraints, both in labor and material, targets of 10,000 obsolete meter exchanges were reduced in 2000, 2006 and 2008 to our current level of 5300, thus the backlog of older meters continues to increase. Methodology: New Service Installations: Over the past 9 years, new or upgraded services have averaged 5,500 a year. Material budgeting was based on a 2006 to 2008 average and current labor figures. These project funds support the demands of new construction and upgraded services. Obsolete Meter Exchange: The life cycle of a meter is 30 years based on the electro-mechanical meter. However, current and future electronic technology may reduce this life-span up to 50%. Older meters slow with age, resulting in a loss of revenue to the Department. Obsolete meters can account for up to 3 percent loss in department revenue. The Technical Metering Unit expects to exchange 10,000 obsolete meters annually starting in 2013 through 2016. Alternative(s): 1. Continue to replace obsolete meters at current level of 5,300 annually. City Light could not accurately bill for electrical consumption. Incur loss of City Light revenue due to slow meters. Results in increasing backlog of meters over 30 years old. Increased future utility costs due to replacing obsolete meters at an accelerated pace with higher labor and material costs. 2. Continue to replace obsolete meters at higher level of 10,000 annually. Increase number of customers who receive accurate and timely bills. Reduce loss of utility revenues due to slow meters. Avoid higher cost of meter replacement when meters fail.</td>
</tr>
<tr>
<td>System wide</td>
<td>$ 3,700</td>
<td></td>
</tr>
</tbody>
</table>

| Mobile Workforce       | MC-CL-YR8429  | Rationale: No Rationale Provided. Alternative(s): No Alternatives Provided.        |
| Implementatio n        |               | Citywide $ 1,163                                                                  |

*Amounts in thousands of dollars.
## Neighborhood Voluntary Undergrounding Program

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Voluntary Undergrounding Program</td>
<td>MC-CL-ZO8383</td>
<td>Rationale: Many residential customers have a strong interest in converting overhead power lines to underground lines. Legislation limits City Light from subsidizing this activity from the general rate base. Since the City enacted Council Ordinance 112738 in 1986, customers wishing to convert an existing service from an overhead to an underground connection have utilized the utility's Voluntary Underground Program (VUP). It requires that the customers pay all costs associated with any residential undergrounding. This is still currently a part of the Seattle Municipal Code (SMC) in Section 21.49.110.T. The Seattle City Light VUP coordinator works with any customer or customer group expressing an interest in undergrounding to form a VUP project. The purpose of the Voluntary Underground Program (VUP) is to satisfy residential customers who are interested in converting their overhead distribution system to an underground system. This project allocates customer support, design, and construction services so that the customers feel well treated whether or not they ultimately decide to go ahead with the conversion. Alternative(s): No Alternatives Provided.</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Project Location</th>
<th>2020 Budget*</th>
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</thead>
<tbody>
<tr>
<td>System wide</td>
<td>$15</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.
Appendix A: New or Expanded Capital Facilities

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Network Additions and Services - Denny</td>
<td>MC-CL-ZS8405</td>
<td>Rationale: This is a mandated project that provides electrical service connections and related improvements in response to requests for service from customers. The project provides targeted civil and electrical design assistance to customers to connect existing and proposed buildings to the North Downtown network system. The conversion effort is quite large since we are installing a new network in this area. It is imperative to participate in early design discussions with customers building in the area. For existing buildings, the conversions to network service are complicated and require expert assistance. This project provides service connections to biotech industry, condominiums, office buildings, medical facilities, hotels, and commercial and apartment buildings. Alternative(s): 1. Do nothing. 2. Hook up customers as they request. Option 2 is recommended as it is most compatible with our mission of customer service.</td>
</tr>
</tbody>
</table>

Seattle City Light

<table>
<thead>
<tr>
<th>Project Location</th>
<th>2020 Budget*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valley Street</td>
<td>$9,468</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.
## Appendix A: New or Expanded Capital Facilities

### Seattle City Light

<table>
<thead>
<tr>
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<th>Project ID</th>
<th>Project Capacity</th>
<th>Project Location</th>
<th>2020 Budget*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Network Additions and Services:</td>
<td>MC-CL-ZS8363</td>
<td>Rationale: The Broad Street Substation Network Additions and Services project connects approximately five small, four medium, and five large properties costing $4.6 million and performs capacity additions work associated with service connections. These connections include condominiums, office buildings, medical facilities, hotels, and commercial and apartment buildings. Alternative(s): No Alternatives Provided.</td>
<td>319 6th AV N</td>
<td>$ 11,000</td>
</tr>
<tr>
<td>Broad Street Substation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Network Additions and Services:</td>
<td>MC-CL-ZS8364</td>
<td>Rationale: This Network Additions and Services project for the customers in the First Hill, Massachusetts, Union, and University District network areas provides service connections to approximately nine small, five medium, and four large properties costing $3.5 million. These connections include condominiums, office buildings, medical facilities, hotels, and commercial and apartment buildings. Alternative(s): No Alternatives Provided.</td>
<td>1555 Utah AV S</td>
<td>$ 5,000</td>
</tr>
<tr>
<td>First Hill, Mass, Union &amp; Univer</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

*Amounts in thousands of dollars.*
Appendix A: New or Expanded Capital Facilities

Seattle City Light

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<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project Capacity</th>
<th>Project Location</th>
<th>2020 Budget*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Network Hazeltine</td>
<td>MC-CL-YN8129</td>
<td>Rationale: Using the Network Hazeltine system provides reliable power by remotely monitoring the electrical vaults and electrical equipment within the entire downtown service area. The Power Dispatchers constantly monitor the real time status of the network using the Hazeltine system. This program costs $304K per year and avoids problems that can easily exceed twice that amount for Seattle City Light and its customers. The utility's cost for one such problem can range from $200K up to as much as $3M. Aggregated customer costs can range from $100K up to $5M. The benefit cost ratio for any one problem can range from 0.99 (($200k+$100k)/$304k) to be as high as 26.3 (($3M+$5M)/$304k). We usually avoid 4 to 5 smaller problems each year and a larger problem, with combined costs of $1.53M, every 5 years. The yearly benefit cost is then [4\times0.99 + \frac{1.53M}{(304k\times5)}] = 5.0. Alternative(s): 1. Do nothing. Do not change existing Hazeltine system. Hazeltine has changed the production of their transmitters, forcing utilities to pay a premium for the transformers that is a fraction of the cost of upgrading to their Next Generation equipment. 2. Upgrade to Hazeltine's Next Generation system, changing station receivers and transmitters on each transformer. Total cost is about $2.2 million. 3. Develop SCL proprietary network EMS system, capable of monitoring plus a new function of control of NP's, BTS's, and primary switches if they are added. Total cost ranges from $7 million to $17 million, depending on communications option selected. This excludes developmental costs. 4. Buy any upgrades from vendors only. Wait for Hazeltine or other vendors, to develop network EMS systems with the desired control and monitoring features. No products or competitors to Hazeltine are available at this time for cost estimates. 5. Add sensors to existing or future Hazeltine system to enhance the monitoring of the network environment. This would enable system operators to detect and respond to abnormal field condition and thereby improve customer reliability. 6. Continue existing program of upgrading the sensors to match the current SCL standard. In 2007 and 2008, review the Hazeltine program and determine if more significant upgrades are feasible. Presently, this is the recommended action and funding level for 2007 and 2008. The 2009 and beyond dollars are expected expenditures for the significant Hazeltine upgrades, if approved.</td>
<td>System wide</td>
<td>$766</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.
## Appendix A: New or Expanded Capital Facilities

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project Capacity</th>
<th>Project Location</th>
<th>2020 Budget*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office Furniture and Equipment Purchase</td>
<td>MC-CL-XF9103</td>
<td>Rationale: Workplace and process improvements completed under program 9159, plus ongoing organizational change, require the purchase of office furniture and equipment in order to achieve the project objectives. Each year Utility Support Services completes approximately 450 service requests requiring furniture reconfiguration, at least a third of which involve ergonomic corrections. Alternative(s): 1. Fund program 9103. 2. Don't fund program 9103 and purchase all office furnishings and equipment from the O&amp;M budget. 3. Maintain office furniture until it can no longer be sustained in acceptable condition and then replace in total with a future ad hoc program.</td>
<td>System wide</td>
<td>$ 1,131</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.*
Appendix A: New or Expanded Capital Facilities

