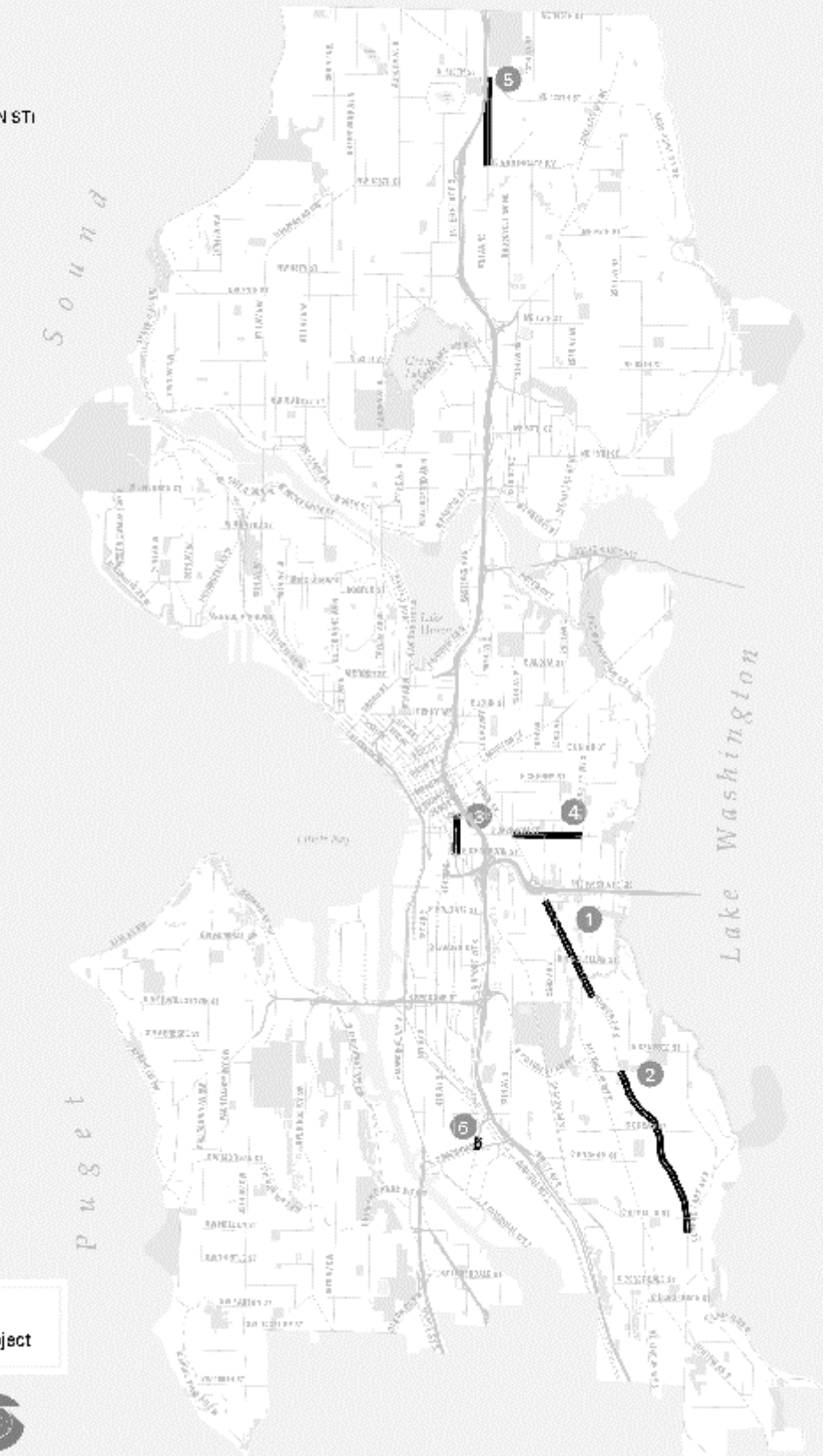



# **TRANSPORTATION**

# SDOT YEAR 2003 Arterial Paving Candidate Streets

SDOT ARTERIAL STREET REPAVING PROJECTS:

- 1 RAINIER AVE S  
Ifrom S MASSACHUSETTS ST to S WALDEN STI
- 2 RAINIER AVE S  
Ifrom S ALASKA ST to S AUSTIN STI
- 3 5TH AVE S  
Ifrom TERRACE AVE to S DEARBORN STI
- 4 S JACKSON ST  
Ifrom 14TH AVE S to MLK JR WY SI
- 5 5TH AVE NE  
Ifrom NE NORTHGATE WY to NE 130TH STI
- 5 CORSON AVE S  
Ifrom S MICHIGAN ST to S ORCAS STI




**2003 SDOT  
Resurfacing Project**





## Overview of Facilities and Programs

Seattle Department of Transportation (SDOT) is responsible for maintaining, upgrading, and monitoring the use of the City's system of streets, bridges, retaining walls, seawalls, bicycle and pedestrian facilities, and traffic control devices. Seattle's transportation system includes 1,524 lane-miles of arterial streets and 2,706 lane-miles of residential streets. The system also includes 142 bridges, 586 retaining walls, and 450 stairways in public rights-of-way that SDOT is responsible for inspecting and maintaining. On an annual basis, SDOT paves more than 26 asphalt arterial lane-miles, repairs more than 6,600 feet of bridge and stair railings and more than 2,800 lane-feet of bridge decking, maintains or replaces more than 28,000 traffic signs, services more than 300 traffic signals, and opens and closes the City's movable bridges more than 30,000 times.

SDOT's Capital Improvement Program (CIP) outlines the Department's plan for repairing, improving, and adding to this extensive infrastructure. The SDOT CIP is financed from a variety of revenue sources that include the City's General and Cumulative Reserve Subfunds, state gas tax revenues, vehicle license registration fees, grants, Public Works Trust Fund loans, partnerships with private organizations and other public agencies, and bond proceeds.

## Funding and Priorities for 2003-2008

Improving transportation in Seattle continues to be a pressing problem. The Texas Transportation Institute recently ranked the Seattle-Everett corridor as the fifth most congested in the country. Surveys of City residents show concern over congestion and conditions of streets. Officials from King, Snohomish, and Pierce Counties are working to implement a Regional Transportation Investment District (RTID) authorized by the State Legislature. The RTID may provide additional funding for such major projects as the Alaskan Way Viaduct and Seawall. The public vote required to implement this regional funding mechanism is expected in 2003.

The 2003 Adopted Budget does not include a long-term solution for transportation funding. In fact, SDOT's funding levels were greatly reduced through the results of the November 2002 elections. The failure of Referendum 51 resulted in the need to cut over \$20 million out of SDOT's budget, including significant impacts to the Spokane Street Viaduct, Grant Match Opportunity Fund, Phinney, Fremont and 50<sup>th</sup> Street Improvements, and the South Lander Grade Separation projects. The passage of Initiative 776 brought about cuts of over \$4 million, resulting in impacts to a number of CIP projects. Despite these adverse impacts, SDOT continues the commitment to provide City revenues at or above the levels recommended in 1996 by the Citizens Transportation Advisory Committee. SDOT is also actively seeking opportunities to leverage local funds with state and federal grants.

Within this context of substantial challenges and restricted funding, the 2003-2008 Adopted CIP follows the priorities outlined in the City's Transportation Strategic Plan (TSP). The TSP, which the Mayor submitted to the Seattle City Council in August 1998 and the Council subsequently adopted, states that the City's highest transportation priorities are: (1) to take care of its existing transportation infrastructure, valued at an estimated \$8.66 billion, and (2) to maintain and operate that system so that it functions safely and effectively. Consistent with these policy priorities, SDOT's 2003-2008 Adopted CIP focuses on maintaining the existing transportation system, improving traffic, and improving mobility.

## Highlights

- ◆ **Spokane Street Viaduct:** Due to the failure of Referendum 51, construction on the fourth and final phase of the Spokane Street Viaduct Project has been put on hold. This phase would have widened the existing structure and roadway by building a parallel 29-foot structure adjacent to the existing viaduct. Previous work completed on this project includes seismic improvements, installation of a temporary median barrier, and utility relocations and traffic improvements in preparation for the final widening phase.

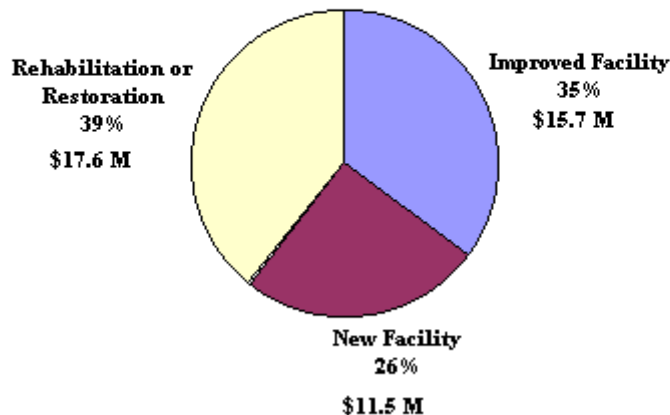
# Seattle Department of Transportation

- ◆ **Magnolia Bridge:** As part of the Bridge Seismic Program undertaken by SDOT in 1993, it was determined to be more cost effective to replace the present bridge than to spend an estimated \$30 million to retrofit the structure. The federal government appropriated \$9 million for the first three phases of the Magnolia Bridge Replacement Project. SDOT is completing the preliminary engineering phase to determine the type, size, and location of the new structure, and the acquisition, environmental review, and design phases. This bridge was damaged in a landslide in 1997 and by the Nisqually Earthquake in 2001. After each incident, the bridge was closed for extended periods of time.
- ◆ **Alaskan Way Viaduct/Seawall Study:** The Nisqually Earthquake caused significant damage to the Alaskan Way Viaduct. The damage to the Viaduct raised questions about the vulnerability of the Alaskan Way Seawall, which is owned by the City. The City was successful in securing federal and state funding to begin the process of replacement/rehabilitation of this structure. The City secured \$3.8 million in federal funds and \$500,000 in state funds for a joint study with the Washington State Department of Transportation for the replacement of the Alaskan Way Viaduct and the replacement or rehabilitation of the Alaskan Way Seawall. Activities for 2003-2005 include environmental work, design, permitting, and public outreach. The City is providing additional funding in 2003-2004 and is also pursuing new grant funding for 2004 and beyond.
- ◆ **Arterial Major Maintenance and Other Paving Projects:** SDOT's 2003-2008 Adopted CIP includes \$30 million for Arterial Major Maintenance. Additional paving elements are included in other capital projects such as the South Spokane Street Lower Roadway, SR-519, 35<sup>th</sup> Avenue SW, 35<sup>th</sup> Avenue NE, and other projects.
- ◆ **Fremont Bridge:** In 2002, SDOT began the preliminary engineering phase of the Fremont Bridge Approaches and Electrical Major Maintenance Project. The project replaces the approaches and electrical and mechanical systems that raise and lower the Fremont Bridge.

## Project Selection Process

The following chart shows how SDOT allocates new funding in 2003 to three types of projects: rehabilitation of existing facilities, improved facilities, and new facilities.

**Seattle Transportation 2003 Adopted CIP by Project Type**



In developing its CIP, SDOT used the following process to select projects for funding:

**Project Identification:** SDOT identifies potential projects based on a variety of sources, including: computer-based analysis of pavement conditions; field surveys of signals, structures, and other elements of the transportation system; requests from neighborhood groups and individual citizens; and analysis of special problem areas, such as freight mobility.

**Project Screening:** Within the framework of the Adopted Transportation Strategic Plan, SDOT assesses potential projects against the following specific criteria: contribution to the maintenance of the existing transportation system; reduction of major traffic hazards; and increase in overall mobility.

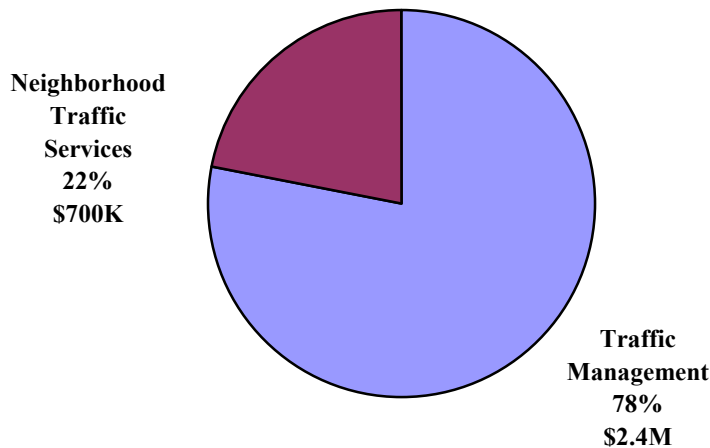
**Grant Evaluation:** SDOT evaluates opportunities to leverage state and federal grants in order to stretch local funds through grant programs, and balances such programs with other demands that may not be grant-funded.

**Project Prioritization:** Finally, SDOT ranks potential CIP projects through a tiering process that compares the demands for operations, maintenance, and capital dollars against the available funding.

## Program Summaries

For 2003, SDOT's Adopted CIP is comprised of \$44.8 million for 73 projects and ongoing programs. Funding of \$3.1 million has been dedicated to Traffic and Street Use Management projects, \$40.7 million of funds to Transportation Infrastructure and Major Projects. The plan also contains \$1.0 million of activities that have the funding source "To Be Determined", representing possible grant funding or other external sources. The following charts shows how SDOT's 2003-2008 Adopted CIP allocates funding in 2003 by Lines of Business (the "To Be Determined" funds are not reflected in the graphs).

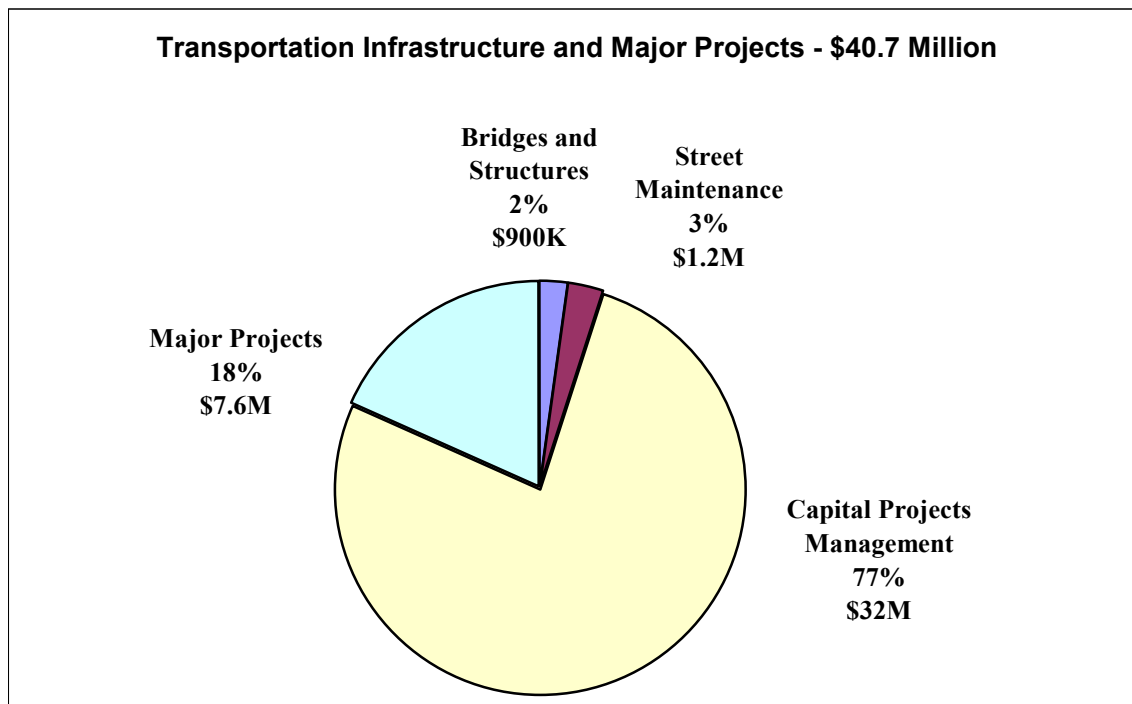
### Traffic and Street Use Management



- ◆ Of the \$3.1 million budgeted for Traffic and Street Use Management in 2003, \$2.4 million is allocated to projects in the Traffic Management Program. The purpose of this program is to maintain and improve the safe, efficient flow of traffic by managing, expanding, and maintaining the transportation infrastructure. The program also focuses on improvement of safety and accessibility for persons with disabilities, pedestrians, bicyclists, business owners, and residents by managing and maintaining the parking, pedestrian, and bicycle infrastructure, and implementing transportation improvements from the neighborhood plans. Examples of projects that are funded in this category are Left Turn Signals, New Traffic Signals, New Sidewalk Program, Bike Spot Safety Program, and Pedestrian/Elderly Handicapped Accessibility.