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<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project Capacity</th>
<th>Project Location</th>
<th>2020 Budget*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overhead and Underground</td>
<td>MC-CL-ZT8369</td>
<td>Rationale: This project provides the means to move City Light system infrastructure, located in the public right-of-way for transportation projects, including street widening and street vacation projects. This means moving distribution lines to make way for construction of buildings, bridges, airport runways, tunnels, and for other utilities. This project moves electrical lines to accommodate or take advantage of transportation-related projects being constructed by other agencies. The project builds new and replaces old line segments, installs and replaces poles, and adds or renovates underground facilities to the distribution system, as necessary, to relocate distribution systems for transportation projects, street vacations, or other projects proposed by outside (non-City Light) agencies. Some projects are paid for by City Light and some are paid for by the requesting agencies. This project provides the means to move the system for transportation projects in the public right of way, including street widening and street vacation projects. Alternative(s): The do nothing alternative leaves the distribution of facilities in their current location, which would interfere with the projects of the other agencies.</td>
<td>System wide</td>
<td>$ 4,676</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.
### Appendix A: New or Expanded Capital Facilities

#### Project Name | Project ID | Project Capacity | Project Location | 2020 Budget*  
--- | --- | --- | --- | ---  
Overhead Customer Driven Capacity Additions | MC-CL-YR8355 | Rationale: This project adds capacity to the distribution system to accommodate increased load from new services. Alternative(s): The do nothing alternative leaves the existing system in place. New loads added to the system will adversely impact system reliability and voltage stability. It may be necessary, if the load increase is significant, to deny new service connections if the feeder capacity is inadequate. | System wide | $5,595  
Overhead System Capacity Additions | MC-CL-YR8356 | Rationale: This project adds capacity to the distribution system to maintain the reliability level for the existing customers on the system and accommodate the increased load from new services. Alternative(s): The do nothing alternative leaves the existing system in place. New loads added to the system will adversely impact system reliability and voltage stability. It may be necessary, if the load increase is significant, to deny new service connections if the feeder capacity is inadequate. | System wide | $2,707  

*Amounts in thousands of dollars.*
Appendix A: New or Expanded Capital Facilities

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<tr>
<th>Project Name</th>
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<th>Project Capacity</th>
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</thead>
<tbody>
<tr>
<td>Pole Attachments</td>
<td>MC-CL-YR8452</td>
<td>Rationale: City Light is legally and contractually obligated to make space available on its facilities to government and private entities for communication and other purposes. Customers wishing to utilize space on City Light facilities are required to pay in advance for any necessary work required to provide the necessary space and minimum clearances to the electrical equipment. This ensures that the attachments meet all applicable federal, state and local safety codes. Customers are not allowed to make any attachments until all make ready work, including tree trimming, has been completed and the system made safe for the communication worker. Speed to market in the communications industry is critical for them to maintain their competitive advantage. Customers pay in advance for City Light crews to complete this work on overtime, without interrupting the normal assignments of the crews. All construction charges are deposited into the Light Fund. New wireless facilities and pole attachments generate an additional $100,000 in rental revenue annually. Currently $3.3 million in annual rental revenue is being generated and will continue to increase as construction and make ready work is completed. All rental revenue is deposited into the Light Fund. The communications industry and associated technology are growing at an astounding rate. City Light has experienced a 375 percent increase in pole attachment applications since 2007. All trends indicate that this growth will increase by an average of 24 percent annually. This does not take into account major initiatives such as fiber to the home, Advanced Metering Infrastructure (AMI), or vast expansion of existing networks and Distributed Antenna Systems (DAS). Completing the construction for make ready work and wireless facilities will enable City Light to fulfill its legal and contractual obligations to our customers. Customers will be provided a small measure of rate relief through increased revenue streams from these additi Alternative(s): It is possible that some or all of this construction work could be outsourced to electrical utility construction companies. This alternative presents obstacles like logistics, compatible parts, quality control, and required electrical reviewers. These challenges negate any cost savings and sometimes take longer to construct.</td>
</tr>
</tbody>
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Seattle City Light

<table>
<thead>
<tr>
<th>Project Location</th>
<th>2020 Budget*</th>
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<tbody>
<tr>
<td>System wide</td>
<td>$ 16,614</td>
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</table>

*Amounts in thousands of dollars.
### Power Production - Network Controls

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power Production - Network Controls</td>
<td>MC-CL-XP6385</td>
<td>Rationale: A 2003 Report from Westin Engineering identified limits to our automation, remote control and supervisory control capabilities at Skagit. Among other things, the report found that there are protocol issues within and between the facilities and between the facilities and the System Control Center. Improvements are necessary before supervisory control, such as remote start stop and remote loading can be achieved. The consequence of not coordinating all the individual controls and monitoring projects is that we will not resolve our protocol issues, and that we will continue to limit our ability to remotely control and operate the plants. This leads to reduced efficiencies and higher production costs. Project Weighted Rating-26.8, Primary Rationale-Reliability Alternative(s): Do nothing. This is not advisable as it can lead to higher maintenance costs and to unscheduled outages due to unforeseen catastrophic bearing failures. Do partial replacements. This has been the approach. However, there are incompatible pieces that cannot be replaced or replicated as some components are no longer in production. This results in greater potential of system failures due to outdated electronic components being run past their life or not updatable.</td>
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</table>

#### Location

<table>
<thead>
<tr>
<th>Project Location</th>
<th>2020 Budget*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Newhalem Creek Rd, Marblemount, WA 98267</td>
<td>$ (0)</td>
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### Security Improvements

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project ID</th>
<th>Project Capacity</th>
<th>Project Location</th>
<th>2020 Budget*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Security Improvements</td>
<td>MC-CL-YD9202</td>
<td>System wide</td>
<td>System wide</td>
<td>$2,616</td>
</tr>
</tbody>
</table>

Rationale: If Seattle City Light’s Security Improvements Program is underfunded, its critical facilities face increased risk to sabotage, vandalism, theft, and terrorism that can result in the loss of valuable infrastructure for generation and distribution of power, as well as noncompliance with North American Reliability Council (NERC) 1200 Standards, adopted May 2, 2006, to improve security at critical facilities that house command and control systems. Curtailment of Seattle City Light’s electric operations would impact reliability of the power system in the Pacific Northwest, create lost revenues, and jeopardize public safety and emergency response due to loss of lifeline services such as medical services, water and wastewater systems, communications, law enforcement, banking, transportation system, etc. Alternative(s): Option 1, Status Quo: No centralized security system. Operate local security systems in place and use local law enforcement and private security companies to address security on a limited basis. Use private security services and/or request additional assistance from local law enforcement during times when the Federal government has raised the alert level for the nation or region, or for a situation that has occurred requiring additional security services. Option 2, Centralized Security System: Seattle City Light installs security enhancements to delay, detect, and respond to security intrusions at its critical facilities that are connected to a central security monitoring center that will be staffed by trained security guards on a 24/7 basis to monitor and respond to security incidents. Department wide response procedures will be established and coordination with local law enforcement will be established for responding to security incidents.

*Amounts in thousands of dollars.*
# Appendix A: New or Expanded Capital Facilities

## Project Name | Project ID | Project Location | Project Capacity |
--- | --- | --- | --- |
Small Overhead and Underground Services | MC-CL-ZS8367 | System wide | Rationale: There is a continuous demand for additional electric power services as new construction and renovation work occurs. Seattle City Light provides service to new customers in a safe, reliable, timely, and cost effective manner as a means to fulfill its commitment to be a customer and community focused organization. Alternative(s): Each service connection may have unique aspects that would require or facilitate design, construction, and financing alternatives. Seattle City Light will fully consider alternatives as a means to fulfill its commitment to be a customer and community-focused organization. |

### 2020 Proposed Capital Improvement Program

<table>
<thead>
<tr>
<th>Project Location</th>
<th>2020 Budget*</th>
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</thead>
<tbody>
<tr>
<td>System wide</td>
<td>$4,993</td>
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*Amounts in thousands of dollars.*
## Appendix A: New or Expanded Capital Facilities

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<th>Project Capacity</th>
<th>Location</th>
<th>2020 Budget*</th>
</tr>
</thead>
<tbody>
<tr>
<td>SMT AutoLab</td>
<td>MC-CL-XP600</td>
<td>Rationale: This project supports continued new cyber security and automation projects. The existing equipment lab is too small and the HVAC system doesn't adequately cool existing equipment. Alternative(s): The project will also look at enlarging the existing lab on SMT 35, as well as looking at alternate spaces to create a new lab. Existing IT labs will be considered.</td>
<td>System wide</td>
<td>$268</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.*
Appendix A: New or Expanded Capital Facilities

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</thead>
<tbody>
<tr>
<td>Sound Transit - City Light</td>
<td>MC-CL-ZT8475</td>
<td>City Wide</td>
<td>Rationale: Pursuant to its role as a utility in the State of Washington, City Light must supply Sound Transit with electric power. The system capacity work to be done under this project needs to be coordinated with City Light’s other capacity planning work, so a comprehensive project will provide a better tool to manage work than would several piece-meal projects focussed on separate distribution feeder upgrades. As of the 1st quarter of 2016, some system planning work is being done on the separate Sound Transit Link projects. These separate but related efforts will probably be brought into this new project. Alternative(s): No Alternatives Provided.</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.

Sebastian City Light

<table>
<thead>
<tr>
<th>Project Location</th>
<th>2020 Budget*</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Wide</td>
<td>$25</td>
</tr>
</tbody>
</table>

2020-2025 Proposed Capital Improvement Program

762
## Appendix A: New or Expanded Capital Facilities

### Seattle City Light

<table>
<thead>
<tr>
<th>Project Name</th>
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<th>Project Capacity</th>
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<tbody>
<tr>
<td>Sound Transit Light Rail East</td>
<td>MC-CL-ZT8450</td>
<td>Rationale: Sound Transit is in the preliminary stages of planning a light rail line running from Seattle's International District Station to the Bellevue Redmond area. As of 2Q2010, final decisions on the alignment to be chosen have not been made by Sound Transit and SCL has not begun engineering. Per Sound Transit's official communications, the current plan states that Sound Transit's board will select the final alignment for East LINK in 2011 after the EIS is completed. As of 2Q2010, SCL has pointed out that the main area of potential concern with its facilities is the possible crossing under SCL’s eastside transmission lines in SE Bellevue, depending on the location chosen for the East LINK alignment there. Until a final alignment is chosen, SCL anticipates that we will be acting in an advisory role. So far, discussions regarding the Seattle section of the East LINK alignment have proposed locating a station somewhere in the vicinity of the 23rd Ave E &amp; Rainier Avenue S neighborhood. Also, current plans are that the line would not be underground between the International District Station and the I-90 Bridge, although all plans are subject to change ahead of the board’s vote next year. Sound Transit estimates construction could then start in late 2013 or early 2014 SCL will develop engineering estimates and a complete budget, working with Sound Transit’s project team, as more details of the project move forward. Depending on the final alignment, SCL will revise our FY2011 budget as needed to fit Sound Transit’s time lines. As Sound Transit readies for the board’s vote on the alignment, we will work with Sound Transit on an MOA regarding SCL cost reimbursement. It is anticipated that the project will be 100% reimbursable to SCL in keeping with past work with Sound Transit. Alternative(s): SCL must, if possible, facilitate the construction of this customer’s project.</td>
<td>I-90</td>
<td>$ -</td>
</tr>
</tbody>
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*Amounts in thousands of dollars.*
### Appendix A: New or Expanded Capital Facilities

#### Seattle City Light

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<tbody>
<tr>
<td>Substation</td>
<td>MC-CL-YS7751</td>
<td>Rationale: We plan to design the feeder get-aways to carry power from substations as needed. Alternative(s): The alternatives to making capacity additions to existing substations are: 1. Accepting limitations on service to customers. 2. Successfully promoting voluntary power demand reductions. 3. Meeting capacity demand increases by new substations and transmission lines.</td>
<td>$ 2,456</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.*
### Seattle City Light

#### Substation Comprehensive Improvements

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<tr>
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</thead>
<tbody>
<tr>
<td>Substation</td>
<td>MC-CL-XF9161</td>
<td>Rationale: 1. Reduce the risk to communications equipment and power network controls in order to sustain City Light's historically high system reliability. 2. Reduce workplace complaints among substation staff so that City Light maintains its harmonious relationship with electrical workers. Alternative(s): 1. Fund Program 9161. 2. Eliminate Program 9161 and make limited scope improvements in reaction to critical situations. 3. Eliminate Program 9161 and fund substation improvements out of other programs. 4. Make no improvements and finance increasing risk through insurance. 5. Eliminate Program 9161 and complete substation improvements as an O&amp;M expense.</td>
</tr>
</tbody>
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### Appendix A: New or Expanded Capital Facilities

#### Seattle City Light

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<tbody>
<tr>
<td>Substations Demand Driven Improvements</td>
<td>MC-CL-YS7755</td>
<td>Rationale: Requests from other agencies typically occur without enough notice to be included in the biennial budgeting process. The Power Stations Division budgets a nominal sum for each year to cover requests and to request spending authority. Alternative(s): The alternative to implementing regional demands is failing to meet City commitments to regional agreements.</td>
<td>System wide</td>
<td>$ 5</td>
</tr>
<tr>
<td>Underground Customer Driven Capacity Additions</td>
<td>MC-CL-YR8360</td>
<td>Rationale: This project adds capacity to the distribution system to accommodate increased load from new services. Alternative(s): The do nothing alternative leaves the existing system in place. New loads added to the system will adversely impact system reliability and voltage stability. It may be necessary, if the load increase is significant, to deny new service connections if the feeder capacity is inadequate.</td>
<td>System wide</td>
<td>$ 5,293</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.*
Rationale: The Union Street Substation Networks project provides sufficient and reliable electrical capacity for the growing power needs of our customers. It is a programmatic approach for comprehensive management of underground network assets (electrical and in some cases civil) serving customers in the area bounded by Yesler Street, Alaska Way, Pike Street, 6th Avenue, Union Street, the Freeway, University Street, 3rd Avenue and the Waterfront area from Denny to Yesler. The project goal is to increase the capacity of present Union Street Substation network feeder cables to their ultimate service build out limit (an overall increase of 128 MVA) as determined by Union Substations transformer capacity, with allowances for feeder imbalances, feeder diversity and diversity among sub-networks. We will re-conductor and re-route four targeted service feeders by the end of 2008 and perform associated work such as feeder balancing. This includes the work in support of finishing the main stem build out and to address capacity issues in the branch portion of the feeder service cables as needed in response to specific service requests, as well as analyses of branch cable congested areas. Work in 2007 and 2008 as well as successive years is necessary to be able to pick up loads that will likely be transferred from Broad Street sub-networks in 5 years. To meet the projected new loads on the Waterfront and at specific downtown core sites we need to complete re-conductoring and re-routing of four targeted service feeders by the end of 2008 and perform associated work such as feeder balancing that will be transferred from Broad Street, and may be transferred from Massachusetts Street; build and energize a new network substation at least six years before all Downtown network capacity is used so that service cutovers can be done with minimal impact to our customers. This work is essential to meet near term load requirements of the SAM/WaMu and Four Seasons projects. This critical project Alternative(s): Alternatives include: 1. Do nothing. Make no improvements to system reliability or additions to feeder capacity. This would allow customer load to continue growing without commensurate additions to capacity of feeders serving this area, ultimately leading to multiple cable failures and extended customer outages. This would reduce the reliability of the network system from its present level, subjecting it to more lengthy outages. 2. Reduce customer demand for more load with demand side management measures. This alternative was evaluated in the Network Strategic Systems Plan and found to have negligible ability to reduce customer demand in the network area. 3. Increase capacity of network feeders incrementally, as little as possible and as close to near-term load requirements as possible. This is no longer feasible as the next increment of feeder capacity additions reach their final capacity targets. 4. Increase capacity of network feeders to the full limit of the substations capability to deliver power. 5. Add measures that improve system reliability.

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Appendix A: New or Expanded Capital Facilities

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reliability to mitigate the severity of any network event. 6. Add measures that improve customer reliability by preventing the chain of events leading to major customer impacts.

*Amounts in thousands of dollars.*
# Appendix A: New or Expanded Capital Facilities

## Seattle Department of Transportation

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<tbody>
<tr>
<td>23rd Avenue Corridor Improvements</td>
<td>MC-TR-C037</td>
<td>This project will install road improvements and improve the efficiency of Seattle's transportation network and of the regional transit network.</td>
<td>23rd AVE S/E John ST/Rainier AVE S</td>
<td>$1,720</td>
</tr>
<tr>
<td>3rd Avenue Corridor Improvements</td>
<td>MC-TR-C034</td>
<td>This project will increase the person-carrying capacity of Seattle's transportation network and of the regional transit network.</td>
<td>3rd AVE</td>
<td>$-</td>
</tr>
<tr>
<td>Alaskan Way Main Corridor</td>
<td>MC-TR-C072</td>
<td>The program will construct a new Alaskan Way surface street and public space.</td>
<td>Various</td>
<td>$84,040</td>
</tr>
<tr>
<td>Alaskan Way Viaduct Replacement</td>
<td>MC-TR-C066</td>
<td>This project funds the City's involvement in the replacement of the Alaskan Way Viaduct and Seawall.</td>
<td>ALASKAN WY VI SB</td>
<td>$-</td>
</tr>
<tr>
<td>Bike Master Plan - Protected Bike Lanes</td>
<td>MC-TR-C062</td>
<td>This program will install bike lanes and bicycle route signing, and complete links or reconstruct key sections of urban trails in order to increase bicycle safety and access.</td>
<td>Citywide</td>
<td>$8,670</td>
</tr>
<tr>
<td>Burke-Gilman Trail Extension</td>
<td>MC-TR-C044</td>
<td>This project will construct three miles of new multi-use trail.</td>
<td>Various</td>
<td>$5,107</td>
</tr>
<tr>
<td>Freight Spot Improvement Program</td>
<td>MC-TR-C047</td>
<td>This project will improve mobility. Specific projects and the corresponding impacts on capacity are still to be determined.</td>
<td>Citywide</td>
<td>$5,323</td>
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### Appendix A: New or Expanded Capital Facilities