## Seattle Department of Transportation

- ◆ In 2003, approximately \$700,000 is allocated to projects in the Neighborhood Traffic Services Program. This program promotes safety along residential streets and provides enhancements to the attractiveness of neighborhoods. This program funds the Neighborhood Traffic Control Project.



- ◆ In 2003, \$0.9 million is allocated to the Bridges and Structures Program. The purpose of this program is to manage, inspect, maintain, repair, and operate the City's bridges and structures. Examples of projects that support this program are Bridge Painting and Retaining Wall Replacement.
- ◆ In 2003, \$1.2 million is allocated to the Street Maintenance Program. The focus of this program is the maintenance and repair of the City's street surfaces. It includes projects such as the Chip Sealing Program, the Non-Arterial Concrete and Asphalt Programs, and Sidewalk Repair.
- ◆ In 2003, \$7.6 million is allocated to the Major Projects Program. This is a new program that was created under the new Line of Business of Transportation Policy and Planning. This program oversees the City's interest in the planning, design and construction of the major regional projects such as the Alaskan Way Seawall/Viaduct Replacement, Elevated Transportation Plan Review, Sound Transit, and Translake Projects.
- ◆ Of the \$40.7 million budgeted for Transportation Infrastructure and Major Projects in 2003, \$32.0 million is allocated to projects and annual programs in the Capital Projects Management Program. These projects and programs are designed either by in-house staff or by consultants and then contracted out for construction. Examples of projects in this category include Arterial Asphalt and Concrete Program, South Spokane Lower Roadway Project, Lake City Way Multimodal, Magnolia Bridge Replacement, and SR-519 Surface Street Improvements.

### Anticipated Operating Expenses Associated with Capital Facilities Projects

In some projects the Department has identified operations and maintenance costs of zero, or has not calculated a number (N/C). In these cases, the cost impacts of the project are either insignificant or are offset by cost savings

realized by other projects. Operating costs identified in such projects as the Burke Gilman Extension and Lake Union Ship Canal Trail projects are costs built into SDOT's Operating Budget.

## Neighborhood Street Fund

This program implements improvements identified through a neighborhood district process and is funded by the 2003 Neighborhood Street Fund (NSF) and Cumulative Reserve Subfund (CRF). In 2003, \$250,000 is appropriated for the projects listed below. A full list of Seattle Transportation and Parks Department projects funded by the NSF/CRF is printed in the CIP Overview at the beginning of this book. See also Seattle Transportation project TC365770 NSF/CRF Neighborhood Program.

Seattle Department of Transportation is responsible for building the following projects, with estimated costs:

District	2003 Amount	Project
Ballard	\$10,000	Traffic circle at 30th Ave NW and NW 63rd
Central	-	No NSF projects in 2003.
Delridge	-	No NSF projects in 2003.
Downtown	\$22,000	Vine St. improvements
East	\$35,000	Install curb bulbs at 19th Ave E. and E. Republican St.
Greater Duwamish	\$15,000 \$18,000	Traffic circle at Flora Ave. S. & S. Eddy St Repair island & improve intersection for pedestrians at 13th Ave. & S. Bailey St.
Lake Union	\$15,000	Install traffic calming on 5th Ave. NE and NE 43rd
Magnolia/Queen Anne	-	No NSF projects in 2003.
North	-	No NSF projects in 2003.
Northeast	-	No NSF projects in 2003.
Northwest	\$40,000 \$20,000	Install walkways on portion of N. 100th between Meridian & Aurora Install walkway on portion of Dayton Ave. N. between 85th & 87th
Southeast	-	No NSF projects in 2003.
Southwest	\$75,000	Install walkways near Whale Tail Park
<b>Total</b>	<b>\$250,000</b>	



# Seattle Transportation

## Project Summary

<b>Program/Project</b>	<b>Project ID</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
<b>Bridges and Structures</b>										
Bridge Painting Program	TC324900	1,319	892	535	634	727	749	771	794	<b>6,421</b>
Retaining Wall Repair and Replacement	TC365890	300	425	378	387	397	407	417	428	<b>3,139</b>
<b>Bridges and Structures Total</b>		<b>1,619</b>	<b>1,317</b>	<b>913</b>	<b>1,021</b>	<b>1,124</b>	<b>1,156</b>	<b>1,188</b>	<b>1,222</b>	<b>9,560</b>

*\*Amounts in thousands of dollars*

## Project Summary

<b>Program/Project</b>	<b>Project ID</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
<b>Capital Projects Management</b>										
12th Avenue Development Project	TC366030	45	1,367	463	0	0	0	0	0	<b>1,875</b>
12th Avenue S. - Jose Rizal Bridge Deck Repair	TC365980	0	0	0	0	0	0	0	1,000	<b>1,000</b>
1st Avenue South Boat Ramp	TC366190	0	0	25	0	0	0	0	0	<b>25</b>
2003 Contracted Pedestrian & Bike Improvements	TC323150	0	0	690	728	15	8	0	0	<b>1,441</b>
3047 West Galer Street Slide Repair	TC366130	0	300	0	0	0	0	0	0	<b>300</b>
35th Avenue NE Street Improvements	TC365730	25	820	648	0	2,975	25	0	0	<b>4,493</b>
35th Avenue SW Signal and Street Improvements	TC365540	494	2,509	1,280	0	0	0	0	0	<b>4,283</b>
Airport Way over Argo Bridge Rehabilitation	TC365800	0	0	0	150	900	1,500	450	0	<b>3,000</b>
Alaskan Way Seawall Repair	TC365280	289	8	3	0	0	0	0	0	<b>300</b>
Arterial Asphalt and Concrete Program	TC365440	8,382	4,766	3,422	5,540	5,616	4,695	5,743	5,887	<b>44,051</b>
Arterial Improvement Program Reserve	TC365820	0	0	31	200	1,500	900	1,500	1,500	<b>5,631</b>
Aurora Pedestrian Overpass	TC366160	0	0	0	100	0	0	0	0	<b>100</b>
Ballard Bridge Electrical/Mechanical Maintenance	TC365670	4,654	1,946	0	0	0	0	0	0	<b>6,600</b>
Belltown/Queen Anne Waterfront Connections - Thomas Street	TC366210	0	164	2,186	0	0	0	0	0	<b>2,350</b>
Bridge Load Rating	TC365060	893	443	261	261	400	400	400	400	<b>3,458</b>
Bridge Seismic Retrofit Phase II	TC365810	0	0	0	500	500	500	500	500	<b>2,500</b>
Burke-Gilman Trail Extension	TC364830	2,350	1,383	1,798	525	1,400	0	0	0	<b>7,456</b>
Central Gateway Project	TC365410	248	5	2	0	0	0	0	0	<b>255</b>
Chief Sealth Trail	TC365690	15	1	0	777	430	500	2,650	0	<b>4,373</b>
Denny Triangle Improvements	TC365760	0	200	800	0	0	0	0	0	<b>1,000</b>

*\*Amounts in thousands of dollars*

# Seattle Transportation

## Project Summary

<b>Program/Project</b>	<b>Project ID</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
<b>Capital Projects Management</b>										
Duwamish Bikeway	TC327010	1,125	135	0	0	0	0	0	0	<b>1,260</b>
Duwamish Intelligent Transportation Systems (ITS)	TC365700	920	2,161	434	10	0	0	0	0	<b>3,525</b>
E. Union Street Curb Reclamation	TC365610	32	270	15	0	0	0	0	0	<b>317</b>
Earthquake Repair - Federal Highway Administration	TC366010	5,095	5,349	1,750	0	0	0	0	0	<b>12,194</b>
Elliott Avenue W./15th Avenue W. and NW Signal Improvements	TC365680	344	366	0	0	2,890	5	0	0	<b>3,605</b>
Enhanced Traffic Management Center	TC364970	884	934	119	0	0	0	0	0	<b>1,937</b>
FAST Corridor - Phase II-Truck Mobility Improvement Program	TC365850	0	0	195	1,200	1,200	1,200	1,200	1,200	<b>6,195</b>
Fremont Bridge Approaches and Electrical Major Maintenance	TC365790	0	525	525	0	3,000	14,200	10,000	0	<b>28,250</b>
Grant Match Reserve Opportunity Fund	TC365910	0	0	0	750	2,250	1,500	2,250	2,250	<b>9,000</b>
Hazard Mitigation Program - Areaways	TC365480	1,220	373	500	400	400	400	400	400	<b>4,093</b>
Hazard Mitigation Program - Landslide Mitigation Projects	TC365510	657	115	400	400	400	400	400	400	<b>3,172</b>
Holly Park Design/Construction	TC365110	569	0	60	0	0	0	0	0	<b>629</b>
Intelligent Transportation Systems (ITS) Plan Implementation	TC365870	0	0	0	275	500	500	500	500	<b>2,275</b>
Interurban Trail North	TC364980	170	152	923	51	0	0	0	0	<b>1,296</b>
Lake City Way Northeast Multimodal	TC365380	3,046	3,712	3,924	20	0	0	0	0	<b>10,702</b>
Lake Union Ship Canal Trail	TC327000	3,978	875	477	3,000	10	0	0	0	<b>8,340</b>
Leary Way NW Signal Improvements	TC365720	26	215	0	0	279	0	0	0	<b>520</b>
Magnolia Bridge Replacement Project	TC366060	0	1,050	1,500	3,200	3,300	0	0	0	<b>9,050</b>

*\*Amounts in thousands of dollars*

## Project Summary

<b>Program/Project</b>	<b>Project ID</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
<b>Capital Projects Management</b>										
Mercer Corridor Project	TC365500	1,082	5,377	800	18,150	12,300	900	0	0	<b>38,609</b>
Miscellaneous, Unforeseen, and Emergencies	TC320030	123	0	0	120	226	233	240	247	<b>1,189</b>
Mountains to Sound Greenway Trail	TC365750	20	230	0	249	2,929	1,489	525	5	<b>5,447</b>
NE Northgate Way Signal Controllers	TC365460	1,270	571	5	2	0	0	0	0	<b>1,848</b>
Neighborhood Bike Improvements	TC322280	4,056	540	271	275	271	274	282	290	<b>6,259</b>
Neighborhood Pedestrian Improvements	TC323120	14,617	931	282	397	396	406	418	431	<b>17,878</b>
North Queen Anne Drive Bridge - Seismic Improvements	TC366170	0	138	375	910	10	5	0	0	<b>1,438</b>
North Waterfront Access	TC365530	426	144	0	0	0	0	0	0	<b>570</b>
Phinney, Fremont & 50th Street Improvements	TC366120	0	325	0	0	0	0	0	0	<b>325</b>
Princeton Avenue NE Bridge Replacement	TC365240	415	1,809	53	10	5	0	0	0	<b>2,292</b>
Retaining Wall Replacement Program	TC365190	2,564	1,133	0	0	445	457	468	480	<b>5,547</b>
S. Spokane Street - Lower Roadway Improvements	TC364750	260	8,248	2,242	0	0	0	0	0	<b>10,750</b>
South Jackson Street Improvements	TC366000	14	586	715	263	5	0	0	0	<b>1,583</b>
South Lander Street Grade Separation	TC366150	56	144	0	0	0	0	0	0	<b>200</b>
South Park Bridge (formerly 16th Avenue South Bridge EIS)	TC365780	22	122	123	480	400	300	300	10	<b>1,757</b>
Spokane Street Viaduct	TC364800	14,451	125	0	0	0	30	0	0	<b>14,606</b>
SR-519	TC365020	1,448	9,065	2,860	1,111	2,974	0	0	0	<b>17,458</b>
University District Controllers/Paving	TC365350	3,960	1,128	0	0	0	0	0	0	<b>5,088</b>
University Way Multi- Modal Improvements	TC365420	798	6,874	1,405	0	0	0	0	0	<b>9,077</b>
Water Taxi Dock	TC365430	5	0	0	0	0	0	0	0	<b>5</b>
West Lake Union - Trail	TC364840	895	2,340	246	0	0	0	0	0	<b>3,481</b>

*\*Amounts in thousands of dollars*

# Seattle Transportation

## Project Summary

Program/Project	Project ID	LTD	2002	2003	2004	2005	2006	2007	2008	Total
<b>Capital Projects Management</b>										
West Seattle Swing Bridge Cylinders and Installation	TC366070	0	1,903	197	0	0	0	0	0	2,100
<b>Capital Projects Management Total</b>		<b>81,943</b>	<b>71,877</b>	<b>32,005</b>	<b>40,054</b>	<b>47,926</b>	<b>30,827</b>	<b>28,226</b>	<b>15,500</b>	<b>348,358</b>
<b>Major Projects</b>										
Alaskan Way Viaduct & Seawall Study	TC366050	169	4,698	5,000	0	0	0	0	0	9,867
Downtown Seattle Transit Tunnel Closure Mitigation Project	TC366200	0	0	0	556	2,226	2,491	127	97	5,497
Elevated Transportation Company Plan Review	TC366140	0	424	864	1,126	0	0	0	0	2,414
Kalakala Ferry Restoration	TC365600	0	285	0	0	0	0	0	0	285
LID Matching Program	TC365930	0	0	30	0	136	140	143	147	596
NSF/CRF Neighborhood Program	TC365770	307	2,053	817	216	478	490	502	515	5,378
Sound Transit - Transit Coordination	TC365920	0	0	0	0	500	500	500	500	2,000
Swiftsure Lightship Restoration	TC366180	0	0	583	0	0	0	0	0	583
Trans-Lake Washington Project	TC365880	0	0	300	300	0	0	0	0	600
Urban Center Wayfinding	TC365710	29	143	75	75	0	0	0	0	322
<b>Major Projects Total</b>		<b>505</b>	<b>7,603</b>	<b>7,669</b>	<b>2,273</b>	<b>3,340</b>	<b>3,621</b>	<b>1,272</b>	<b>1,259</b>	<b>27,542</b>
<b>Neighborhood Traffic Services</b>										
Ballard Municipal Center Streetscape Project	TC366080	0	84	0	0	0	0	0	0	84
Neighborhood Traffic Control Program	TC323250	555	658	673	562	579	596	613	562	4,798
Right of Way Improvements - Broadway and Roy Street	TC366090	0	165	0	0	0	0	0	0	165
<b>Neighborhood Traffic Services Total</b>		<b>555</b>	<b>907</b>	<b>673</b>	<b>562</b>	<b>579</b>	<b>596</b>	<b>613</b>	<b>562</b>	<b>5,047</b>

\*Amounts in thousands of dollars

## Project Summary

<b>Program/Project</b>	<b>Project ID</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
<b>Street Maintenance</b>										
Arterial Major Maintenance	TC365940	708	1,147	728	600	773	796	820	845	<b>6,417</b>
Non-Arterial Asphalt Street Resurfacing	TC323920	246	431	52	257	265	273	281	289	<b>2,094</b>
Non-Arterial Concrete Rehabilitation	TC323160	255	251	51	55	173	178	182	187	<b>1,332</b>
Sidewalk Repair	TC365120	312	277	311	317	327	337	347	357	<b>2,585</b>
<b>Street Maintenance Total</b>		<b>1,521</b>	<b>2,106</b>	<b>1,142</b>	<b>1,229</b>	<b>1,538</b>	<b>1,584</b>	<b>1,630</b>	<b>1,678</b>	<b>12,428</b>
<b>Traffic Management</b>										
Bike Spot Safety Improvements	TC322290	131	195	146	148	152	157	162	167	<b>1,258</b>
Collision Evaluation Program	TC323860	68	379	83	85	88	91	94	97	<b>985</b>
Left Turn Signals	TC323130	400	809	159	162	167	172	177	182	<b>2,228</b>
New Sidewalk Program	TC365900	0	500	320	0	0	0	0	0	<b>820</b>
New Traffic Signals	TC323610	394	647	452	461	474	488	502	512	<b>3,930</b>
Pedestrian/Elderly Handicapped Accessibility	TC323140	200	1,400	771	743	765	788	812	836	<b>6,315</b>
Potlatch Trail -Thomas Street	TC365830	43	207	450	0	0	75	475	0	<b>1,250</b>
<b>Traffic Management Total</b>		<b>1,236</b>	<b>4,137</b>	<b>2,381</b>	<b>1,599</b>	<b>1,646</b>	<b>1,771</b>	<b>2,222</b>	<b>1,794</b>	<b>16,786</b>
<b>Department Total</b>		<b>87,379</b>	<b>87,947</b>	<b>44,783</b>	<b>46,738</b>	<b>56,153</b>	<b>39,555</b>	<b>35,151</b>	<b>22,015</b>	<b>419,721</b>