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<tr>
<td>Madison BRT - RapidRide G Line</td>
<td>MC-TR-C051</td>
<td>This project will increase the person-carrying capacity of Seattle’s transportation network and of the regional transit network.</td>
<td>Madison ST/Alaskan Way/Martin Luther King Jr W</td>
<td>$ 10,164</td>
</tr>
<tr>
<td>Neighborhood Traffic Control Program</td>
<td>MC-TR-C019</td>
<td>This program will install traffic calming devices on neighborhood streets.</td>
<td>Citywide</td>
<td>$ 325</td>
</tr>
<tr>
<td>New Traffic Signals</td>
<td>MC-TR-C020</td>
<td>This project will install new traffic signals to improve traffic flow, reduce the frequency and severity of traffic accidents, and support pedestrian activity.</td>
<td>Citywide</td>
<td>$ 114</td>
</tr>
<tr>
<td>Northgate Bridge and Cycle Track</td>
<td>MC-TR-C030</td>
<td>This program will design and build pedestrian and bicycle improvements in order to increase safety and improve access to transit modes.</td>
<td>Multiple</td>
<td>$ 8,763</td>
</tr>
<tr>
<td>RapidRide Roosevelt</td>
<td>MC-TR-C013</td>
<td>This project will increase the person-carrying capacity of Seattle’s transportation network and of the regional transit network.</td>
<td>Various</td>
<td>$ 8,086</td>
</tr>
<tr>
<td>S Lander St. Grade Separation</td>
<td>MC-TR-C028</td>
<td>The project will construct a grade separation of the S Lander St. roadway and the Burlington Northern mainline tracks between 1st and 4th Avenues S.</td>
<td>S Lander St/1st Ave S/4th Ave S</td>
<td>$ 29,430</td>
</tr>
<tr>
<td>Sound Transit - East Link</td>
<td>MC-TR-C004</td>
<td>This project will provide design review, permitting, and construction support services for the Sound Transit - East Link project.</td>
<td>Citywide</td>
<td>$ 70</td>
</tr>
</tbody>
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# Appendix A: New or Expanded Capital Facilities

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<tr>
<td>Sound Transit North Link</td>
<td>MC-TR-C027</td>
<td>Construct a 4.3-mile light rail line and three stations at Northgate, Roosevelt and University District.</td>
<td>Various</td>
<td>$ -</td>
</tr>
<tr>
<td>Transit Corridor Improvements</td>
<td>MC-TR-C029</td>
<td>This program implements projects that improve transit speed, reliability, access, and convenience, consistent with the Transit Master Plan.</td>
<td>Citywide</td>
<td>$ 3,634</td>
</tr>
<tr>
<td>Vision Zero</td>
<td>MC-TR-C064</td>
<td>This project will upgrade existing signals and signs, and install new ADA ramps, and pedestrian safety improvements.</td>
<td>Citywide</td>
<td>$ 4,140</td>
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<tbody>
<tr>
<td>14th Avenue NW Park Boulevard Development (NW 58th to NW 62nd)</td>
<td>MC-PR-16006</td>
<td>This project will provide 17,000 square feet of pedestrian and environmentally-friendly amenities such as swales, natural landscaping, and benches.</td>
<td>E 14th Ave NW</td>
<td>$ -</td>
</tr>
<tr>
<td>Activating and Connecting to Greenways</td>
<td>MC-PR-21004</td>
<td>This project will increase the number of miles of safe pedestrian routes for all ages.</td>
<td>Citywide</td>
<td>$ 221</td>
</tr>
<tr>
<td>Bryant Site Development</td>
<td>MC-PR-61002</td>
<td>This project will increase the waterfront parkland in Seattle by 3.9 acres.</td>
<td>1101 NE Boat ST</td>
<td>$ -</td>
</tr>
<tr>
<td>Community Food Gardens and P-Patches</td>
<td>MC-PR-17001</td>
<td>This project adds community gardens and P-Patches to afford more opportunities to the public for growing food locally.</td>
<td>Citywide</td>
<td>$ -</td>
</tr>
<tr>
<td>Develop 14 New Parks at Land-Banked Sites</td>
<td>MC-PR-21003</td>
<td>This project will add 14 developed parks for active recreation to help meet the City’s parks and open space goals.</td>
<td>Citywide</td>
<td>$ 1,707</td>
</tr>
<tr>
<td>East John Street Open Space Development</td>
<td>MC-PR-15004</td>
<td>This project adds green, environmentally sensitive improvements in an existing park.</td>
<td>Summit AVE E</td>
<td>$ -</td>
</tr>
<tr>
<td>Golf Master Plan Implementation</td>
<td>MC-PR-31004</td>
<td>This project includes new driving ranges, building replacements, perimeter trails and cart paths.</td>
<td>Citywide</td>
<td>$ -</td>
</tr>
<tr>
<td>Green Space Acquisitions-2008 Parks Levy</td>
<td>MC-PR-12001</td>
<td>This project will acquire various new properties.</td>
<td>Citywide</td>
<td>$ -</td>
</tr>
<tr>
<td>Hing Hay Park Development</td>
<td>MC-PR-16003</td>
<td>This project adds .31 acres of parkland to an existing neighborhood park.</td>
<td>423 Maynard AVE S</td>
<td>$ -</td>
</tr>
</tbody>
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<tr>
<td>Jimi Hendrix Park Improvements</td>
<td>MC-PR-15003</td>
<td>This project makes the park more inviting, usable, and environmentally friendly.</td>
<td>2400 Massachusetts ST</td>
<td>$ -</td>
</tr>
<tr>
<td>Marra-Desimone Park Development</td>
<td>MC-PR-16004</td>
<td>This project will provide community and recreation space to the 8.7 acre site.</td>
<td>9026 4th AVE S</td>
<td>$ -</td>
</tr>
<tr>
<td>Neighborhood Park Acquisitions-2008 Parks Levy</td>
<td>MC-PR-14001</td>
<td>This project will acquire various new properties.</td>
<td>Multiple Locations</td>
<td>$ -</td>
</tr>
<tr>
<td>Opportunity Fund Acquisitions-2008 Parks Levy</td>
<td>MC-PR-15001</td>
<td>This project will acquire various new properties.</td>
<td>Citywide</td>
<td>$ -</td>
</tr>
<tr>
<td>Park Land Acquisition and Leverage Fund</td>
<td>MC-PR-21001</td>
<td>This project will add acreage to Seattle's total park land acreage.</td>
<td>Citywide</td>
<td>$ 5,208</td>
</tr>
<tr>
<td>Rainier Beach Urban Farm and Wetlands Improvements</td>
<td>MC-PR-15005</td>
<td>This project develops a working organic urban farm, wetlands, and related amenities that will be open to the public.</td>
<td>5513 S Cloverdale ST</td>
<td>$ -</td>
</tr>
<tr>
<td>Victor Steinbrueck Park Renovation</td>
<td>MC-PR-16005</td>
<td>Capacity will depend on the project scope that will be the subject of additional citizen review consistent with the Parks Department’s Public Involvement Policies.</td>
<td>2001 Western Ave</td>
<td>$ -</td>
</tr>
<tr>
<td>Washington Park Arboretum Improvements - 2008 Parks Levy</td>
<td>MC-PR-13002</td>
<td>This project renovates park areas with new horticultural displays and trails.</td>
<td>2300 Arboretum DR E</td>
<td>$ -</td>
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# Appendix A: New or Expanded Capital Facilities

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<tr>
<td>Asset Information Management</td>
<td>MC-SU-C5407</td>
<td>Not applicable</td>
<td>Various</td>
<td>$ 2,447</td>
</tr>
<tr>
<td>Broadview Long-Term Plan</td>
<td>MC-SU-C3812</td>
<td>Program does not increase capacity.</td>
<td>Broadview</td>
<td>$ 4,000</td>
</tr>
<tr>
<td>CSO Facility Retrofit</td>
<td>MC-SU-C3611</td>
<td>This project will retrofit, upgrade, and modify existing Combined Sewer Overflow reduction facilities.</td>
<td>Various</td>
<td>$ 13,195</td>
</tr>
<tr>
<td>Customer Contact &amp; Billing Drainage Capacity Program</td>
<td>MC-SU-C5402</td>
<td>Not applicable</td>
<td>N/A</td>
<td>$ 2,658</td>
</tr>
<tr>
<td></td>
<td>MC-SU-C3802</td>
<td>This program will provide flood control and local drainage and wastewater projects in under-served parts of Seattle to improve system capacity or increase the existing level of service.</td>
<td>Various</td>
<td>$ 2,448</td>
</tr>
<tr>
<td>Enterprise Information Management</td>
<td>MC-SU-C5403</td>
<td>Not applicable</td>
<td>Various</td>
<td>$ 926</td>
</tr>
<tr>
<td>Green Stormwater Infrastructure Program</td>
<td>MC-SU-C3610</td>
<td>This project increases capacity to convey combined sewer flows by slowing stormwater flows and reducing volumes entering the combined system, this is achieved by slowing, infiltrating or reusing stormwater.</td>
<td>Citywide</td>
<td>$ 2,700</td>
</tr>
<tr>
<td>IT Infrastructure Long Term Control Plan</td>
<td>MC-SU-C5404</td>
<td>Not applicable</td>
<td>N/A</td>
<td>$ 750</td>
</tr>
<tr>
<td></td>
<td>MC-SU-C3604</td>
<td>This project will determine size and location of all future CSO control facilities within the City.</td>
<td>Various</td>
<td>$ 1,200</td>
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<tr>
<td>Project Delivery &amp; Performance Pump Station &amp; Force Main Improvements</td>
<td>MC-SU-C5405</td>
<td>Not applicable</td>
<td>N/A</td>
<td>$ 2,968</td>
</tr>
<tr>
<td>Regional Facility - Other</td>
<td>MC-SU-C3703</td>
<td>This program will provide wastewater pump station improvements, upgrades, repairs and rehabilitation.</td>
<td>Various</td>
<td>$ 5,921</td>
</tr>
<tr>
<td>Regional Water Conservation</td>
<td>MC-SU-C4107</td>
<td>This program will improve facilities at SPU's regional sites.</td>
<td>Regional</td>
<td>$ 4,045</td>
</tr>
<tr>
<td>Regional Water Conservation</td>
<td>MC-SU-C1504</td>
<td>This project will extend SPU’s water supply by up to 11 MGD using demand reduction from customer upgrades in water-using facilities and equipment to be more water efficient.</td>
<td>Citywide and Regional</td>
<td>$ 1,126</td>
</tr>
<tr>
<td>S Henderson CSO Storage</td>
<td>MC-SU-C3609</td>
<td>This project will construct or modify facilities to manage Combined Sewer Overflow control volumes totaling approximately 26 million gallons. Estimates are from the Draft CSO 2010 Plan Update.</td>
<td>S Henderson St.</td>
<td>-</td>
</tr>
<tr>
<td>Sanitary Sewer Overflow Capacity</td>
<td>MC-SU-C3804</td>
<td>This project will add capacity to the existing sanitary sewer collection system to improve service and accommodate growth.</td>
<td>Various</td>
<td>$ 12,931</td>
</tr>
<tr>
<td>Science &amp; System Performance</td>
<td>MC-SU-C5406</td>
<td>Not applicable</td>
<td>N/A</td>
<td>$ 1,450</td>
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**2020-2025 Proposed Capital Improvement Program**

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<tr>
<td>Seattle Direct Water Conservation</td>
<td>MC-SU-C1505</td>
<td>This project will upgrade water-using facilities to be more water efficient and accelerate conservation savings by 3 million gallons per day in conjunction with reservoir covering, other system efficiencies, and upgrades to low income customer facilities.</td>
<td>Citywide and Direct Service</td>
<td>$ 648</td>
</tr>
<tr>
<td>South Park Stormwater Program</td>
<td>MC-SU-C3806</td>
<td>New Pump Station with capacity of 44 cubic feet per sec, an associated stormwater filtration facility will treat flows up to 11 CFS, with the balance of higher flows bypassing filtration and pumped directly to the river.</td>
<td>698 S Riverside DR</td>
<td>$ 17,873</td>
</tr>
<tr>
<td>South Recycling Center</td>
<td>MC-SU-C2302</td>
<td>This project will replace the existing facility to increase the capacity to recycle more solid waste and improve the transfer capability of non-recyclable materials.</td>
<td>8100 2nd Ave S</td>
<td>$ 12,408</td>
</tr>
<tr>
<td>Tolt Bridges</td>
<td>MC-SU-C1308</td>
<td>Not applicable.</td>
<td>Tolt River Watershed</td>
<td>$ -</td>
</tr>
<tr>
<td>Water Infrastructure- New Hydrants</td>
<td>MC-SU-C1112</td>
<td>This project will improve fire protection by increasing the number of fire hydrants in the city.</td>
<td>Citywide</td>
<td>$ 14</td>
</tr>
<tr>
<td>Water Infrastructure- Water Main Extensions</td>
<td>MC-SU-C1111</td>
<td>This project will install approximately 8,000 feet of new watermains per year.</td>
<td>Citywide</td>
<td>$ 714</td>
</tr>
</tbody>
</table>

*Amounts in thousands of dollars.
### DEPARTMENT OF PARKS AND RECREATION

<table>
<thead>
<tr>
<th>Project ID:</th>
<th>MC-PR-21011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Title:</td>
<td>Freeway Park Improvements</td>
</tr>
<tr>
<td>Location:</td>
<td>1227 9th AVE</td>
</tr>
<tr>
<td>2020 Proposed Budget:</td>
<td>$8,050,000</td>
</tr>
<tr>
<td>Description:</td>
<td>This project will make major improvements to Freeway Park, including renovation and upgrades to its electrical and lighting systems, utilities, and storm-water infrastructure. Related work may also include enhancements to entries, renovation of the comfort station, site furnishings, wayfinding, programming and activation. This project is part of the Building for the Future Budget Summary Level, and using mitigation funds allocated from the convention center expansion public benefits package.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project ID:</th>
<th>MC-PR-31005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Title:</td>
<td>Golf ‐ Capital Improvements</td>
</tr>
<tr>
<td>Location:</td>
<td>Multiple</td>
</tr>
<tr>
<td>2020 Proposed Budget:</td>
<td>$1,536,000</td>
</tr>
<tr>
<td>Description:</td>
<td>This project is an ongoing program designed to improve the four City-owned golf courses (Interbay, Jackson, Jefferson, and West Seattle). Funding for these improvements is provided by green fees, golf cart rentals, ball purchases, and other golf revenues.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project ID:</th>
<th>MC-PR-41039</th>
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</thead>
<tbody>
<tr>
<td>Project Title:</td>
<td>Play Area Renovations</td>
</tr>
<tr>
<td>Location:</td>
<td>Multiple</td>
</tr>
<tr>
<td>2020 Proposed Budget:</td>
<td>$2,500,000</td>
</tr>
<tr>
<td>Description:</td>
<td>This project renovates a number of play areas in the park system. Improvements may include equipment replacement, ADA access, surfacing and containment renovation, and related elements. The sites will be determined each year using the Play Area Inventory and Assessment report.</td>
</tr>
</tbody>
</table>

### SEATTLE CITY LIGHT

<table>
<thead>
<tr>
<th>Project ID:</th>
<th>MC-CL-XB6535</th>
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</thead>
<tbody>
<tr>
<td>Project Title:</td>
<td>Boundary Powerhouse ‐ Unit 52 Generator Rebuild</td>
</tr>
<tr>
<td>Location:</td>
<td>Boundary Rd, Metaline, WA 99153</td>
</tr>
<tr>
<td>2020 Proposed Budget:</td>
<td>$11,437,504</td>
</tr>
<tr>
<td>Description:</td>
<td>This project provides rewinding and refurbishing of the Boundary Powerhouse Unit 52 generator, which is part of a programmatic series of projects to maintain and extend the useful life of the Utility's aging generators. The rewind and rehabilitation of the generator includes the stator core, stator bars, rotor poles, etc. Mechanical upgrades such as seal rings and wicket gates may also be installed. This project also</td>
</tr>
</tbody>
</table>
Appendix B: Capital Projects passing the $5 million threshold with the 2020 Proposed allocation.

provides replacement of the carbon dioxide fire-suppression system with a water sprinkler system to improve worker safety. If technology is sufficiently advanced, it may also include a rotor-mounted scanner or other diagnostic equipment.

**Project ID:** MC-CL-XC6573  
**Project Title:** Cedar Falls - Bank 6 Replacement  
**Location:** Cedar Falls  
**2020 Proposed Budget:** $2,154,484  
**Description:** This project builds a new substation at Cedar Falls and replaces the 60 yr old Bank 6 power step up transformer at Cedar Falls. Bank 6 provides the connection between our Cedar Falls Generating Units 5 and 6 and the transmission system. The aging transformer is water cooled posing an environmental hazard to the cities drinking water supply and the switchyard does not meet electrical clearance safety standards. The transformer and switchyard are approaching the end of their useful lives and the goal of this project is to replace them to resolve reliability, environmental and safety issues.