\*Amounts in thousands of dollars

# Seattle Transportation

## Fund Source Summary

<b>Funding Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
2000 Parks Levy Fund	43	257	2,417	963	1,860	200	1,900	0	<b>7,640</b>
2002 LTGO Project Fund	0	1,127	0	0	0	0	0	0	<b>1,127</b>
2003 LTGO Project Fund	0	0	8,460	0	0	0	0	0	<b>8,460</b>
Arterial City Street Fund	15,554	9,090	307	0	4,285	4,285	4,285	4,285	<b>42,091</b>
Arterial Improvement Program	2,853	2,630	2,264	368	3,085	600	1,000	1,000	<b>13,800</b>
Central Puget Sound Public Trans. Acct.	63	0	0	0	0	0	0	0	<b>63</b>
City Street Fund	2,448	6,162	8,272	11,748	7,202	4,962	4,364	3,166	<b>48,324</b>
Community Development Block Grant	0	0	0	0	0	0	0	0	<b>0</b>
Cumulative Reserve Subfund-REET II	8,592	4,032	2,251	1,100	1,400	1,400	1,400	1,400	<b>21,575</b>
Cumulative Reserve Subfund-South Lake Union	0	141	0	0	0	0	0	0	<b>141</b>
Cumulative Reserve Subfund-Unrestricted	1,321	945	463	0	0	0	0	0	<b>2,729</b>
Denny Triangle Amenity Credit Fund	0	200	300	0	0	0	0	0	<b>500</b>
Emergency Fund	52	0	0	0	0	0	0	0	<b>52</b>
Federal Emergency Management Agency	0	138	193	615	0	0	0	0	<b>946</b>
Federal Highway Emergency Funds	2,997	8,546	3,250	2,880	2,970	0	0	0	<b>20,643</b>
Freight Mobility Investment Board	0	0	0	0	0	0	0	0	<b>0</b>
General Subfund	9,622	6,083	1,531	1,358	1,184	1,029	1,129	1,157	<b>23,093</b>
General Subfund - Street Utilities	3,333	0	0	0	0	0	0	0	<b>3,333</b>
Government and Agency Transfers	344	514	154	2,873	4,195	4,799	4,463	4,026	<b>21,368</b>
Interagency Committee for Outdoor Recreation	0	300	0	0	0	0	0	0	<b>300</b>
ISTEA/TEA-21 Federal Government	14,082	15,357	5,787	7,538	6,348	8,028	5,448	1,500	<b>64,088</b>
Limited Tax General Obligation Bonds	1,116	9,546	0	-3,000	2,974	1,639	1,688	0	<b>13,963</b>
Metro/King County	80	1,460	695	102	85	164	0	0	<b>2,586</b>
National Highway System	684	0	0	0	0	0	0	0	<b>684</b>
Neighborhood Matching Fund	0	35	0	0	0	0	0	0	<b>35</b>
Open Space Trail Bond Fund	3,068	635	0	0	0	0	0	0	<b>3,703</b>
Pedestrian Facilities Program	200	0	0	0	0	0	0	0	<b>200</b>
Port of Seattle	0	500	0	0	0	0	0	0	<b>500</b>
Private Funding	100	600	0	0	0	0	0	0	<b>700</b>
Public Works Trust Fund	4,608	1,871	404	0	850	4,268	4,000	0	<b>16,001</b>
Seattle City Light Fund	0	1,685	550	0	0	0	0	0	<b>2,235</b>

*\*Amounts in thousands of dollars*

## Fund Source Summary

<b>Funding Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Shoreline Park Improvement Fund	312	852	696	0	0	0	0	0	<b>1,860</b>
Sound Transit	0	0	0	454	2,092	1,932	100	69	<b>4,647</b>
SPU Drainage and Wastewater Fund	51	1,734	1,957	0	0	0	0	0	<b>3,742</b>
SPU Water Fund	0	540	660	0	0	0	0	0	<b>1,200</b>
Street Vacation Compensation Subfund	0	0	625	300	0	0	0	0	<b>925</b>
To Be Determined	4	0	1,005	18,128	12,540	1,140	240	240	<b>33,297</b>
Transportation Bond Fund	2,048	2,161	1,057	0	0	0	0	0	<b>5,266</b>
Transportation Improvement Account	212	52	0	0	0	0	0	0	<b>264</b>
Transportation Partnership Program	142	5,879	1,249	0	0	0	0	0	<b>7,270</b>
Urban Arterial Trust Account	0	263	0	0	0	0	0	0	<b>263</b>
Vehicle License Fees	9,881	3,328	36	0	5,083	5,109	5,134	5,172	<b>33,743</b>
Washington State DOT	3,569	1,284	200	1,311	0	0	0	0	<b>6,364</b>
<b>Department Total</b>	<b>87,379</b>	<b>87,947</b>	<b>44,783</b>	<b>46,738</b>	<b>56,153</b>	<b>39,555</b>	<b>35,151</b>	<b>22,015</b>	<b>419,721</b>

*\*Amounts in thousands of dollars*



# Seattle Transportation

## 12th Avenue Development Project

**Program:** Capital Projects Management  
**Type:** Improved Facility  
**Project ID:** TC366030

**Start Date:** 3rd Quarter 2001  
**End Date:** 4th Quarter 2003

**Location:** 12TH AV and E MARION ST to E COLUMBIA ST

**Neighborhood District:** East District

**Neighborhood Plan:** Central Area

The project designs and constructs numerous street and pedestrian improvements along 12th Avenue, as identified in the 12th Avenue Development Plan adopted by Resolution 28621 in 1992. Improvements include new sidewalks, street furniture, planting strips, tree grates, crosswalks, and street alignment corrections. The Department of Neighborhoods is assisting SDOT with the community advisory group and public involvement in implementing the street improvements.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
2002 LTGO Project Fund	0	727	0	0	0	0	0	0	727
Cumulative Reserve Subfund-Unrestricted	45	640	463	0	0	0	0	0	1,148
<b>TOTAL FUNDS</b>	<b>45</b>	<b>1,367</b>	<b>463</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,875</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		640	1,190	0	0	0	0	0	

## 12th Avenue S. - Jose Rizal Bridge Deck Repair

**Program:** Capital Projects Management  
**Type:** Rehabilitation or Restoration  
**Project ID:** TC365980

**Start Date:** 1st Quarter 2008  
**End Date:** 4th Quarter 2008

**Location:** 12TH AV S and S DEARBORN ST

This project repairs the deteriorated areas of structural concrete on the Dr. Jose Rizal Bridge. Although work on this project has been delayed, SDOT continues to monitor the bridge's condition and will respond should more immediate action be warranted.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Government and Agency Transfers	0	0	0	0	0	0	0	650	650
Arterial City Street Fund	0	0	0	0	0	0	0	350	350
<b>TOTAL FUNDS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>1,000</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	<b>0</b>

\*Amounts in thousands of dollars

## 1st Avenue South Boat Ramp

**Program:** Capital Projects Management  
**Type:** Rehabilitation or Restoration  
**Project ID:** TC366190

**Start Date:** 1st Quarter 2003  
**End Date:** 4th Quarter 2003

**Location:** 1ST AV S and S RIVER ST

**Neighborhood District:** Greater Duwamish      **Neighborhood Plan:** Not in a Neighborhood Plan

This project rehabilitates the boat ramp at 1st Avenue South, including the addition of gravel and/or rip rap (structural stone) in the Duwamish River. The work requires environmental permits that may take up to a year to acquire.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
City Street Fund	0	0	25	0	0	0	0	0	25
Vehicle License Fees	0	0	0	0	0	0	0	0	0
<b>TOTAL FUNDS</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
<i>O&amp;M Costs (Savings)</i>			N/C	N/C	N/C	N/C	N/C	N/C	<b>0</b>

## 2003 Contracted Pedestrian & Bike Improvements

**Program:** Capital Projects Management  
**Type:** Improved Facility  
**Project ID:** TC323150

**Start Date:** 4th Quarter 2002  
**End Date:** 4th Quarter 2006

**Location:** Various

This project responds to citizen and neighborhood recommendations for projects that enhance pedestrian mobility or facilitate bicycle travel in the city. The project constructs pedestrian walkways, curb bulbs, and other pedestrian improvements. It also constructs bike lanes, ramps, drain grates, paved shoulders, railroad crossing improvements, and bicycle lane striping. For tracking purposes this project has been separated from the Neighborhood Pedestrian Improvements project (TC323120) and Neighborhood Bike Improvements (project TC322280).

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
City Street Fund	0	0	690	728	15	8	0	0	1,441
<b>TOTAL FUNDS</b>	<b>0</b>	<b>0</b>	<b>690</b>	<b>728</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1,441</b>
<i>O&amp;M Costs (Savings)</i>			N/C	N/C	N/C	N/C	N/C	N/C	<b>0</b>

\*Amounts in thousands of dollars

# Seattle Transportation

## 3047 West Galer Street Slide Repair

**Program:** Capital Projects Management  
**Type:** Rehabilitation or Restoration  
**Project ID:** TC366130

**Start Date:** 1st Quarter 2002  
**End Date:** 4th Quarter 2003

**Location:** 3047 W GALER ST

**Neighborhood District:** Magnolia/Queen Anne    **Neighborhood Plan:** Not in a Neighborhood Plan

This project provides emergency landslide repair for a shallow colluvial landslide which undermined approximately 50 feet of West Galer Street in November, 2001. Project elements include regrading of the slide area, construction of a pile wall with a drainage pipe, and installation of a guard rail. Minor project closeout costs are anticipated in 2003.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Arterial City Street Fund	0	1	0	0	0	0	0	0	1
Vehicle License Fees	0	299	0	0	0	0	0	0	299
<b>TOTAL FUNDS</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300</b>
<b>O&amp;M Costs (Savings)</b>			N/C	N/C	N/C	N/C	N/C	N/C	<b>0</b>
<b>Cash Flow</b>		295	5	0	0	0	0	0	

## 35th Avenue NE Street Improvements

**Program:** Capital Projects Management  
**Type:** Improved Facility  
**Project ID:** TC365730

**Start Date:** 1st Quarter 2000  
**End Date:** 4th Quarter 2006

**Location:** 35TH AV NE and NE 55TH ST to NE 95TH ST

**Neighborhood District:** Northeast    **Neighborhood Plan:** Not in a Neighborhood Plan

This project upgrades and interconnects 23 traffic signals. It also resurfaces asphalt, installs curb bulbs, and upgrades street lighting. The project is partially funded through a Transportation Improvement Board grant (shown below as Arterial Improvement Program).

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Arterial City Street Fund	22	180	0	0	140	0	0	0	342
Arterial Improvement Program	3	220	648	0	2,085	0	0	0	2,956
General Subfund	0	420	0	0	0	0	0	0	420
City Street Fund	0	0	0	0	750	25	0	0	775
<b>TOTAL FUNDS</b>	<b>25</b>	<b>820</b>	<b>648</b>	<b>0</b>	<b>2,975</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>4,493</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		400	1,068	0	2,975	25	0	0	

\*Amounts in thousands of dollars

## 35th Avenue SW Signal and Street Improvements

**Program:** Capital Projects Management **Start Date:** 1st Quarter 2000  
**Type:** Improved Facility **End Date:** 4th Quarter 2003  
**Project ID:** TC365540

**Location:** 35TH AV SW and FAUNTLEROY WY SW to SW ROXBURY ST

**Neighborhood District:** Southwest **Neighborhood Plan:** Morgan Junction (MOCA)

This project interconnects and upgrades 16 signals on 35th Avenue SW between Fauntleroy Way SW and SW Roxbury Street, and provides signal fire preemption to reduce congestion and improve emergency response time. It includes asphalt resurfacing between SW Brandon Street and SW Avalon Street, sidewalk repair, curb ramps, drainage and street lighting upgrades, and total reconstruction of the intersection at 35th Avenue SW and SW Morgan Street.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Arterial Improvement Program	272	1,453	901	0	0	0	0	0	2,626
Vehicle License Fees	0	0	0	0	0	0	0	0	0
Transportation Bond Fund	44	0	0	0	0	0	0	0	44
City Street Fund	0	0	356	0	0	0	0	0	356
General Subfund	68	202	23	0	0	0	0	0	293
ISTEA/TEA-21 Federal Government	0	350	0	0	0	0	0	0	350
Arterial City Street Fund	110	504	0	0	0	0	0	0	614
<b>TOTAL FUNDS</b>	<b>494</b>	<b>2,509</b>	<b>1,280</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,283</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

## Airport Way over Argo Bridge Rehabilitation

**Program:** Capital Projects Management **Start Date:** 1st Quarter 2004  
**Type:** Rehabilitation or Restoration **End Date:** 4th Quarter 2007  
**Project ID:** TC365800

**Location:** AIRPORT WY S and S LUCILE ST

This project rehabilitates the Airport Way Bridge that crosses over the Argo Railyard. The bridge's concrete cross beams and deck panels are deteriorated. If remedial action is not taken, load restrictions for trucks and heavy vehicles are possible. This bridge is one of only three arterial routes servicing the South Downtown industrial center. SDOT is evaluating rehabilitation and replacement options. Due to the impact of the region's economic downturn, the start date for this project has been delayed until 2004.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Arterial City Street Fund	0	0	0	0	0	525	0	0	525
Vehicle License Fees	0	0	0	0	0	0	0	0	0
Government and Agency Transfers	0	0	0	100	580	975	290	0	1,945
General Subfund	0	0	0	0	195	0	160	0	355
City Street Fund	0	0	0	50	125	0	0	0	175
<b>TOTAL FUNDS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>900</b>	<b>1,500</b>	<b>450</b>	<b>0</b>	<b>3,000</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

\*Amounts in thousands of dollars

# Seattle Transportation

## Alaskan Way Seawall Repair

**Program:** Capital Projects Management **Start Date:** 2nd Quarter 1997  
**Type:** Rehabilitation or Restoration **End Date:** 1st Quarter 2003  
**Project ID:** TC365280

**Location:** ALASKAN WY and BROAD ST

**Neighborhood District:** Downtown **Neighborhood Plan:** Not in a Neighborhood Plan

This project repairs damaged rock fill, wood, and steel facing brackets along the Alaskan Way Seawall. In 2003, there are minor close-out costs.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
To Be Determined	4	0	0	0	0	0	0	0	4
Arterial City Street Fund	0	8	0	0	0	0	0	0	8
City Street Fund	182	0	3	0	0	0	0	0	185
Limited Tax General Obligation Bonds	103	0	0	0	0	0	0	0	103
<b>TOTAL FUNDS</b>	<b>289</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

## Alaskan Way Viaduct & Seawall Study

**Program:** Major Projects **Start Date:** 1st Quarter 2001  
**Type:** Rehabilitation or Restoration **End Date:** 4th Quarter 2005  
**Project ID:** TC366050

**Location:** SR99 and BATTERY ST

**Neighborhood District:** Downtown **Neighborhood Plan:** Not in a Neighborhood Plan

This project funds the City's involvement in the reconstruction or replacement of the Alaskan Way Viaduct and Seawall, which are both seismically vulnerable. The Alaskan Way Viaduct is part of State Route 99, which carries one-quarter of the north-south traffic through downtown Seattle and is a major truck route serving the City's industrial areas. The Seawall supports the soils under Alaskan Way and the Viaduct. The Washington State Department of Transportation and the City of Seattle are co-leads for the project. Activities for 2003-2005 include environmental work, design, permitting, and public outreach. The initial funding for this project was from federal emergency appropriations related to the February 28, 2001 Nisqually Earthquake. The City is providing additional funding in 2003 and SDOT is pursuing grant funds for 2004 and beyond.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Government and Agency Transfers	111	389	0	0	0	0	0	0	500
Federal Highway Emergency Funds	0	3,800	0	0	0	0	0	0	3,800
Arterial City Street Fund	58	509	0	0	0	0	0	0	567
2003 LTGO Project Fund	0	0	5,000	0	0	0	0	0	5,000
<b>TOTAL FUNDS</b>	<b>169</b>	<b>4,698</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,867</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0
<b>Cash Flow</b>		4,198	3,000	1,876	624	0	0	0	

\*Amounts in thousands of dollars

## Arterial Asphalt and Concrete Program

**Program:** Capital Projects Management **Start Date:** Ongoing  
**Type:** Rehabilitation or Restoration **End Date:** Ongoing  
**Project ID:** TC365440

**Location:** Various

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This ongoing project resurfaces asphalt and concrete arterial streets to prevent further deterioration of street surfaces. To provide more flexibility in funding decisions, this project replaces the previous arterial major maintenance projects, which distinguished between asphalt and concrete construction projects. Funding for 2003 includes \$820,000 transferred from the 2002 appropriation allocated to Grant Match Reserve (project TC364900 in the 2002-2007 Adopted CIP), and \$233,000 transferred from the 2002 allocation for Miscellaneous, Unforeseen, and Emergencies (TC320030).