**Project ID:** MC-CL-XF9238  
**Project Title:** Solar Microgrid for Resilience  
**Location:** TBD  
**2020 Proposed Budget:** $261,584  
**Description:** This project provides construction of an islandable microgrid located at a City of Seattle designated emergency shelter such as a community center, where a solar photovoltaic (PV) system coupled with an appropriately-sized battery energy storage system will be installed. The project provides backup power to support critical emergency facilities and services during extended power outages when electricity distribution facilities are down due to a catastrophic event, such as an earthquake, severe windstorm (or associated flooding), fire or landslide. Smart microgrids improve resiliency and reliability, minimize carbon footprints, and reduce costs. This project positions City Light as one of the utilities in the forefront of an innovative application of microgrids and serve as a testbed for testing and operating not just the microgrid, but the solar and battery energy storage system equipment as well. The Washington State Dept. of Commerce will grant the utility approximately half of the funding to cover the costs for this project.

**Project ID:** MC-CL-XS6515  
**Project Title:** Skagit Facility Conservation  
**Location:** Newhalem Creek Rd, Marblemount, WA 98267  
**2020 Proposed Budget:** $3,234,148  
**Description:** This project provides funding for structural improvements to existing facilities at Skagit, both residential and commercial. It replaces lights, windows, and HVAC systems, insulates buildings, and performs related work. The project dramatically reduces the amount of energy expended to keep structures warm or cool depending upon the season.
Appendix B: Capital Projects passing the $5 million threshold with the 2020 Proposed allocation.

**Project ID:** MC-CL-XS6520  
**Project Title:** Skagit Facilities Plan  
**Location:** Newhalem Creek Rd, Marblemount, WA 98267  
**2020 Proposed Budget:** $2,804,818  
**Description:** This project implements a comprehensive facility plan to optimize buildings and structures at two Skagit town sites. The project preserves essential facilities that support SCL's power production needs, and retains important civic, cultural, and historic features in keeping with the historic preservation requirements of the Skagit FERC Licensing agreement. The project will reduce operational costs by dismantling and removing surplus facilities that require significant on-going maintenance.

**Project ID:** MC-CL-XS6540  
**Project Title:** Skagit - Boat Facility Improvements  
**Location:** Newhalem Creek Rd, Marblemount, WA 98267  
**2020 Proposed Budget:** $1,251,646  
**Description:** This project provides design and construction of several new structures to support industrial and recreational boat operations on our Skagit reservoirs. Structures include a new tour dock, new dry dock, additions to the existing boat houses and a new barge landing in Diablo. The project provides improved visitor access for the Skagit Boat Tour, safer boat fueling facilities, reduced impact of snowfall on boats, consolidated barge landings, and improved dry docks.

**Project ID:** MC-CL-YD9967  
**Project Title:** Outage Management System Phase II Implementation  
**Location:** Citywide  
**2020 Proposed Budget:** $3,000,000  
**Description:** This project funds City Light's Outage Management System (OMS) upgraded in order to maintain its availability as it be available 100% of the time. However, its application, operating system, and database have aged to the point where OMS' availability is at risk. It was fielded in 2011 and has not been significantly modified since. The upgrade of OMS will bring it to a currently supported product version (application, OS, database, physical infrastructure, etc.). The scope of this project is to cover as much as possible of the as-is system, with an additional change to integrate with the ongoing deployment of the Advanced Metering Infrastructure (AMI) initiative.

**Project ID:** MC-CL-ZL8481  
**Project Title:** Seattle Waterfront Streetlight Installation  
**Location:** 1312 Western AVE  
**2020 Proposed Budget:** $4,738,093
Appendix B: Capital Projects passing the $5 million threshold with the 2020 Proposed allocation.

**Description:** This project funds the street lighting associated with the bored tunnel hybrid plan for the Alaskan Way Viaduct replacement which is a project that will result in the City rebuilding Alaskan Way, led by the Office of the Waterfront.

**Project ID:** MC-CL-Z58350  
**Project Title:** Overhead Outage Replacements  
**Location:** System wide  
**2020 Proposed Budget:** $1,181,279  
**Description:** This ongoing project supports the capitalized portion of work resulting from unplanned, non-emergency, overhead outages. These outages result from events, such as storms, accidents, and equipment failures. The project funds permanent storm repairs and construction of new infrastructure to bypass failing equipment. The project ensures that customers' electric power is restored as quickly as possible.

**SEATTLE DEPARTMENT OF TRANSPORTATION**

**Project ID:** MC-TR-C031  
**Project Title:** Pedestrian Master Plan - Stairway Rehabilitation  
**Location:** Various  
**2020 Proposed Budget:** $1,449,810  
**Description:** This ongoing program implements the Pedestrian Master Plan. The goals of the program are to reduce the number and severity of crashes involving pedestrians; make Seattle a more walkable city for all through equity in public engagement, service delivery, accessibility, and capital investments; develop a pedestrian environment that sustains healthy communities and supports a vibrant economy; and raise awareness of the important role of walking in promoting health and preventing disease. The projects rebuild and/or rehabilitate stairways to the latest standards, adding proper width, step height, grip rail, landings, and other features required by the Americans with Disabilities Act. The historical LTD amount for the Stairway Rehabilitation is in project TC367150.

**Project ID:** MC-TR-C042  
**Project Title:** Delridge Way SW - RapidRide H Line  
**Location:** Delridge AVE  
**2020 Proposed Budget:** $15,226,743  
**Description:** This project improves pavement conditions, enhances safety, and improves traffic operation for all modes. The project will add transit lanes and improve transit speed and reliability. It includes protected bike lanes, sidewalk improvements, and amenities for walkers and transit riders along the corridor. It will streamline traffic operations and improve multimodal connections between transit, freight, pedestrians, and general-purpose vehicles.  
Note: The project title is changing from "Delridge Multimodal Corridor" to "Delridge Way SW - RapidRide H Line."
Appendix B: Capital Projects passing the $5 million threshold with the 2020 Proposed allocation.

<table>
<thead>
<tr>
<th>Project ID:</th>
<th>MC-TR-C054</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Title:</td>
<td>SPU Drainage Partnership - South Park</td>
</tr>
<tr>
<td>Location:</td>
<td>TBD</td>
</tr>
<tr>
<td>2020 Proposed Budget:</td>
<td>$7,300,000</td>
</tr>
<tr>
<td>Description:</td>
<td>This funding will be used to partner with SPU's South Park Drainage Improvement projects. SPU is planning to install a pump station to control flooding in the South Park area. However, that alone will not control flooding. Many streets in the area are in poor condition and don't have a street drainage collection system. This funding will allow SPU and SDOT to partner to install the needed collection systems and repair the deteriorated roads.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project ID:</th>
<th>MC-TR-C078</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Title:</td>
<td>Route 44 Transit-Plus Multimodal Corridor</td>
</tr>
<tr>
<td>Location:</td>
<td>TBD</td>
</tr>
<tr>
<td>2020 Proposed Budget:</td>
<td>$4,721,199</td>
</tr>
<tr>
<td>Description:</td>
<td>This project will implement speed and reliability improvements along the Route 44 corridor. This project seeks to improve and make reliable the connection between the University of Washington, Wallingford, and Ballard. The project may add bus lanes, pedestrian improvements, channelization changes, signal modifications, transit signal priority, and new adaptive signals. Note: The project title is changing from &quot;Market / 45th Multimodal Corridor&quot; to &quot;Route 44 Transit-Plus Multimodal Corridor.&quot;</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project ID:</th>
<th>MC-TR-C088</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Title:</td>
<td>Sound Transit 3</td>
</tr>
<tr>
<td>Location:</td>
<td>Various</td>
</tr>
<tr>
<td>2020 Proposed Budget:</td>
<td>$1,802,326</td>
</tr>
<tr>
<td>Description:</td>
<td>The City of Seattle is committed to actively collaborating with Sound Transit early in the environmental assessment and design phases of ST3 projects to refine and provide certainty around project scope and cost estimates, and to streamline and expedite the permitting processes.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project ID:</th>
<th>MC-TR-C097</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Title:</td>
<td>Seattle Transportation Benefit District - Capital Improvements</td>
</tr>
<tr>
<td>Location:</td>
<td>TBD</td>
</tr>
<tr>
<td>2020 Proposed Budget:</td>
<td>$7,514,462</td>
</tr>
<tr>
<td>Description:</td>
<td>This program funds projects improving transit speed, reliability, safety, and passenger amenities which occur along transit routes or at stops that serve the Urban Centers and Villages across the Seattle. The program will provide transit speed and reliability improvements allowing the people of Seattle to more quickly,</td>
</tr>
</tbody>
</table>
Appendix B: Capital Projects passing the $5 million threshold with the 2020 Proposed allocation.

effectively and travel via transit to, through, and between Urban Centers and Villages.

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Title</th>
<th>Location</th>
<th>2020 Proposed Budget</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>MC-TR-C101</td>
<td>North of Downtown Mobility Act</td>
<td>TBD</td>
<td>$4,837,232</td>
<td>This project will construct transportation related improvements in the North Downtown area in support of the Seattle Center Arena Redevelopment project. The City is also partnering with the Port of Seattle to improve movement of cargo and other modes on city streets, including 15th Ave W/Elliott Ave W/Mercer St corridor areas around Seattle Center.</td>
</tr>
</tbody>
</table>

**SEATTLE PUBLIC UTILITIES**

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Title</th>
<th>Location</th>
<th>2020 Proposed Budget</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>MC-SU-C1128</td>
<td>Distribution System Improvements</td>
<td>Citywide</td>
<td>$2,000,000</td>
<td>This ongoing project improves service reliability, pressure, capacity, and fire flow in the City's water distribution system. Typical improvements may include, but are not limited to, booster pump station installation, creation of new service zones, and tank elevation or replacement, as well as additional water main pipelines and pressure reducing valves. These improvements to service levels meet Washington Department of Health (DOH) regulations and SPU's Distribution System Pressure Policy to provide greater than 20 psi service pressure. These improvements provide higher flow of water for fire protection which improves public safety and results in smaller and shorter fires.</td>
</tr>
<tr>
<td>MC-SU-C1134</td>
<td>Tank Improvements</td>
<td>Citywide</td>
<td>$5,566,665</td>
<td>This ongoing project implements water quality, seismic, and other improvements to steel water tanks in Seattle. Functional water tanks are essential to public health protection as they assure that the distribution system is under pressure at all times, even when pump stations or control valves malfunction. Depressurization of the water system may result in siphoning back contaminants from faulty private systems and from the ground into the water pipes.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Title</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>MC-SU-C1418</td>
<td>Reservoir Covering-Lake Forest</td>
<td>Lake Forest Park</td>
</tr>
</tbody>
</table>
Appendix B: Capital Projects passing the $5 million threshold with the 2020 Proposed allocation.

### 2020 Proposed

**Budget:** $8,695,000  
**Description:** This project addresses the need for a new cover on Lake Forest Park Reservoir once it has reached the end of its useful life. The project will evaluate options for a new cover, including replacing the existing floating Hypolan cover with a similar design. A new cover will be designed and constructed to maintain and improve the water quality protection and security enhancement functions of the existing cover.

**Project ID:** MC-SU-C1506  
**Project Title:** Dam Safety  
**Location:** Various

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**Budget:** $4,751,000  
**Description:** This ongoing project maintains the safety of SPU's water supply dams in the Cedar River and South Fork Tolt River Municipal Watersheds and the in-town reservoir dams. Typical improvements may include, but are not limited to, upgrades to the dams' failure warning systems, spillways, outlet works, piping, and other civil, mechanical, and structural systems. This project ensures the continuing safe functioning, operation and monitoring of SPU's water supply dams and associated facilities per Federal Energy Regulatory Commission (FERC), state and local regulations, and SPU requirements to prevent loss of life and/or property damage and loss of SPU's ability to deliver reliable drinking water supply to its customers.

**Project ID:** MC-SU-C2403  
**Project Title:** Midway Landfill  
**Location:** Kent

---

**Budget:** $8,240,000  
**Description:** This program funds compliance activities related to the Midway landfill closure project. These activities include environmental and feasibility studies to demonstrate the effectiveness of the Midway landfill closure project. The studies are required under the existing Consent Decree with the State Department of Ecology and validate that current environmental controls are effective and reduce the likelihood of additional capital or O&M expenditures. The flare improvements are also a regulatory requirement. To ensure that SPU maintains regulatory compliance, a smaller flare or new technology will be required. The current telemetry used to monitor the environmental control systems at the Kent Highlands Landfill and the Midway Landfill, both Superfund sites, are nearly obsolete and the equipment is no longer supported. In addition, the current system only transmits alarm conditions and does not have any data acquisition functionality. This program funds a replacement system that will allow remote data acquisition as well as alarm functionality.

**Project ID:** MC-SU-C3314  
**Project Title:** Creek Culvert Replacement Program  
**Location:** Various

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**Budget:** $2,883,883

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**2020-2025 Proposed Capital Improvement Program**

783
Appendix B: Capital Projects passing the $5 million threshold with the 2020 Proposed allocation.

Description: This ongoing project provides for the repair and replacement of stream culverts that are part of SPU's critical drainage infrastructure. Culverts are prioritized for repair or replacement based on structural condition. Projects are then sequenced based on prioritization and other factors such as readiness to proceed, ability to address other drainage needs (e.g., flooding, maintenance), potential partnerships, synergies with other projects and availability of funding.

Project ID: MC-SU-C3612
Project Title: Future CSO Projects
Location: TBD
2020 Proposed Budget: $3,406,442
Description: This project is for future combined sewer overflow (CSO) reduction projects that will be identified through the CSO Long-Term Control Plan (LTCP) Update. Future projects are most likely to include underground storage projects, wastewater lift station improvements, and/or wastewater conveyance system improvements. Planning for the projects began in 2018, and the projects should complete their construction by 2030.

Project ID: MC-SU-C5406
Project Title: Science & System Performance
Location: TBD
2020 Proposed Budget: $1,450,000
Description: This ongoing project will provide new and improved technology applications and accompanying data management tools to support the gathering, monitoring, tracking and analysis of science and engineering information. Several planned projects include replacement of obsolete regulatory compliance tracking applications, upgrades to field monitoring equipment, and the integration of SCADA data with other data systems. This project enhances SPU's ability to control water quality and comply with environmental and health regulations.

Project ID: MC-SU-C5407
Project Title: Asset Information Management
Location: Various
2020 Proposed Budget: $2,447,404
Description: This ongoing project provides applications, upgrades and data management tools in support of SPU's work and asset management projects. Several new and updated technology solutions designed to enhance the efficiency and effectiveness of drinking water, sewer, drainage, and solid waste operations are planned. Activities within this project aim to further enhance safety and improve responsiveness of SPU's utility operations.
Appendix C: REET II Funding Report

Section 3(a) - Project pages as shown in the 2020-2025 Proposed Capital Improvement Program (CIP), which represents the City's Capital Facilities Plan, demonstrate that adequate funding from all sources of public funding exists to pay for all capital projects for the succeeding two-year period.

Section 3(b)/(c) - The following tables identifies how revenues collected under RCW 82.46.035 were programmed during the prior two-year period (2018 and 2019) where the City utilized the temporary provision for spending on housing the homeless, and the current planned spending for the succeeding two-year period (2021 - 2022). Proposed spending for 2020 represents the Mayor’s Proposed Budget. Anticipated amounts shown for 2021 and 2022 represents current projections as seen in the Mayor’s Proposed 2020-2025 Capital Improvement Program (CIP) and are subject to change based on actual revenues collected and unanticipated asset preservation/major maintenance needs or changes in priorities. Not all anticipated revenues have been programmed in the CIP to allow for addressing emergent needs that have yet to be identified or set aside as a reserve for planned items yet to be programmed.