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Arterial City Street Fund	1,888	255	0	0	1,892	1,232	2,165	1,687	9,119
City Street Fund	0	500	1,274	3,294	0	367	0	0	5,435
ISTEA/TEA-21 Federal Government	974	1,452	204	1,500	1,500	1,500	1,500	1,500	10,130
Transportation Bond Fund	0	0	800	0	0	0	0	0	800
Street Vacation Compensation Subfund	0	0	625	300	0	0	0	0	925
Metro/King County	0	50	0	0	0	0	0	0	50
Community Development Block Grant	0	0	0	0	0	0	0	0	0
Cumulative Reserve Subfund- Unrestricted	153	100	0	0	0	0	0	0	253
General Subfund	1,916	1,621	0	320	133	45	767	0	4,802
Vehicle License Fees	866	128	0	0	1,713	1,222	1,022	2,371	7,322
Cumulative Reserve Subfund-REET II	2,585	660	519	126	378	329	289	329	5,215
<b>TOTAL FUNDS</b>	<b>8,382</b>	<b>4,766</b>	<b>3,422</b>	<b>5,540</b>	<b>5,616</b>	<b>4,695</b>	<b>5,743</b>	<b>5,887</b>	<b>44,051</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	0

\*Amounts in thousands of dollars

# Seattle Transportation

## Arterial Improvement Program Reserve

**Program:** Capital Projects Management **Start Date:** Ongoing  
**Type:** Rehabilitation or Restoration **End Date:** Ongoing  
**Project ID:** TC365820

**Location:** Citywide

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This project provides match for new grants in 2003 through 2008 from the Arterial Improvement Program (AIP) administered by the Transportation Improvement Board. This ongoing project was formerly known as the Urban Arterial Trust Account (UATA) program. The focus for these projects is major maintenance and accident prevention. Candidate project locations include NW Market Street, 14th Avenue S., 15th Avenue E., 15th Avenue NE & Ravenna Blvd, NW 85th and N/NE 145th.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Arterial City Street Fund	0	0	0	0	500	300	500	500	1,800
Vehicle License Fees	0	0	0	0	0	0	0	0	0
City Street Fund	0	0	31	0	0	0	0	0	31
Arterial Improvement Program	0	0	0	200	1,000	600	1,000	1,000	3,800
<b>TOTAL FUNDS</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>200</b>	<b>1,500</b>	<b>900</b>	<b>1,500</b>	<b>1,500</b>	<b>5,631</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

## Arterial Major Maintenance

**Program:** Street Maintenance **Start Date:** Ongoing  
**Type:** Rehabilitation or Restoration **End Date:** Ongoing  
**Project ID:** TC365940

**Location:** Citywide

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This ongoing project includes in-house crew work for arterial resurfacing of streets identified throughout the City under the Arterial Major Maintenance Program. The project also includes the enhancement and maintenance of the pavement management system.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
City Street Fund	0	635	728	600	773	796	820	845	5,197
Cumulative Reserve Subfund-REET II	708	512	0	0	0	0	0	0	1,220
<b>TOTAL FUNDS</b>	<b>708</b>	<b>1,147</b>	<b>728</b>	<b>600</b>	<b>773</b>	<b>796</b>	<b>820</b>	<b>845</b>	<b>6,417</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

\*Amounts in thousands of dollars

## Aurora Pedestrian Overpass

**Program:** Capital Projects Management **Start Date:** 1st Quarter 2004  
**Type:** New Facility **End Date:** 1st Quarter 2004  
**Project ID:** TC366160

**Location:** AURORA AV N and GALER ST

**Neighborhood District:** Magnolia/Queen Anne **Neighborhood Plan:** Queen Anne

This project provides citizens an additional location to cross Aurora Avenue and facilitates pedestrian access between Queen Anne and Lake Union. The Washington State Department of Transportation is the lead agency for this project. The City of Seattle has pledged \$100,000 towards the construction of the pedestrian overpass.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
City Street Fund	0	0	0	100	0	0	0	0	100
<b>TOTAL FUNDS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	<b>0</b>

## Ballard Bridge Electrical/Mechanical Maintenance

**Program:** Capital Projects Management **Start Date:** 1st Quarter 2000  
**Type:** Rehabilitation or Restoration **End Date:** 4th Quarter 2003  
**Project ID:** TC365670

**Location:** 15TH AV NW and BALLARD BR OFF RP to BALLARD BR ON RP

**Neighborhood District:** Ballard **Neighborhood Plan:** BINMIC (Ballard Interbay Northend)

This project replaces the deteriorated electrical and mechanical systems that raise and lower the Ballard Bridge, resulting in more efficient operation and repair and increased worker safety.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Public Works Trust Fund	4,200	1,425	0	0	0	0	0	0	5,625
General Subfund	454	45	0	0	0	0	0	0	499
Arterial City Street Fund	0	476	0	0	0	0	0	0	476
<b>TOTAL FUNDS</b>	<b>4,654</b>	<b>1,946</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,600</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		1,846	100	0	0	0	0	0	

\*Amounts in thousands of dollars



# Seattle Transportation

## Ballard Municipal Center Streetscape Project

**Program:** Neighborhood Traffic Services **Start Date:** 3rd Quarter 2002  
**Type:** Improved Facility **End Date:** 4th Quarter 2003  
**Project ID:** TC366080

**Location:** NW MARKET ST and 24TH AV NW

**Neighborhood District:** Ballard

**Neighborhood Plan:** Crown Hill/Ballard

The Ballard Civic Center Streetscape Project leverages the participation of a private developer, Salmon Bay Center, to install pedestrian improvements on the three street frontages of the proposed Ballard Civic Center (see Fleets & Facilities CIP project A51705, Parks project K733063 and Library project BLBAL1). These improvements include increased sidewalk width, curb bulbs, pedestrian lighting, street trees and grates, pavement accents, mid-block crossing, and other intersection improvements. The project is fully funded with 2001 Department of Neighborhoods Early Implementation Opportunity Funds that have been carried over. Operations and maintenance costs are not expected to change as a result of this project.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
General Subfund	0	84	0	0	0	0	0	0	84
<b>TOTAL FUNDS</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		0	84	0	0	0	0	0	

## Belltown/Queen Anne Waterfront Connections - Thomas Street

**Program:** Capital Projects Management **Start Date:** 1st Quarter 2003  
**Type:** New Facility **End Date:** 4th Quarter 2004  
**Project ID:** TC366210

**Location:** THOMAS ST and ELLIOTT AVE

**Neighborhood District:** Magnolia/Queen Anne

**Neighborhood Plan:** Not in a Neighborhood Plan

This project, in conjunction with Potlatch Trail - Thomas Street (TC365830) constructs an overpass across the Burlington railroad tracks between W. Elliott Street and Myrtle Edwards Park along W. Thomas Street. The overpass allows pedestrian and bicycle access to Myrtle Edwards Park, creating a vital central link from the park to the west side of the Uptown and Belltown neighborhoods. A feasibility study was conducted by the Department of Parks and Recreation in 2001. This connection is called for in the Uptown and Belltown Neighborhood plans and was included as a candidate project in the 2000 Parks Levy. The Potlatch Trail - Thomas Street project provides an additional \$579,000 of funding toward this project (not included in the table below). Total project costs will be determined in the design phase. Prior to moving into the construction phase, SDOT will seek grant or other funding (public or private) if existing funding is insufficient to build the overpass.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
2000 Parks Levy Fund	0	0	1,490	0	0	0	0	0	1,490
Shoreline Park Improvement Fund	0	164	696	0	0	0	0	0	860
<b>TOTAL FUNDS</b>	<b>0</b>	<b>164</b>	<b>2,186</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,350</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		0	1,175	1,175	0	0	0	0	

\*Amounts in thousands of dollars

## Bike Spot Safety Improvements

**Program:** Traffic Management **Start Date:** Ongoing  
**Type:** Improved Facility **End Date:** Ongoing  
**Project ID:** TC322290

**Location:** Citywide

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This ongoing project identifies and responds to citizen and staff recommendations for small-scale projects that facilitate bicycle travel in the City and reduce bicycle hazards. The project provides improvements such as special signs, bike parking racks, and bicycle lane striping. This portion of work was broken out of the Bike Spot Program (TC322280).

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
City Street Fund	22	140	92	148	152	157	162	167	1,040
General Subfund	0	0	54	0	0	0	0	0	54
ISTEA/TEA-21 Federal Government	18	0	0	0	0	0	0	0	18
Vehicle License Fees	62	55	0	0	0	0	0	0	117
Arterial City Street Fund	29	0	0	0	0	0	0	0	29
<b>TOTAL FUNDS</b>	<b>131</b>	<b>195</b>	<b>146</b>	<b>148</b>	<b>152</b>	<b>157</b>	<b>162</b>	<b>167</b>	<b>1,258</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

## Bridge Load Rating

**Program:** Capital Projects Management **Start Date:** Ongoing  
**Type:** Rehabilitation or Restoration **End Date:** Ongoing  
**Project ID:** TC365060

**Location:** Various

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This project rates bridges for safe load-carrying capacity as part of a federally-mandated program. Work is being performed by both City staff and consultants.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Cumulative Reserve Subfund-REET II	612	0	0	0	0	0	0	0	612
Vehicle License Fees	0	0	0	0	0	0	400	0	400
General Subfund	149	37	0	0	0	0	0	400	586
City Street Fund	0	309	0	261	400	400	0	0	1,370
Cumulative Reserve Subfund-Unrestricted	27	0	0	0	0	0	0	0	27
Arterial City Street Fund	105	97	261	0	0	0	0	0	463
<b>TOTAL FUNDS</b>	<b>893</b>	<b>443</b>	<b>261</b>	<b>261</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>3,458</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

*\*Amounts in thousands of dollars*

# Seattle Transportation

## Bridge Painting Program

**Program:** Bridges and Structures **Start Date:** Ongoing  
**Type:** Rehabilitation or Restoration **End Date:** Ongoing  
**Project ID:** TC324900

**Location:** 2ND AV EXT S and S JACKSON ST to S KING ST

**Neighborhood District:** Downtown **Neighborhood Plan:** Pioneer Square

This major maintenance project provides for the periodic painting of each of the City's 19 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 actual rate of deterioration. The 2nd Avenue Extension Bridge and the 20th Avenue NE bridge are to be painted in 2003.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
ISTEA/TEA-21 Federal Government	148	0	0	0	0	0	0	0	148
General Subfund	213	25	0	0	0	0	0	0	238
City Street Fund	0	0	270	460	0	0	460	0	1,190
Cumulative Reserve Subfund-South Lake Union	0	91	0	0	0	0	0	0	91
Arterial City Street Fund	0	32	0	0	505	478	0	523	1,538
Cumulative Reserve Subfund-REET II	958	744	265	174	222	271	311	271	3,216
<b>TOTAL FUNDS</b>	<b>1,319</b>	<b>892</b>	<b>535</b>	<b>634</b>	<b>727</b>	<b>749</b>	<b>771</b>	<b>794</b>	<b>6,421</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

## Bridge Seismic Retrofit Phase II

**Program:** Capital Projects Management **Start Date:** 1st Quarter 2004  
**Type:** Rehabilitation or Restoration **End Date:** Ongoing  
**Project ID:** TC365810

**Location:** Citywide

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This ongoing project designs and constructs seismic retrofits to the City's highest priority bridge structures to reduce the potential for major structural damage or failure due to earthquakes. This project is an annual program that follows the project-specific work done in the Bridge Seismic Retrofit project (TC364510). Due to the region's economic downturn, this project has been deferred to 2004.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Government and Agency Transfers	0	0	0	325	325	325	325	325	1,625
General Subfund	0	0	0	175	175	175	175	175	875
<b>TOTAL FUNDS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>2,500</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

\*Amounts in thousands of dollars

## Burke-Gilman Trail Extension

**Program:** Capital Projects Management  
**Type:** New Facility  
**Project ID:** TC364830

**Start Date:** 1st Quarter 1995  
**End Date:** 4th Quarter 2005

**Location:** Various

**Neighborhood District:** Ballard

**Neighborhood Plan:** Crown Hill/Ballard

This project extends the Burke-Gilman Trail from its current terminus at 8th Avenue NW to Golden Gardens Park. The segment from 8th Avenue NW to 11th Avenue NW was constructed in 2001. The NW 60th Street to Golden Gardens segment is scheduled for construction in 2003 and construction of the 11th Avenue NW to the Ballard Locks segment is anticipated for 2004.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
2000 Parks Levy Fund	0	0	100	410	0	0	0	0	510
City Street Fund	232	56	75	115	0	0	0	0	478
SPU Drainage and Wastewater Fund	11	0	0	0	0	0	0	0	11
General Subfund	26	264	765	0	0	0	0	0	1,055
ISTEA/TEA-21 Federal Government	1,529	234	847	0	0	0	0	0	2,610
Transportation Bond Fund	384	0	0	0	0	0	0	0	384
Arterial City Street Fund	40	0	0	0	0	0	0	0	40
Vehicle License Fees	128	829	11	0	1,400	0	0	0	2,368
<b>TOTAL FUNDS</b>	<b>2,350</b>	<b>1,383</b>	<b>1,798</b>	<b>525</b>	<b>1,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,456</b>
<b>O&amp;M Costs (Savings)</b>			3	3	3	4	4	4	<b>21</b>
<b>Cash Flow</b>		663	2,518	525	1,400	0	0	0	

## Central Gateway Project

**Program:** Capital Projects Management  
**Type:** New Facility  
**Project ID:** TC365410

**Start Date:** 1st Quarter 1999  
**End Date:** 4th Quarter 2003

**Location:** 12TH AV S and BOREN AV S

**Neighborhood District:** Central

**Neighborhood Plan:** Central Area

This project provides traffic, bicycle, and pedestrian improvements to improve safety and access. Improvements were identified by citizens involved in the neighborhood planning processes in the International District, Central Area, and First Hill. A set of workshops, jointly sponsored by the Planning Commission, Design Commission, Seattle Pedestrian Advisory Board, SDOT, and community members brought these three communities together to address these concerns. Landscape establishment continues through 2003.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Vehicle License Fees	0	3	0	0	0	0	0	0	3
General Subfund	10	0	0	0	0	0	0	0	10
Cumulative Reserve Subfund-REET II	238	2	0	0	0	0	0	0	240
City Street Fund	0	0	2	0	0	0	0	0	2
<b>TOTAL FUNDS</b>	<b>248</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>255</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	<b>0</b>

\*Amounts in thousands of dollars

# Seattle Transportation

## Chief Sealth Trail

**Program:** Capital Projects Management  
**Type:** New Facility  
**Project ID:** TC365690

**Start Date:** 2nd Quarter 2000  
**End Date:** 4th Quarter 2007

**Location:** BEACON AV S and S DAWSON ST to S OTHELLO ST

**Neighborhood District:** Southeast

**Neighborhood Plan:** Rainier Beach

This project constructs the first three miles of the Chief Sealth Trail, the first off-street, multi-use trail in Southeast Seattle. When completed, the trail is planned to stretch to Seattle's southern city limits. The project is located in a City Light electrical transmission line corridor that runs along Beacon Hill, and provides direct access to the planned Sound Transit LINK Light Rail station. The schedule for this project has been impacted by the passage of Initiative 776.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Government and Agency Transfers	0	0	0	72	47	195	488	0	802
Vehicle License Fees	0	0	0	0	178	105	262	0	545
ISTEA/TEA-21 Federal Government	0	0	0	379	205	0	0	0	584
General Subfund	0	0	0	32	0	0	0	0	32
Arterial City Street Fund	15	1	0	0	0	0	0	0	16
City Street Fund	0	0	0	294	0	0	0	0	294
2000 Parks Levy Fund	0	0	0	0	0	200	1,900	0	2,100
<b>TOTAL FUNDS</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>777</b>	<b>430</b>	<b>500</b>	<b>2,650</b>	<b>0</b>	<b>4,373</b>
<b>O&amp;M Costs (Savings)</b>			0	0	2	2	2	2	8

## Collision Evaluation Program

**Program:** Traffic Management  
**Type:** Improved Facility  
**Project ID:** TC323860

**Start Date:** Ongoing  
**End Date:** Ongoing

**Location:** Citywide

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This project provides low-cost revisions to hazardous, controlled, and uncontrolled intersections. Revisions may include removal or relocation of fixed objects, improved signage and roadway delineation, guardrails, or other low-cost solutions.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
City Street Fund	13	64	83	85	0	0	0	0	245
Arterial City Street Fund	4	23	0	0	0	0	0	0	27
ISTEA/TEA-21 Federal Government	51	212	0	0	0	0	0	0	263
Vehicle License Fees	0	80	0	0	88	91	94	97	450
<b>TOTAL FUNDS</b>	<b>68</b>	<b>379</b>	<b>83</b>	<b>85</b>	<b>88</b>	<b>91</b>	<b>94</b>	<b>97</b>	<b>985</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	0

\*Amounts in thousands of dollars

## Denny Triangle Improvements

**Program:** Capital Projects Management  
**Type:** Improved Facility  
**Project ID:** TC365760

**Start Date:** 1st Quarter 2002  
**End Date:** 4th Quarter 2003

**Location:** 9TH AV and LENORA ST to VIRGINIA ST

**Neighborhood District:** Downtown

**Neighborhood Plan:** Denny Triangle

This project develops street designs and implements improvements to Terry and 9th Avenues as shown in the Denny Triangle Green Street Concept Plan. A Green Street is a street right-of-way designed to enhance pedestrian circulation and open space use through a variety of treatments such as sidewalk widening, landscaping, traffic calming, and pedestrian-oriented features. The Denny Triangle Green Street Concept Plan includes curb bulbs to increase sidewalk width to accommodate street trees and landscaping and to reduce the crossing distance for pedestrians. This project is developed in partnership with the Denny Triangle Neighborhood Planning Committee, the Department of Neighborhoods, the Department of Design, Construction and Land Use, and other county and City agencies involved in implementing the Denny Triangle Green Streets Concept Plan.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Metro/King County	0	0	500	0	0	0	0	0	500
Denny Triangle Amenity Credit Fund	0	200	300	0	0	0	0	0	500
<b>TOTAL FUNDS</b>	<b>0</b>	<b>200</b>	<b>800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

## Downtown Seattle Transit Tunnel Closure Mitigation Project

**Program:** Major Projects  
**Type:** New Facility  
**Project ID:** TC366200

**Start Date:** 1st Quarter 2004  
**End Date:** 4th Quarter 2010

**Location:** Various

**Neighborhood District:** Downtown

**Neighborhood Plan:** Not in a Neighborhood Plan

This project mitigates the closure of the Seattle Transit Tunnel by constructing street improvements throughout the Central Business District. The Tunnel is to be closed for the construction of Sound Transit's Central Link Light Rail Project which allows light rail to travel through downtown Seattle via the Tunnel. Sound Transit's construction project requires the temporary rerouting of buses now traveling through the Tunnel onto the surface streets. This project mitigates the impact of the additional buses and optimizes traffic flow.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
General Subfund	0	0	0	0	134	288	27	28	477
Sound Transit	0	0	0	454	2,092	1,932	100	69	4,647
Arterial City Street Fund	0	0	0	0	0	107	0	0	107
Metro/King County	0	0	0	102	0	164	0	0	266
<b>TOTAL FUNDS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>556</b>	<b>2,226</b>	<b>2,491</b>	<b>127</b>	<b>97</b>	<b>5,497</b>
<i>O&amp;M Costs (Savings)</i>			N/C	N/C	N/C	N/C	N/C	N/C	0

\*Amounts in thousands of dollars

# Seattle Transportation

## Duwamish Bikeway

**Program:** Capital Projects Management  
**Type:** New Facility  
**Project ID:** TC327010

**Start Date:** 1st Quarter 1990  
**End Date:** 1st Quarter 2003

**Location:** W MARGINAL WY SW and CHELAN AV SW to SW DAKOTA ST

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This is one of four trail projects approved by King County voters in the 1989 Open Spaces and Trails Bond Issue. This project constructs multi-use paths from SW Florida Street to Chelan Avenue SW, W. Marginal Way from Chelan Avenue SW to SW Dakota Street, around Catholic Hill in South Park, and along Highland Park Way W. from W. Marginal Way to SW Webster Street. The Catholic Hill, Highland Park, Harbor Avenue SW, and SW Spokane Street segments are complete. Future construction is on hold, pending coordination with the Port of Seattle's Terminal 5 and Terminal 105 redevelopment projects. In 2003, there are minor close-out costs.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Open Space Trail Bond Fund	1,125	135	0	0	0	0	0	0	1,260
<b>TOTAL FUNDS</b>	<b>1,125</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,260</b>
<i>O&amp;M Costs (Savings)</i>			3	3	3	3	3	3	<b>18</b>
<b>Cash Flow</b>		130	5	0	0	0	0	0	

## Duwamish Intelligent Transportation Systems (ITS)

**Program:** Capital Projects Management  
**Type:** New Facility  
**Project ID:** TC365700

**Start Date:** 2nd Quarter 2000  
**End Date:** 4th Quarter 2004

**Location:** Various

**Neighborhood District:** Greater Duwamish **Neighborhood Plan:** Duwamish

This project minimizes the conflicts among freight movement, transit travel, commuter traffic, and ferry access in the Duwamish Industrial Area through the interconnection of traffic signals and controller equipment upgrading, the development of driver information systems, and information links to railroad control centers. Roadway signs and closed-circuit television (CCTV) are being designed to monitor traffic conditions and accidents, and inform drivers of congestion points. Additional Vehicle License Fee funding was added to this project to accelerate design and construction and to purchase eight to ten CCTV cameras and link them to TVSea and the City traffic web page.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Vehicle License Fees	243	567	0	0	0	0	0	0	810
Washington State DOT	62	60	0	0	0	0	0	0	122
Arterial City Street Fund	149	246	0	0	0	0	0	0	395
Private Funding	100	0	0	0	0	0	0	0	100
ISTEA/TEA-21 Federal Government	366	863	200	0	0	0	0	0	1,429
City Street Fund	0	425	234	10	0	0	0	0	669
<b>TOTAL FUNDS</b>	<b>920</b>	<b>2,161</b>	<b>434</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,525</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		1,295	1,300	10	0	0	0	0	

\*Amounts in thousands of dollars

## E. Union Street Curb Reclamation

**Program:** Capital Projects Management  
**Type:** Improved Facility  
**Project ID:** TC365610

**Start Date:** 4th Quarter 1999  
**End Date:** 4th Quarter 2003

**Location:** E UNION ST

**Neighborhood District:** Central

**Neighborhood Plan:** Central Area

The project reclaims the curb to the standard six-inch curb height on East Union Street between 20th Avenue and 23rd Avenue. Brick gutters are uncovered where they exist along the curb and two new curb bulbs are installed.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Cumulative Reserve Subfund-REET II	0	7	0	0	0	0	0	0	7
Cumulative Reserve Subfund-Unrestricted	32	168	0	0	0	0	0	0	200
Neighborhood Matching Fund	0	35	0	0	0	0	0	0	35
Vehicle License Fees	0	0	0	0	0	0	0	0	0
Arterial City Street Fund	0	60	0	0	0	0	0	0	60
City Street Fund	0	0	15	0	0	0	0	0	15
<b>TOTAL FUNDS</b>	<b>32</b>	<b>270</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>317</b>
<i>O&amp;M Costs (Savings)</i>			N/C	N/C	N/C	N/C	N/C	N/C	<b>0</b>

## Earthquake Repair - Federal Highway Administration

**Program:** Capital Projects Management  
**Type:** Rehabilitation or Restoration  
**Project ID:** TC366010

**Start Date:** 1st Quarter 2001  
**End Date:** 3rd Quarter 2003

**Location:** Various

This project repairs damages to bridges, areaways, and other structures caused by the February 28, 2001 Nisqually Earthquake. Locations within this project are on arterial streets and are eligible for funding from the Federal Highway Administration (FHWA). To accommodate costs that are not reimbursed, SDOT is deferring or reducing spending on other projects. Total project costs are unknown and may be revised based upon additional engineering and project team review.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
City Street Fund	63	58	0	0	0	0	0	0	121
Arterial City Street Fund	501	1,001	0	0	0	0	0	0	1,502
Cumulative Reserve Subfund-REET II	0	407	0	0	0	0	0	0	407
Federal Highway Emergency Funds	2,997	3,746	1,750	0	0	0	0	0	8,493
General Subfund	1,528	80	0	0	0	0	0	0	1,608
Vehicle License Fees	6	57	0	0	0	0	0	0	63
<b>TOTAL FUNDS</b>	<b>5,095</b>	<b>5,349</b>	<b>1,750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,194</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		4,599	2,500	0	0	0	0	0	

\*Amounts in thousands of dollars



# Seattle Transportation

## Elevated Transportation Company Plan Review

**Program:** Major Projects **Start Date:** 1st Quarter 2002  
**Type:** New Facility **End Date:** 4th Quarter 2004  
**Project ID:** TC366140

**Location:** To Be Determined

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

When Seattle voters approved the Seattle Popular Monorail Plan (SPMP) in the November, 2002 election the ballot measure created a new governing entity, the Seattle Popular Monorail Authority (SPMA) to succeed the Elevated Transportation Company. This new City transportation authority is to build, own, operate, and maintain a monorail system. The goal of this project is to assist SPMA with environmental review, project capital and operating costs, preliminary engineering design, and station area planning. Project activities for 2003 and 2004 likely include, but are not limited to, coordinating and reviewing a project level Environmental Impact Statement; developing design methodology; identifying and evaluating potential code changes; reviewing preliminary engineering design; developing and negotiating multiple interlocal agreements; identifying and coordinating project permits; conducting station area planning; and providing departmental project management. At this writing, the funding source in 2003-2004 is "To Be Determined".

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
To Be Determined	0	0	864	1,126	0	0	0	0	1,990
General Subfund	0	424	0	0	0	0	0	0	424
<b>TOTAL FUNDS</b>	<b>0</b>	<b>424</b>	<b>864</b>	<b>1,126</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,414</b>
<b>O&amp;M Costs (Savings)</b>			N/C	N/C	N/C	N/C	N/C	N/C	<b>0</b>
<b>Cash Flow</b>		424	0	0	0	0	0	0	

## Elliott Avenue W./15th Avenue W. and NW Signal Improvements

**Program:** Capital Projects Management **Start Date:** 1st Quarter 2000  
**Type:** Improved Facility **End Date:** 4th Quarter 2006  
**Project ID:** TC365680

**Location:** ELLIOTT AV W and W DENNY WY to NW 87TH ST

**Neighborhood District:** Ballard **Neighborhood Plan:** Crown Hill/Ballard

This project upgrades and interconnects signals, including transit priority treatments. The project also provides for improvements to the pedestrian environment, including sidewalk repair, lighting, and landscaping, as well as asphalt street resurfacing and drainage upgrading.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
General Subfund	1	68	0	0	128	0	0	0	197
Vehicle License Fees	2	0	0	0	0	0	0	0	2
City Street Fund	0	0	0	0	478	0	0	0	478
ISTEA/TEA-21 Federal Government	197	298	0	0	2,199	0	0	0	2,694
Metro/King County	0	0	0	0	85	0	0	0	85
Arterial City Street Fund	144	0	0	0	0	5	0	0	149
<b>TOTAL FUNDS</b>	<b>344</b>	<b>366</b>	<b>0</b>	<b>0</b>	<b>2,890</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3,605</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		266	100	0	2,890	5	0	0	

\*Amounts in thousands of dollars

## Enhanced Traffic Management Center

**Program:** Capital Projects Management

**Start Date:** 1st Quarter 1997

**Type:** Improved Facility

**End Date:** 3rd Quarter 2003

**Project ID:** TC364970

**Location:** 700 5TH AV

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This project improves safety and ensures increased efficiency of the movement of goods and services for all modes of travel. The project improves traffic data monitoring and provides communications links with the Washington State Department of Transportation Traffic System Management Center and Seattle's existing Traffic Management Center. Other elements include upgrades to the Traffic Management Center and closed circuit television links to the Police Department to allow for improved incident response.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
General Subfund	0	0	119	0	0	0	0	0	119
ISTEA/TEA-21 Federal Government	347	653	0	0	0	0	0	0	1,000
Transportation Bond Fund	211	0	0	0	0	0	0	0	211
Cumulative Reserve Subfund- Unrestricted	154	0	0	0	0	0	0	0	154
Arterial City Street Fund	172	281	0	0	0	0	0	0	453
<b>TOTAL FUNDS</b>	<b>884</b>	<b>934</b>	<b>119</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,937</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		803	250	0	0	0	0	0	

\*Amounts in thousands of dollars

# Seattle Transportation

## FAST Corridor - Phase II-Truck Mobility Improvement Program

**Program:** Capital Projects Management

**Start Date:** 1st Quarter 2003

**Type:** Improved Facility

**End Date:** 4th Quarter 2008

**Project ID:** TC365850

**Location:** Greater Duwamish

**Neighborhood District:** Greater Duwamish

**Neighborhood Plan:** Duwamish

This program funds minor improvements to the City street system to improve connections between the Port, railroad intermodal yards, industrial businesses, and the regional highway system. The high-priority locations fall into two basic problem types: inadequate turning radii at specific corners, which force trucks to take circuitous routes or crawl through intersections; and busy intersections that lack signals or left turn signal and queuing lanes, requiring long waits for adequate gaps in traffic. The majority of the candidate truck mobility improvements would be located in the Duwamish Industrial area, which is characterized by a high proportion of trucks in the traffic mix. Circulation problems are also found in the street system crescent surrounding Port of Seattle facilities extending to Magnolia and the Ballard industrial area. Funds below shown as "TBD" are a placeholder for contributions to be negotiated with local business associations.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Government and Agency Transfers	0	0	154	901	901	901	901	901	4,659
Vehicle License Fees	0	0	0	0	59	59	59	6	183
To Be Determined	0	0	41	240	240	240	240	240	1,241
City Street Fund	0	0	0	59	0	0	0	0	59
Arterial City Street Fund	0	0	0	0	0	0	0	53	53
<b>TOTAL FUNDS</b>	<b>0</b>	<b>0</b>	<b>195</b>	<b>1,200</b>	<b>1,200</b>	<b>1,200</b>	<b>1,200</b>	<b>1,200</b>	<b>6,195</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

\*Amounts in thousands of dollars

## Fremont Bridge Approaches and Electrical Major Maintenance

**Program:** Capital Projects Management **Start Date:** 1st Quarter 2002  
**Type:** Rehabilitation or Restoration **End Date:** 4th Quarter 2007  
**Project ID:** TC365790  
**Location:** FREMONT BR  
**Neighborhood District:** Lake Union **Neighborhood Plan:** Fremont