Amounts are in thousands

<table>
<thead>
<tr>
<th>Fund Dept Project Name</th>
<th>2018 Adopted Budget</th>
<th>2019 Adopted Budget</th>
<th>2020 Proposed Budget</th>
<th>2021 Proposed Budget</th>
<th>2022 Proposed Budget</th>
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</thead>
<tbody>
<tr>
<td><strong>Human Service Department</strong></td>
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<tr>
<td>Bridge Housing for Homelessness HSD2</td>
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<td>Debt Service for constructing Low-Income Housing HSD1</td>
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<td><strong>Human Service Department Total</strong></td>
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<td><strong>Seattle Department of Transportation</strong></td>
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<td>23rd Avenue Corridor Improvements MC-TR-C037</td>
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<td>Alaskan Way Main Corridor MC-TR-C072</td>
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<tr>
<td>Arterial Asphalt &amp; Concrete Program Phase II MC-TR-C033</td>
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<td>Arterial Major Maintenance MC-TR-C071</td>
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<td>Bike Master Plan - Greenways MC-TR-C063</td>
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<tr>
<td>Bridge Load Rating MC-TR-C006</td>
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<td>Bridge Painting Program MC-TR-C007</td>
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<td>Debt Service - REET I MO-TR-D003</td>
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<td>Hazard Mitigation Program - Areaways MC-TR-C035</td>
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<td>Hazard Mitigation Program - Landslide Mitigation Program MC-TR-C015</td>
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<td>Market to MOHAI MC-TR-C095</td>
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<td>-</td>
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<td>Neighborhood Parks Street Fund - Your Voice, Your C MC-TR-C022</td>
<td>1,910</td>
<td>1,446</td>
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<td>Next Generation Intelligent Transportation Systems MC-TR-C021</td>
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<td>Non-Arterial Street Resurfacing and Restoration MC-TR-C041</td>
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<tr>
<td>Pedestrian Master Plan - New Sidewalks MC-TR-C058</td>
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<td>888</td>
<td>-</td>
<td>11</td>
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<td>Pedestrian Master Plan - Stairway Rehabilitation MC-TR-C031</td>
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<tr>
<td>Retaining Wall Repair and Restoration MC-TR-C032</td>
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<tr>
<td>S Lander St. Grade Separation MC-TR-C028</td>
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<td>369</td>
<td>96</td>
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<td>-</td>
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<tr>
<td>SDOT ADA Program MC-TR-C057</td>
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<td>2,300</td>
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### Real Estate Excise Tax (REET II Capital Projects Fund (30020))

#### Seattle Parks and Recreation

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#### Seattle Parks and Recreation Total

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#### Total Fund 30020 - Real Estate Excise Tax II

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Section 3(d) - The table below identifies the amounts and percentage of City resources allocated to Capital Projects.

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<th>Revenue Source</th>
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<td>Bond Financed</td>
<td>53,960,141</td>
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<td>Federal Funds</td>
<td>57,634,223</td>
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<tr>
<td>King County Funding</td>
<td>53,849,516</td>
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<tr>
<td>Other City Funds</td>
<td>63,202,520</td>
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<td>Other Local Government</td>
<td>12,974,577</td>
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<tr>
<td>Private Funding</td>
<td>17,964,794</td>
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<td>Real Estate Excise Tax</td>
<td>90,814,804</td>
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<td>State Funding</td>
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<td>Utility Funding</td>
<td>761,699,909</td>
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<td>Voter-approved Funds (Seattle and King Co.)</td>
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<td><strong>Total</strong></td>
<td><strong>1,368,610,620</strong></td>
<td><strong>100.0%</strong></td>
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Glossary

1% for Art: A program administered by the Office of Arts and Culture (ARTS) that sets aside one percent of eligible City capital improvement project funds for the commission, purchase, and installation of artworks.

2000 Parks Levy (“Neighborhood Parks, Green Spaces, Trails, and Zoo Levy”): A $198.2 million, eight-year levy lid lift passed by Seattle voters in November 2000. The levy is designed to fund more than 100 park, open space, and recreation projects throughout the city.

2008 Parks Levy (“Parks and Green Spaces Levy”): A $145.5 million, six-year levy lid lift passed by Seattle voters in November 2008. The levy was designed to fund park and green space acquisition, capital expansion and renovation of parks, and park facilities throughout the city.

Americans with Disabilities Act (ADA): A comprehensive civil rights law for people with disabilities passed by the federal government in 1990.

Allocation: The expenditure amount planned for a project or service that requires additional legislative action, or “appropriation,” before expenditures are authorized.

Appropriation: A legal authorization granted by the City’s legislative authority (the City Council) to make expenditures and incur obligations for specific purposes.

Asset Preservation (also known as Major Maintenance): Capital improvement projects that involve major repairs or rehabilitation of existing City facilities.

Capital Improvement Program (CIP): Annual appropriations from specific funding sources are shown in the City’s budget for certain capital purposes, such as street improvements, building construction, and some types of facility maintenance. The CIP is a six-year allocation plan presented as a document separate from the Budget that details all projects, fund sources, and expenditure amounts including many multi-year projects that require funding beyond the one-year period of the annual Budget.

Capital Projects Funds: Funds with resources set aside to acquire or construct major capital facilities that allow the monitoring of revenues and expenditures of authorized voter approved and Councilmanic bonds and levies.

Capital Projects Passing the $5 million threshold with the 2020 Adopted allocation (Appendix B): Pursuant to the 1999 settlement agreement in CLEAN, et. al v. City of Seattle, the City has adopted policies regarding public notification when capital projects cross certain spending thresholds. Resolution 31203 updated those policies to require a list of all Capital Projects for which the City has cumulatively spent more than $5 million with the adoption of the current annual Budget be published as an appendix to the Capital Improvement Program.

Community Development Block Grant (CDBG): An annual grant to Seattle and other local governments from the U.S. Department of Housing and Urban Development to support economic development projects, housing and services in low-income neighborhoods.

Comprehensive Drainage Plan: A Citywide drainage management program for capital improvements and ongoing maintenance. It establishes a monitoring program and identifies measures to control flooding and pollution, such as regulatory controls and public education.

**Design Build Operate (DBO):** A non-conventional approach to implementation of major capital projects, wherein a single vendor is responsible for design, construction, and long-term operation of a facility.

**Debt Service:** Annual principal and interest payments that local government owes on money that it has borrowed.

**Endangered Species Act (ESA):** Legislation passed by the federal government in 1973 to conserve the ecosystems upon which endangered species depend upon and to conserve and recover listed species.

**Fire Facilities and Emergency Response Levy:** A $167 million, eight-year levy lid lift, approved by voters in November 2003. The Levy includes funds for more than 40 projects to upgrade, renovate, or replace most of the City’s fire stations, construct new support facilities for the Fire Department, construct a new Emergency Operations Center and Fire Alarm Center, procure two new fireboats and rehabilitate an existing one.

**Fund Balance:** The difference between the assets and liabilities of a fund. This incorporates the difference between the revenues and expenditures each year.

**General Fund:** A central fund into which most of the City’s general tax revenues and discretionary resources are pooled and allocated to support many of the operations of City government. General Fund dollars appear in the CIP in two places: the General Fund contribution to the Cumulative Reserve Fund (if any) and appropriations to capital projects from a department’s operating budget.

**Geographic Information System (GIS):** A tool that enables users to analyze and understand the spatial relationships among things that exist and occur in a location. The results of geographic analysis can be communicated with maps and/or reports.

**Growth Management Act (GMA):** Passed by the state legislature in 1990, the Growth Management Act encourages strategic land use planning and provides protection for environmentally sensitive areas.

**Habitat Conservation Plan (HCP):** A 50-year commitment by the City and Seattle Public Utilities to protect and restore the Cedar River Watershed.

**Leadership in Energy and Environmental Design (LEED):** A green building rating system for new and existing commercial, institutional, and multi-family residential buildings that evaluates environmental performance from a “whole building” perspective. There are four rating levels: Bronze, Silver, Gold, and Platinum.

**Levy Lid Lift:** An increase in regular property taxes for a general or designated purpose—for example, the 2008 Parks Levy.

**Levy to Move Seattle:** A nine-year, $930 million-dollar levy passed by voters in November 2015. The levy provides funding to improve safety for all travelers, maintain streets and bridges, and invest in reliable, affordable travel options.
**Limited Tax General Obligation (“LTGO” or “Councilmanic”) Bonds:** Bonds that are 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.

**Major Maintenance:** See “Asset Preservation” above.

**Municipal Art Plan:** A plan prepared by the Office of Arts and Culture that establishes budgets for new 1% for Art program projects and describes the status of existing projects.

**Neighborhood Matching Subfund (NMF):** A fund administered by the Department of Neighborhoods to provide money to Seattle neighborhood groups and organizations for neighborhood-initiated improvement, organizing, or planning projects. The community’s contribution of volunteer labor, materials, professional services or cash is “matched” by cash from the fund.

**Operating Budget:** The portion of a budget that deals with recurring expenditures such as salaries, electric bills, postage, printing, paper supplies, and gasoline.

**Public Works Trust Fund:** A low-interest state revolving loan fund designed to help local governments with the repair, replacement, and rehabilitation of public works infrastructure.

**REET I and REET II:** The Real Estate Excise Tax (REET) is levied on all sales of real estate with the first 0.25% of the locally imposed tax going to REET I and the second 0.25% for REET II.

**Seattle Metropolitan Park District:** In August 2014, voters passed a ballot measure creating the Seattle Metropolitan Park District. The goal of the park district is to provide long-term, stable funding to support recreation programming, parks projects and the critical needs for investment in major and ongoing maintenance.

**Unlimited Tax General Obligation (“UTGO” or “voted”) Bonds:** Bonds issued after receiving approval by 60% of the voters in an election with at least 40% voter turnout. The debt service on these bonds is repaid from additional (“excess”) property tax revenues that voters approve as part of the bond measure.