This project replaces the approaches and the electrical and mechanical system that raises and lowers the Fremont Bridge. The current electrical and mechanical system is antiquated and difficult to repair. The estimated project cost is \$28-32 million, depending on whether SDOT decides to close the bridge, or leave one lane open for traffic during construction. This project has been impacted by the passage of Initiative 776. SDOT is working to identify replacement funding to keep this project on schedule.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Vehicle License Fees	0	0	0	0	0	1,638	598	0	2,236
Public Works Trust Fund	0	446	404	0	850	4,268	4,000	0	9,968
Limited Tax General Obligation Bonds	0	0	0	0	0	1,639	1,688	0	3,327
ISTEA/TEA-21 Federal Government	0	0	50	0	2,000	6,134	3,714	0	11,898
General Subfund	0	0	0	0	150	521	0	0	671
City Street Fund	0	0	71	0	0	0	0	0	71
Arterial City Street Fund	0	79	0	0	0	0	0	0	79
<b>TOTAL FUNDS</b>	<b>0</b>	<b>525</b>	<b>525</b>	<b>0</b>	<b>3,000</b>	<b>14,200</b>	<b>10,000</b>	<b>0</b>	<b>28,250</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

## Grant Match Reserve Opportunity Fund

**Program:** Capital Projects Management **Start Date:** Ongoing  
**Type:** Improved Facility **End Date:** Ongoing  
**Project ID:** TC365910  
**Location:** Citywide  
**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This project is a reserve to provide a local match in 2004 through 2008 for potential new grants and partnership opportunities. Candidate projects for this fund include the following types: Neighborhood Plan Priority Corridor projects, Pedestrian Facility Program projects, Transportation Partnership Program projects, and emerging economic opportunities. The Department has currently submitted the following grant applications: Downtown Layover Project, Northgate Improvements, Greenwood Sidewalk, Rainier & Genesee Sidewalk, Ravenna Sidewalk, North 130th Curb and Crosswalk, and Duwamish Intelligent Transportation System - Phase II.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Vehicle License Fees	0	0	0	0	750	500	750	750	2,750
City Street Fund	0	0	0	250	0	0	0	0	250
Government and Agency Transfers	0	0	0	500	1,500	1,000	1,500	1,500	6,000
<b>TOTAL FUNDS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>750</b>	<b>2,250</b>	<b>1,500</b>	<b>2,250</b>	<b>2,250</b>	<b>9,000</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

*\*Amounts in thousands of dollars*

# Seattle Transportation

## Hazard Mitigation Program - Areaways

**Program:** Capital Projects Management **Start Date:** Ongoing  
**Type:** Rehabilitation or Restoration **End Date:** Ongoing  
**Project ID:** TC365480

**Location:** Various

**Neighborhood District:** Downtown

**Neighborhood Plan:** Pioneer Square

The Hazard Mitigation Program constructs appropriate mitigation projects that reduce risks to City facilities and the general public from natural disasters. Areaways are usable space, generally in the street right-of-way, constructed under sidewalks between the building foundation and the street wall. Many areaways in the Pioneer Square District are old and in poor condition, and may present hazards to the traveling public, public and private utilities, and adjacent building owners and occupants. Improving these areaways is an action included in the South Downtown Strategic Plan. SDOT identifies those areaways that require repair and, based on a feasibility and cost assessment, either repairs them or fills them with lightweight concrete in order to reduce risks to pedestrians and property.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Cumulative Reserve Subfund-REET II	1,220	373	500	400	400	400	400	400	4,093
<b>TOTAL FUNDS</b>	<b>1,220</b>	<b>373</b>	<b>500</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>4,093</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

## Hazard Mitigation Program - Landslide Mitigation Projects

**Program:** Capital Projects Management **Start Date:** Ongoing  
**Type:** Rehabilitation or Restoration **End Date:** Ongoing  
**Project ID:** TC365510

**Location:** Various

This project funds the ongoing analysis of areas throughout the City that are landslide-prone and pose a risk of damage to or from public property. The project also contributes to funding the construction of landslide prevention improvements.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Cumulative Reserve Subfund-REET II	657	115	400	400	400	400	400	400	3,172
<b>TOTAL FUNDS</b>	<b>657</b>	<b>115</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>3,172</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

\*Amounts in thousands of dollars

## Holly Park Design/Construction

**Program:** Capital Projects Management  
**Type:** New Facility  
**Project ID:** TC365110

**Start Date:** 1st Quarter 1997  
**End Date:** 4th Quarter 2003

**Location:** S OTHELLO ST

**Neighborhood District:** Southeast

**Neighborhood Plan:** Not in a Neighborhood Plan

This project improves transit and pedestrian access in coordination with Holly Park housing redevelopment. The 2003 funding covers plan review costs.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Cumulative Reserve Subfund-Unrestricted	100	0	0	0	0	0	0	0	100
Transportation Bond Fund	380	0	60	0	0	0	0	0	440
Arterial City Street Fund	29	0	0	0	0	0	0	0	29
General Subfund	60	0	0	0	0	0	0	0	60
<b>TOTAL FUNDS</b>	<b>569</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>629</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

## Intelligent Transportation Systems (ITS) Plan Implementation

**Program:** Capital Projects Management  
**Type:** Improved Facility  
**Project ID:** TC365870

**Start Date:** 1st Quarter 2004  
**End Date:** Ongoing

**Location:** Citywide

**Neighborhood District:** In more than one district **Neighborhood Plan:** BINMIC (Ballard Interbay Northend)

This effort provides funding for high-priority projects identified in the City's ITS Master Plan, in combination with grant match and local ITS initiatives and spot improvements undertaken by City of Seattle crews. Examples of potential projects include Transit Signal Priority strategies, ITS information system elements to support commercial vehicle operations, use of closed-circuit television cameras to monitor traffic in key travel corridors, and elements of real-time Traffic Adaptive Control. Due to the region's economic downturn, funding for this project has been deferred until 2004.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
City Street Fund	0	0	0	100	0	0	0	0	100
Government and Agency Transfers	0	0	0	175	325	325	325	325	1,475
Arterial City Street Fund	0	0	0	0	175	175	175	175	700
<b>TOTAL FUNDS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>275</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>2,275</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

\*Amounts in thousands of dollars

# Seattle Transportation

## Interurban Trail North

**Program:** Capital Projects Management  
**Type:** New Facility  
**Project ID:** TC364980

**Start Date:** 1st Quarter 1997  
**End Date:** 4th Quarter 2004

**Location:** FREMONT AV N and N 109TH ST to N 128TH ST

**Neighborhood District:** Northwest

**Neighborhood Plan:** Broadview-Bitter Lake-Haller Lake

This project constructs a multi-use trail in City Light's transmission line right-of-way, from North 109th Street to North 128th Street. Bike lanes on Linden Avenue are planned from 130th to 145th and connect to the King and Snohomish County portions of the trail within the power line corridor north of 145th Street. To the south, the project links with a planned bicycle boulevard.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Limited Tax General Obligation Bonds	57	0	0	0	0	0	0	0	57
General Subfund	11	0	43	10	0	0	0	0	64
ISTEA/TEA-21 Federal Government	102	152	689	41	0	0	0	0	984
Vehicle License Fees	0	0	20	0	0	0	0	0	20
City Street Fund	0	0	171	0	0	0	0	0	171
<b>TOTAL FUNDS</b>	<b>170</b>	<b>152</b>	<b>923</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,296</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	1	1	1	3

## Kalakala Ferry Restoration

**Program:** Major Projects  
**Type:** Rehabilitation or Restoration  
**Project ID:** TC365600

**Start Date:** 1st Quarter 2002  
**End Date:** 4th Quarter 2003

**Location:** To Be Determined

**Neighborhood District:** Lake Union

**Neighborhood Plan:** Not in a Neighborhood Plan

This project restores the historic Kalakala ferry as a museum and conference center. The Kalakala Foundation is providing the \$190,000 match for a \$285,000 federal grant and managing the restoration under an agreement with the City. This grant funds the first phase of restoration, which involves major structural work at a Puget Sound shipyard. Only the funds which flow through the City are shown below.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
ISTEA/TEA-21 Federal Government	0	285	0	0	0	0	0	0	285
<b>TOTAL FUNDS</b>	<b>0</b>	<b>285</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>285</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0
<b>Cash Flow</b>		0	285	0	0	0	0	0	

\*Amounts in thousands of dollars

## Lake City Way Northeast Multimodal

**Program:** Capital Projects Management  
**Type:** Improved Facility  
**Project ID:** TC365380

**Start Date:** 1st Quarter 1998  
**End Date:** 1st Quarter 2004

**Location:** LAKE CITY WY NE and NE 145TH ST to ROOSEVELT WY NE

**Neighborhood District:** North

**Neighborhood Plan:** North District/Lake City Way

This project provides pedestrian and street improvements on Lake City Way NE (State Route 522) from I-5 to NE 145th Street (the northern City limits). Improvements include transit signal priority installation and full interconnection at the 13 signalized intersections along the route, construction of transit queue jumps where feasible, sidewalk connections along the route including necessary drainage upgrades, and upgrading and modernizing lighting along the route for both vehicles and pedestrians. Current plans are to place all wiring underground, where cost effective, and to provide amenities such as street trees and bus shelters at transfer points and transit stops.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Transportation Partnership Program	49	902	1,249	0	0	0	0	0	2,200
Washington State DOT	2,678	335	0	0	0	0	0	0	3,013
Metro/King County	0	500	0	0	0	0	0	0	500
General Subfund	64	83	0	0	0	0	0	0	147
SPU Drainage and Wastewater Fund	0	0	1,957	0	0	0	0	0	1,957
Cumulative Reserve Subfund- Unrestricted	20	0	0	0	0	0	0	0	20
Arterial City Street Fund	71	1,149	0	0	0	0	0	0	1,220
City Street Fund	0	0	0	20	0	0	0	0	20
Vehicle License Fees	0	0	0	0	0	0	0	0	0
ISTEA/TEA-21 Federal Government	164	743	718	0	0	0	0	0	1,625
<b>TOTAL FUNDS</b>	<b>3,046</b>	<b>3,712</b>	<b>3,924</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,702</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		1,559	6,077	20	0	0	0	0	

\*Amounts in thousands of dollars



# Seattle Transportation

## Lake Union Ship Canal Trail

**Program:** Capital Projects Management **Start Date:** 1st Quarter 1990  
**Type:** New Facility **End Date:** 4th Quarter 2005  
**Project ID:** TC327000

**Location:** W NICKERSON ST and 6TH AV W to 15TH AV W

**Neighborhood District:** Magnolia/Queen Anne **Neighborhood Plan:** Queen Anne

This project completes Phase Two of a multi-use trail, extending from the Fremont Bridge to Fisherman's Terminal, just west of 15th Avenue NW. Phase Two begins at 6th Avenue W and extends westward for about .75 miles, and is largely within, or adjacent to, a railroad right-of-way. This trail segment is a critical "missing link" in an urban and regional trails system that, when completed, will make it possible to bicycle almost exclusively on dedicated trails from Redmond to downtown Seattle.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
ISTEA/TEA-21 Federal Government	402	0	100	1,080	0	0	0	0	1,582
General Subfund	0	0	0	787	0	0	0	0	787
Arterial City Street Fund	13	0	0	0	0	0	0	0	13
City Street Fund	16	0	0	0	10	0	0	0	26
Interagency Committee for Outdoor Recreation	0	300	0	0	0	0	0	0	300
Open Space Trail Bond Fund	1,943	500	0	0	0	0	0	0	2,443
2000 Parks Levy Fund	0	50	377	333	0	0	0	0	760
Vehicle License Fees	1,604	25	0	0	0	0	0	0	1,629
Government and Agency Transfers	0	0	0	800	0	0	0	0	800
<b>TOTAL FUNDS</b>	<b>3,978</b>	<b>875</b>	<b>477</b>	<b>3,000</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,340</b>
<b>O&amp;M Costs (Savings)</b>			2	2	2	2	2	2	<b>12</b>
<b>Cash Flow</b>		852	500	3,000	10	0	0	0	

## Leary Way NW Signal Improvements

**Program:** Capital Projects Management **Start Date:** 2nd Quarter 2000  
**Type:** Improved Facility **End Date:** 4th Quarter 2005  
**Project ID:** TC365720

**Location:** LEARY WY NW and NW 46TH ST

**Neighborhood District:** Ballard **Neighborhood Plan:** BINMIC (Ballard Interbay Northend)

This project interconnects three existing signals and installs fire preemption at signals and transit priority compatible controllers. The project includes new curbs, gutters, and sidewalks, concrete panel replacement, asphalt resurfacing, and drainage and lighting upgrades. This project has been impacted by the passage of Initiative 776. SDOT is working to identify replacement funding to keep this project on schedule.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Arterial City Street Fund	22	0	0	0	10	0	0	0	32
Arterial Improvement Program	3	136	0	0	0	0	0	0	139
City Street Fund	0	0	0	0	0	0	0	0	0
General Subfund	1	79	0	0	269	0	0	0	349
<b>TOTAL FUNDS</b>	<b>26</b>	<b>215</b>	<b>0</b>	<b>0</b>	<b>279</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>520</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	<b>0</b>

\*Amounts in thousands of dollars

## Left Turn Signals

**Program:** Traffic Management **Start Date:** Ongoing  
**Type:** Improved Facility **End Date:** Ongoing  
**Project ID:** TC323130  
**Location:** Citywide  
**Neighborhood District:** In more than one district **Neighborhood Plan:** Broadview-Bitter Lake-Haller Lake

This ongoing project improves five to ten left turn signals each year at locations with high left turn collision occurrences. The Department established this project in 1992 to reduce accidents and meet state regulatory requirements. Locations are selected based on accident data. The project also includes a federal grant that funds improvements at 1st Avenue NE and NE 130th Street.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Arterial City Street Fund	82	83	0	0	0	0	0	0	165
City Street Fund	45	255	113	162	167	172	177	106	1,197
Vehicle License Fees	60	0	0	0	0	0	0	2	62
ISTEA/TEA-21 Federal Government	21	36	0	0	0	0	0	0	57
Government and Agency Transfers	13	36	0	0	0	0	0	0	49
General Subfund	179	399	46	0	0	0	0	74	698
<b>TOTAL FUNDS</b>	<b>400</b>	<b>809</b>	<b>159</b>	<b>162</b>	<b>167</b>	<b>172</b>	<b>177</b>	<b>182</b>	<b>2,228</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

## LID Matching Program

**Program:** Major Projects **Start Date:** 1st Quarter 2003  
**Type:** New Facility **End Date:** Ongoing  
**Project ID:** TC365930  
**Location:** Citywide  
**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This program provides a matching fund for the creation of Local Improvement Districts (LIDs) for sidewalk and walkway projects. The size of a property owner's LID assessment is limited by state law to the amount of the special benefit created to a property by the infrastructure improvement being pursued. Typically, the cost of the improvement project is considerably more than the special assessment, creating a funding gap, which in most cases is more than a property owner would be willing to pay, and for which the City usually does not have available funding. This matching program helps to fill that funding gap, encouraging property owners to participate in LIDs, thus providing private funds for infrastructure improvements.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
City Street Fund	0	0	0	0	0	0	0	0	0
General Subfund	0	0	30	0	0	0	0	0	30
Vehicle License Fees	0	0	0	0	136	140	143	0	419
Arterial City Street Fund	0	0	0	0	0	0	0	147	147
<b>TOTAL FUNDS</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>136</b>	<b>140</b>	<b>143</b>	<b>147</b>	<b>596</b>
<i>O&amp;M Costs (Savings)</i>			N/C	N/C	N/C	N/C	N/C	N/C	0

\*Amounts in thousands of dollars

# Seattle Transportation

## Magnolia Bridge Replacement Project

**Program:** Capital Projects Management

**Start Date:** 1st Quarter 2002

**Type:** Rehabilitation or Restoration

**End Date:** 3rd Quarter 2005

**Project ID:** TC366060

**Location:** MAGNOLIA BR

**Neighborhood District:** Magnolia/Queen Anne    **Neighborhood Plan:** BINMIC (Ballard Interbay Northend)

This project evaluates the possible locations and bridge types for a replacement of the Magnolia Bridge. The current alignment is studied as well as other alignments to the north and possibly the south. Input from all stakeholders is sought, including the Magnolia Community, local businesses, and the Port of Seattle. Based on alternative(s), the appropriate environmental documents are prepared and permit(s) are identified or initiated. The final phase of this project is to perform the necessary civil and structural calculations, prepare the plan specifications and estimates, and begin acquiring necessary right-of-way.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
General Subfund	0	50	0	0	0	0	0	0	50
Federal Highway Emergency Funds	0	1,000	1,500	2,880	2,970	0	0	0	8,350
City Street Fund	0	0	0	320	330	0	0	0	650
<b>TOTAL FUNDS</b>	<b>0</b>	<b>1,050</b>	<b>1,500</b>	<b>3,200</b>	<b>3,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,050</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		850	1,700	3,200	3,300	0	0	0	

\*Amounts in thousands of dollars

## Mercer Corridor Project

**Program:** Capital Projects Management  
**Type:** New Facility  
**Project ID:** TC365500

**Start Date:** 1st Quarter 1999  
**End Date:** 4th Quarter 2006

**Location:** Various

**Neighborhood District:** Lake Union

**Neighborhood Plan:** South Lake Union

This project implements a comprehensive package of transportation improvements in the Mercer Corridor. The project aims to enhance all modes of travel, including pedestrian mobility. It includes realignment of the Fairview/Valley corridor and the evaluation of options for a potential crossing at Aurora. SDOT also plans to evaluate and implement various mobility and signal improvements. The "To Be Determined" funding source shown for this project represents revenues from property sales and other grant sources that the Department plans to pursue. This project was shown as the South Lake Union Transportation Improvements project in previous CIPs.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
2002 LTGO Project Fund	0	400	0	0	0	0	0	0	400
2003 LTGO Project Fund	0	0	600	0	0	0	0	0	600
Vehicle License Fees	0	0	0	0	0	0	0	0	0
Limited Tax General Obligation Bonds	92	4,468	0	0	0	0	0	0	4,560
ISTEA/TEA-21 Federal Government	391	0	0	1,488	0	0	0	0	1,879
General Subfund	70	15	0	0	0	0	0	0	85
Cumulative Reserve Subfund-South Lake Union	0	50	0	0	0	0	0	0	50
Arterial City Street Fund	529	444	0	0	0	0	0	0	973
City Street Fund	0	0	200	0	0	0	0	0	200
To Be Determined	0	0	0	16,662	12,300	900	0	0	29,862
<b>TOTAL FUNDS</b>	<b>1,082</b>	<b>5,377</b>	<b>800</b>	<b>18,150</b>	<b>12,300</b>	<b>900</b>	<b>0</b>	<b>0</b>	<b>38,609</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

## Miscellaneous, Unforeseen, and Emergencies

**Program:** Capital Projects Management  
**Type:** Rehabilitation or Restoration  
**Project ID:** TC320030

**Start Date:** Ongoing  
**End Date:** Ongoing

**Location:** To be determined

**Neighborhood District:** In more than one district

**Neighborhood Plan:** Not in a Neighborhood Plan

This project 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. Due to the region's economic downturn, no funding is included for this project in 2003.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Vehicle License Fees	0	0	0	0	226	233	240	247	946
General Subfund	123	0	0	0	0	0	0	0	123
City Street Fund	0	0	0	120	0	0	0	0	120
<b>TOTAL FUNDS</b>	<b>123</b>	<b>0</b>	<b>0</b>	<b>120</b>	<b>226</b>	<b>233</b>	<b>240</b>	<b>247</b>	<b>1,189</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

\*Amounts in thousands of dollars

# Seattle Transportation

## Mountains to Sound Greenway Trail

**Program:** Capital Projects Management

**Start Date:** 2nd Quarter 2000

**Type:** New Facility

**End Date:** 4th Quarter 2008

**Project ID:** TC365750

**Location:** Various

This project designs the last section of the Mountains to Sound Greenway Trail, from I-90 to the Puget Sound. It also constructs the portion of the trail from 4th Avenue S. to Airport Way. The City has received a Transportation Enhancement Program grant for the first phase.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Arterial City Street Fund	9	63	0	0	0	0	0	0	72
City Street Fund	0	0	0	29	13	0	0	5	47
Government and Agency Transfers	0	0	0	0	192	704	0	0	896
ISTEA/TEA-21 Federal Government	11	167	0	0	444	394	234	0	1,250
2000 Parks Levy Fund	0	0	0	220	1,860	0	0	0	2,080
Vehicle License Fees	0	0	0	0	420	391	291	0	1,102
<b>TOTAL FUNDS</b>	<b>20</b>	<b>230</b>	<b>0</b>	<b>249</b>	<b>2,929</b>	<b>1,489</b>	<b>525</b>	<b>5</b>	<b>5,447</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

## NE Northgate Way Signal Controllers

**Program:** Capital Projects Management

**Start Date:** 1st Quarter 1999

**Type:** Improved Facility

**End Date:** 4th Quarter 2004

**Project ID:** TC365460

**Location:** NE NORTHGATE WY and 1ST AV NE to 15TH AV NE

**Neighborhood District:** North

**Neighborhood Plan:** Northgate

This project installs and interconnects approximately 15 new signal controllers, expands the emergency vehicle preempt system, and replaces the on-street master controller. In addition, the project installs fiber optic connections to link signal controllers and traffic surveillance cameras to the Traffic Control Center and repaves NE Northgate Way between 1st Avenue NE and 5th Avenue NE. The project relieves congestion and improves driver and pedestrian safety conditions, traffic lane visibility, stopping distance, and traffic movement.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Vehicle License Fees	160	0	0	0	0	0	0	0	160
Arterial City Street Fund	335	468	0	0	0	0	0	0	803
Transportation Bond Fund	156	0	0	0	0	0	0	0	156
Arterial Improvement Program	619	103	0	0	0	0	0	0	722
City Street Fund	0	0	5	2	0	0	0	0	7
<b>TOTAL FUNDS</b>	<b>1,270</b>	<b>571</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,848</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

\*Amounts in thousands of dollars

## Neighborhood Bike Improvements

**Program:** Capital Projects Management **Start Date:** Ongoing  
**Type:** Improved Facility **End Date:** Ongoing  
**Project ID:** TC322280

**Location:** Various

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This ongoing project responds to citizen and neighborhood recommendations for projects that facilitate bicycle travel in the city. The project, which is coordinated with the Neighborhood Pedestrian Improvements Program (TC323120), provides improvements such as construction of bike lanes, ramps, drain grates, paved shoulders, railroad crossing improvements, and bicycle lane striping.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Arterial City Street Fund	2,608	39	0	0	0	0	0	0	2,647
Cumulative Reserve Subfund- Unrestricted	275	0	0	0	0	0	0	0	275
Vehicle License Fees	940	188	0	0	0	0	0	0	1,128
ISTEA/TEA-21 Federal Government	183	65	126	0	0	0	0	0	374
City Street Fund	50	248	145	275	271	274	282	290	1,835
<b>TOTAL FUNDS</b>	<b>4,056</b>	<b>540</b>	<b>271</b>	<b>275</b>	<b>271</b>	<b>274</b>	<b>282</b>	<b>290</b>	<b>6,259</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		404	407	275	271	274	282	290	

## Neighborhood Pedestrian Improvements

**Program:** Capital Projects Management **Start Date:** Ongoing  
**Type:** Improved Facility **End Date:** Ongoing  
**Project ID:** TC323120

**Location:** Various

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This ongoing project responds to citizen and neighborhood recommendations for projects that enhance pedestrian mobility by making improvements that promote safe and convenient access to pedestrian facilities. The project, which is coordinated with the Neighborhood Bike Improvements Program (TC322280), constructs pedestrian walkways, curb bulbs, and other types of pedestrian improvements.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Vehicle License Fees	5,278	0	0	0	93	312	321	331	6,335
ISTEA/TEA-21 Federal Government	630	520	0	0	0	0	0	0	1,150
General Subfund	1,984	49	0	0	0	0	0	0	2,033
City Street Fund	100	10	282	397	212	0	0	0	1,001
Cumulative Reserve Subfund- Unrestricted	495	37	0	0	0	0	0	0	532
Arterial City Street Fund	5,930	315	0	0	91	94	97	100	6,627
Pedestrian Facilities Program	200	0	0	0	0	0	0	0	200
<b>TOTAL FUNDS</b>	<b>14,617</b>	<b>931</b>	<b>282</b>	<b>397</b>	<b>396</b>	<b>406</b>	<b>418</b>	<b>431</b>	<b>17,878</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	<b>0</b>

\*Amounts in thousands of dollars

# Seattle Transportation

## Neighborhood Traffic Control Program

**Program:** Neighborhood Traffic Services **Start Date:** Ongoing  
**Type:** Improved Facility **End Date:** Ongoing  
**Project ID:** TC323250

**Location:** Citywide

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This ongoing project installs traffic control and traffic calming devices, such as traffic circles. Under this project, citizen requests are investigated and devices installed to help make neighborhoods safer.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Arterial City Street Fund	0	2	0	0	0	0	0	0	2
City Street Fund	531	464	673	562	579	596	613	30	4,048
General Subfund	0	24	0	0	0	0	0	0	24
ISTEA/TEA-21 Federal Government	2	63	0	0	0	0	0	0	65
Vehicle License Fees	22	105	0	0	0	0	0	532	659
<b>TOTAL FUNDS</b>	<b>555</b>	<b>658</b>	<b>673</b>	<b>562</b>	<b>579</b>	<b>596</b>	<b>613</b>	<b>562</b>	<b>4,798</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	0

## New Sidewalk Program

**Program:** Traffic Management **Start Date:** Ongoing  
**Type:** Improved Facility **End Date:** Ongoing  
**Project ID:** TC365900

**Location:** Citywide

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This project funds the design and construction of new sidewalks in order to improve pedestrian mobility and safety. These funds may be used in conjunction with those in the LID (Local Improvement District) Matching Program (TC365930) as a match for what property owners are able to fund through LIDs.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
General Subfund	0	500	320	0	0	0	0	0	820
<b>TOTAL FUNDS</b>	<b>0</b>	<b>500</b>	<b>320</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>820</b>
<b>O&amp;M Costs (Savings)</b>			0	0	1	1	1	1	4

\*Amounts in thousands of dollars

## New Traffic Signals

**Program:** Traffic Management  
**Type:** Improved Facility  
**Project ID:** TC323610

**Start Date:** Ongoing  
**End Date:** Ongoing

**Location:** Citywide

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This ongoing project installs new traffic signals to improve traffic flow, reduce the frequency and severity of traffic accidents, and support pedestrian activity. Since 1988, the City has installed 13 to 16 signals per year at selected locations where drainage, curb revisions, or pavement restoration were not required. Location choices are based upon pedestrian and vehicle volumes, school crossing and senior citizen and handicapped accessible crossing requirements, and accident frequency criteria.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
ISTEA/TEA-21 Federal Government	0	158	0	0	0	0	0	0	158
City Street Fund	385	472	452	461	474	488	502	512	3,746
Arterial City Street Fund	9	17	0	0	0	0	0	0	26
<b>TOTAL FUNDS</b>	<b>394</b>	<b>647</b>	<b>452</b>	<b>461</b>	<b>474</b>	<b>488</b>	<b>502</b>	<b>512</b>	<b>3,930</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

## Non-Arterial Asphalt Street Resurfacing

**Program:** Street Maintenance  
**Type:** Rehabilitation or Restoration  
**Project ID:** TC323920

**Start Date:** Ongoing  
**End Date:** Ongoing

**Location:** Citywide

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This ongoing project repairs and/or replaces deteriorated asphalt pavement. Project locations are chosen annually, based upon the degree of deterioration as confirmed by SDOT staff field observation, citizen service requests, claims, and potential City liability. High priority is given to repair on non-arterial bus route streets. This project is consistent with the priority placed on basic services and major maintenance and protects the City's capital investment in non-arterial asphalt streets by providing limited resurfacing.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
General Subfund	0	0	52	0	0	0	0	0	52
City Street Fund	246	231	0	257	265	273	281	289	1,842
Arterial City Street Fund	0	200	0	0	0	0	0	0	200
<b>TOTAL FUNDS</b>	<b>246</b>	<b>431</b>	<b>52</b>	<b>257</b>	<b>265</b>	<b>273</b>	<b>281</b>	<b>289</b>	<b>2,094</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

\*Amounts in thousands of dollars



# Seattle Transportation

## Non-Arterial Concrete Rehabilitation

**Program:** Street Maintenance **Start Date:** Ongoing  
**Type:** Rehabilitation or Restoration **End Date:** Ongoing  
**Project ID:** TC323160

**Location:** Citywide

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This ongoing project repairs and/or replaces deteriorated concrete street panels. Project locations are chosen annually, based upon the degree of deterioration as confirmed by SDOT staff field observation, citizen service requests, claims, and potential City liability. High priority is given to repair on non-arterial bus route streets. This project is consistent with the priority placed on basic services and major maintenance and protects the City's capital investment in non-arterial concrete streets.

Fund Source	LTD	2002	2003	2004	2005	2006	2007	2008	Total
Vehicle License Fees	0	0	5	0	0	0	0	0	5
Arterial City Street Fund	0	0	46	0	0	0	0	137	183
Cumulative Reserve Subfund-REET II	249	0	0	0	0	0	0	0	249
City Street Fund	6	251	0	55	173	178	182	50	895
<b>TOTAL FUNDS</b>	<b>255</b>	<b>251</b>	<b>51</b>	<b>55</b>	<b>173</b>	<b>178</b>	<b>182</b>	<b>187</b>	<b>1,332</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

## North Queen Anne Drive Bridge - Seismic Improvements

**Program:** Capital Projects Management **Start Date:** 3rd Quarter 2002  
**Type:** Rehabilitation or Restoration **End Date:** 1st Quarter 2006  
**Project ID:** TC366170

**Location:** N QUEEN ANNE DR and 2ND AV N to NOB HILL AV N

**Neighborhood District:** Magnolia/Queen Anne **Neighborhood Plan:** Queen Anne

The purpose of this project is to seismically retrofit the North Queen Anne Drive Bridge. The bridge is a heavily used primary arterial link between the densely populated residential community and business district of Queen Anne and State Route 99 (Aurora Avenue North). Seismic improvements strengthen the 1935 bridge in order to minimize the likelihood of heavy damage or collapse during an earthquake.

Fund Source	LTD	2002	2003	2004	2005	2006	2007	2008	Total
General Subfund	0	0	0	9	0	0	0	0	9
Federal Emergency Management Agency	0	138	193	615	0	0	0	0	946
Vehicle License Fees	0	0	0	0	10	5	0	0	15
City Street Fund	0	0	182	286	0	0	0	0	468
<b>TOTAL FUNDS</b>	<b>0</b>	<b>138</b>	<b>375</b>	<b>910</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1,438</b>
<i>O&amp;M Costs (Savings)</i>			N/C	N/C	N/C	N/C	N/C	N/C	0

\*Amounts in thousands of dollars

## North Waterfront Access

**Program:** Capital Projects Management

**Start Date:** 2nd Quarter 1999

**Type:** New Facility

**End Date:** 2nd Quarter 2003

**Project ID:** TC365530

**Location:** BROAD ST and WESTERN AV to ALASKAN WY

**Neighborhood District:** Greater Duwamish

**Neighborhood Plan:** Not in a Neighborhood Plan

This project provides for preliminary engineering and community discussions about the access problems caused by rail crossings in the North Waterfront area. Access to and from the North Waterfront area is constrained by frequent train crossings on the Burlington Northern Santa Fe mainline tracks at the intersections of Alaskan Way and Broad, Clay, and Vine Streets. The Transportation Improvement Board has awarded SDOT a grant to develop recommendations that can become a future project.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Transportation Improvement Account	197	52	0	0	0	0	0	0	249
City Street Fund	83	0	0	0	0	0	0	0	83
ISTEA/TEA-21 Federal Government	111	52	0	0	0	0	0	0	163
Vehicle License Fees	0	13	0	0	0	0	0	0	13
Arterial City Street Fund	35	27	0	0	0	0	0	0	62
<b>TOTAL FUNDS</b>	<b>426</b>	<b>144</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>570</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

*\*Amounts in thousands of dollars*

# Seattle Transportation

## NSF/CRF Neighborhood Program

**Program:** Major Projects **Start Date:** Ongoing  
**Type:** Rehabilitation or Restoration **End Date:** Ongoing  
**Project ID:** TC365770

**Location:** Various

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This program implements improvements and repairs identified annually by the community through neighborhood councils and selected by the Department of Neighborhoods and the Department of Finance. Criteria for reviewing and selecting projects include projects that: have significant or positive impact on the neighborhood; have support of multiple neighborhood plan stewards and/or District Council members; and can leverage other dollars. Examples of transportation-related projects funded in prior years include sidewalk repairs and replacement, installation of curb bulbs or other traffic calming devices, and improvements to crosswalks. Parks-related projects identified through this process are found in the Department of Parks and Recreation CIP. Cumulative Reserve Fund dollars allocated to this program (in the Parks Department) can be used only for repairing or restoring existing facilities (not new construction) in neighborhood plan areas.

The project selection process for 2003 was completed in October 2002. See the SDOT overview section for a list of the Department's projects by district and estimated project costs. A full list of projects selected for funding in 2003 (including those managed by the Department of Parks and Recreation) is included in the 2003-2008 CIP Overview at the beginning of this volume.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Arterial City Street Fund	49	841	0	0	0	0	0	0	890
Cumulative Reserve Subfund-REET II	258	1,212	567	0	0	0	0	0	2,037
Vehicle License Fees	0	0	0	0	0	0	0	0	0
General Subfund	0	0	15	0	0	0	0	0	15
City Street Fund	0	0	235	216	478	490	502	515	2,436
<b>TOTAL FUNDS</b>	<b>307</b>	<b>2,053</b>	<b>817</b>	<b>216</b>	<b>478</b>	<b>490</b>	<b>502</b>	<b>515</b>	<b>5,378</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

\*Amounts in thousands of dollars

## Pedestrian/Elderly Handicapped Accessibility

**Program:** Traffic Management **Start Date:** Ongoing  
**Type:** Improved Facility **End Date:** Ongoing  
**Project ID:** TC323140

**Location:** Citywide

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This ongoing project facilitates intermodal trips for the elderly and handicapped by making improvements that promote safe, convenient access to social service agencies, schools, and neighborhood business areas. The project installs curb ramps and other pedestrian improvements. This portion of work was broken out of the Neighborhood Pedestrian Improvements Program (TC323120). Due to the impact of the region's economic downturn, funding for this project has been reduced to \$771,000 in 2003.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
City Street Fund	147	700	771	743	765	401	24	0	3,551
Vehicle License Fees	0	700	0	0	0	387	788	836	2,711
Arterial City Street Fund	53	0	0	0	0	0	0	0	53
<b>TOTAL FUNDS</b>	<b>200</b>	<b>1,400</b>	<b>771</b>	<b>743</b>	<b>765</b>	<b>788</b>	<b>812</b>	<b>836</b>	<b>6,315</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

## Phinney, Fremont & 50th Street Improvements

**Program:** Capital Projects Management **Start Date:** 1st Quarter 2002  
**Type:** Improved Facility **End Date:** 3rd Quarter 2005  
**Project ID:** TC366120

**Location:** Various

The Phinney, Fremont & 50th Street Improvements project interconnects and upgrades 15 signalized intersections, provides new traffic controllers, and adds emergency vehicle preempts. Due to the failure of Referendum 51 in the November 2002 election this project is put on hold until additional local funding can be identified.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Arterial Improvement Program	0	210	0	0	0	0	0	0	210
General Subfund	0	115	0	0	0	0	0	0	115
<b>TOTAL FUNDS</b>	<b>0</b>	<b>325</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>325</b>
<i>O&amp;M Costs (Savings)</i>			N/C	N/C	N/C	N/C	N/C	N/C	0

\*Amounts in thousands of dollars

# Seattle Transportation

## Potlatch Trail -Thomas Street

**Program:** Traffic Management  
**Type:** New Facility  
**Project ID:** TC365830

**Start Date:** 1st Quarter 2001  
**End Date:** 4th Quarter 2007

**Location:** BROAD ST

**Neighborhood District:** In more than one district **Neighborhood Plan:** Queen Anne

This project designs and constructs a multi-purpose trail from the Waterfront to the South Lake Union area. The trail is in the Transportation Strategic Plan and is a top priority of the Queen Anne Neighborhood Plan. Work through 2002 was focused on a segment of the trail from Seattle Center to South Lake Union. Of the original \$700,000 appropriation from the Parks Levy Fund, \$579,000 is used in 2003-2004 to support an overpass at Thomas Street (see Belltown/Queen Anne Waterfront Connections - Thomas ST (TC366210). SDOT will seek grants and other funds to construct future segments of the trail.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
2000 Parks Levy Fund	43	207	450	0	0	0	0	0	700
Vehicle License Fees	0	0	0	0	0	26	166	0	192
Government and Agency Transfers	0	0	0	0	0	49	309	0	358
<b>TOTAL FUNDS</b>	<b>43</b>	<b>207</b>	<b>450</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>475</b>	<b>0</b>	<b>1,250</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		78	289	290	0	75	475	0	

## Princeton Avenue NE Bridge Replacement

**Program:** Capital Projects Management  
**Type:** Rehabilitation or Restoration  
**Project ID:** TC365240

**Start Date:** 1st Quarter 1997  
**End Date:** 4th Quarter 2005

**Location:** PRINCETON AV NE and NE 55TH ST to SAND POINT WY NE

**Neighborhood District:** Northeast **Neighborhood Plan:** Not in a Neighborhood Plan

This project designs and replaces the existing Princeton Bridge with a new precast concrete girder/reinforced concrete bridge structure in the same location, improving the load capacity of the existing bridge. The project includes drainage facilities, lighting, water and gas utilities, approach roadway paving (including increased curb radii at Sand Point Way NE), curb ramps, relocation of a signal strain pole, and construction of new signal detector loops.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Vehicle License Fees	0	0	0	0	5	0	0	0	5
Limited Tax General Obligation Bonds	75	0	0	0	0	0	0	0	75
SPU Drainage and Wastewater Fund	5	0	0	0	0	0	0	0	5
City Street Fund	0	0	53	10	0	0	0	0	63
General Subfund	117	373	0	0	0	0	0	0	490
ISTEA/TEA-21 Federal Government	31	1,159	0	0	0	0	0	0	1,190
Arterial City Street Fund	187	277	0	0	0	0	0	0	464
<b>TOTAL FUNDS</b>	<b>415</b>	<b>1,809</b>	<b>53</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,292</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		1,609	253	10	5	0	0	0	

\*Amounts in thousands of dollars

## Retaining Wall Repair and Replacement

**Program:** Bridges and Structures **Start Date:** Ongoing  
**Type:** Rehabilitation or Restoration **End Date:** Ongoing  
**Project ID:** TC365890

**Location:** Various

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This ongoing project covers the in-house crew work involved in repairing or reconstructing retaining walls identified throughout the City under the Retaining Wall Replacement Program (TC365190).

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
General Subfund	170	425	0	0	0	0	0	0	595
Transportation Bond Fund	130	0	0	0	0	0	0	0	130
City Street Fund	0	0	378	387	0	0	0	0	765
Arterial City Street Fund	0	0	0	0	397	407	417	428	1,649
<b>TOTAL FUNDS</b>	<b>300</b>	<b>425</b>	<b>378</b>	<b>387</b>	<b>397</b>	<b>407</b>	<b>417</b>	<b>428</b>	<b>3,139</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

## Retaining Wall Replacement Program

**Program:** Capital Projects Management **Start Date:** Ongoing  
**Type:** Rehabilitation or Restoration **End Date:** Ongoing  
**Project ID:** TC365190

**Location:** Various

This project identifies retaining walls throughout the City that require repair or reconstruction, and makes the necessary repairs to reduce interference with adjoining sidewalks or roadways. Work on this project is on hold due to the passage of Initiative 776 in the November 2002 election.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
City Street Fund	0	303	0	0	445	0	12	0	760
Transportation Bond Fund	743	258	0	0	0	0	0	0	1,001
SPU Drainage and Wastewater Fund	3	0	0	0	0	0	0	0	3
Arterial City Street Fund	355	261	0	0	0	457	456	0	1,529
General Subfund	1,463	311	0	0	0	0	0	480	2,254
<b>TOTAL FUNDS</b>	<b>2,564</b>	<b>1,133</b>	<b>0</b>	<b>0</b>	<b>445</b>	<b>457</b>	<b>468</b>	<b>480</b>	<b>5,547</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

\*Amounts in thousands of dollars

# Seattle Transportation

## Right of Way Improvements - Broadway and Roy Street

**Program:** Neighborhood Traffic Services **Start Date:** 3rd Quarter 2002  
**Type:** Improved Facility **End Date:** 4th Quarter 2003  
**Project ID:** TC366090

**Location:** BROADWAY E and E ROY ST

**Neighborhood District:** East District

**Neighborhood Plan:** Capitol Hill

This project makes various pedestrian improvements at Broadway and Roy streets. The improvements are made in conjunction with private development of the Broadway Plaza. The project is fully appropriated with 2001 Department of Neighborhoods Early Implementation Opportunity Funds which have been carried over. Operation and maintenance costs are not expected to change as a result of this project.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
General Subfund	0	165	0	0	0	0	0	0	165
<b>TOTAL FUNDS</b>	<b>0</b>	<b>165</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>165</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		82	83	0	0	0	0	0	

## S. Spokane Street - Lower Roadway Improvements

**Program:** Capital Projects Management **Start Date:** 3rd Quarter 1994  
**Type:** Improved Facility **End Date:** 4th Quarter 2003  
**Project ID:** TC364750

**Location:** S SPOKANE ST and E MARGINAL WY S to AIRPORT WY S

**Neighborhood District:** Greater Duwamish

**Neighborhood Plan:** West Seattle Junction (FOJ)

This project makes street and traffic control improvements to increase safety and accessibility for the Port of Seattle, Metro transit, commercial, and industrial traffic. The project area is Spokane Street and E. Marginal Way S. to Airport Way S. Signals are upgraded and interconnected, lane markings are improved to help move traffic more efficiently, detours are installed, U-turns and left turn lanes are improved, and components for a video traffic monitoring system are installed. Sections of the street are resurfaced, and crosswalks and traffic signs are installed. Design on this project was initially completed in 1995 as part of the Spokane Street Viaduct Project. Construction began in 2001. Utility relocations and improvements funded by Seattle Public Utilities and Seattle City Light are also included in this project. Intelligent Transportation System (ITS) improvements have been added to the project through coordination with the Duwamish ITS Project (TC365700).

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Transportation Improvement Account	15	0	0	0	0	0	0	0	15
Seattle City Light Fund	0	1,180	0	0	0	0	0	0	1,180
ISTEA/TEA-21 Federal Government	112	4,982	2,013	0	0	0	0	0	7,107
SPU Drainage and Wastewater Fund	32	1,664	0	0	0	0	0	0	1,696
City Street Fund	0	422	229	0	0	0	0	0	651
Arterial City Street Fund	101	0	0	0	0	0	0	0	101
<b>TOTAL FUNDS</b>	<b>260</b>	<b>8,248</b>	<b>2,242</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,750</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		7,465	3,025	0	0	0	0	0	

\*Amounts in thousands of dollars

## Sidewalk Repair

**Program:** Street Maintenance **Start Date:** Ongoing  
**Type:** Rehabilitation or Restoration **End Date:** Ongoing  
**Project ID:** TC365120

**Location:** Citywide

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This ongoing project rehabilitates sidewalks significantly damaged by City-owned trees or where there are serious safety concerns as evidenced by claims and service requests and potential City liability.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
City Street Fund	312	277	311	317	327	337	347	357	2,585
<b>TOTAL FUNDS</b>	<b>312</b>	<b>277</b>	<b>311</b>	<b>317</b>	<b>327</b>	<b>337</b>	<b>347</b>	<b>357</b>	<b>2,585</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

## Sound Transit - Transit Coordination

**Program:** Major Projects **Start Date:** Ongoing  
**Type:** Improved Facility **End Date:** Ongoing  
**Project ID:** TC365920

**Location:** Citywide

**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This project increases City support for neighborhood-level transit service associated with Sound Transit and King County Metro. Potential projects include the development of new transit services, such as street cars, circulators and alternative technologies, and improvements in bike and pedestrian access to transit.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Government and Agency Transfers	0	0	0	0	325	325	325	325	1,300
Arterial City Street Fund	0	0	0	0	175	175	175	175	700
<b>TOTAL FUNDS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>2,000</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

\*Amounts in thousands of dollars



# Seattle Transportation

## South Jackson Street Improvements

**Program:** Capital Projects Management **Start Date:** 1st Quarter 2001  
**Type:** Improved Facility **End Date:** 3rd Quarter 2005  
**Project ID:** TC366000

**Location:** S JACKSON ST and 12TH AV S to 14TH AV S

**Neighborhood District:** Central **Neighborhood Plan:** International District/Chinatown

This project upgrades and interconnects signals, replaces failed concrete panels and broken sidewalks, installs channelization and curb bulbs, installs a bicycle lane, and upgrades bus shelters. The improvements reduce neighborhood cut-through traffic, encourage economic development, and improve the mobility of vehicles, bicycles, and pedestrians.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Arterial Improvement Program	8	124	715	168	0	0	0	0	1,015
City Street Fund	0	292	0	95	0	0	0	0	387
Vehicle License Fees	0	76	0	0	5	0	0	0	81
Arterial City Street Fund	3	1	0	0	0	0	0	0	4
General Subfund	3	93	0	0	0	0	0	0	96
<b>TOTAL FUNDS</b>	<b>14</b>	<b>586</b>	<b>715</b>	<b>263</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,583</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		201	1,100	263	5	0	0	0	

## South Lander Street Grade Separation

**Program:** Capital Projects Management **Start Date:** 1st Quarter 2001  
**Type:** New Facility **End Date:** 4th Quarter 2008  
**Project ID:** TC366150

**Location:** S LANDER ST and 1ST AV S to 4TH AV S

**Neighborhood District:** Greater Duwamish **Neighborhood Plan:** Duwamish

This project develops a grade separation of the Lander Street roadway and the Burlington Northern mainline railroad tracks between 1st Avenue S. near the Starbucks Center and 4th Avenue S. Prior City work evaluated traffic conditions and identified an initial design concept. During the preliminary engineering phase of the project, a consultant is conducting a Type, Size and Location (TS&L) study to develop more detailed plans and cost estimates. Due to the failure of Referendum 51 in the November 2002 election this project is on hold until funds are identified.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
ISTEA/TEA-21 Federal Government	41	94	0	0	0	0	0	0	135
Government and Agency Transfers	0	0	0	0	0	0	0	0	0
City Street Fund	15	50	0	0	0	0	0	0	65
<b>TOTAL FUNDS</b>	<b>56</b>	<b>144</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200</b>
<i>O&amp;M Costs (Savings)</i>			N/C	N/C	N/C	N/C	N/C	N/C	<b>0</b>

\*Amounts in thousands of dollars

## South Park Bridge (formerly 16th Avenue South Bridge EIS)

**Program:** Capital Projects Management  
**Type:** Rehabilitation or Restoration  
**Project ID:** TC365780

**Start Date:** 1st Quarter 2001  
**End Date:** 2nd Quarter 2008

**Location:** 16TH AV S and E MARGINAL WY S to S CLOVERDALE ST

**Neighborhood District:** Not in a district      **Neighborhood Plan:** South Park

This project funds the City's involvement in the preparation of an Environmental Impact Statement (EIS), design plans, and construction process for the rehabilitation or replacement of the South Park Bridge, which is in unincorporated King County and the City of Tukwila. King County has lead responsibility for preparing the EIS and bridge construction. The City's involvement is related to annexation proposals that could ultimately result in City ownership of the bridge.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Vehicle License Fees	0	0	0	0	0	0	0	0	0
City Street Fund	0	0	123	480	0	0	0	0	603
Arterial City Street Fund	22	122	0	0	400	300	300	10	1,154
<b>TOTAL FUNDS</b>	<b>22</b>	<b>122</b>	<b>123</b>	<b>480</b>	<b>400</b>	<b>300</b>	<b>300</b>	<b>10</b>	<b>1,757</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

*\*Amounts in thousands of dollars*

# Seattle Transportation

## Spokane Street Viaduct

**Program:** Capital Projects Management  
**Type:** Improved Facility  
**Project ID:** TC364800

**Start Date:** 2nd Quarter 1994  
**End Date:** 4th Quarter 2006

**Location:** S SPOKANE ST and 6TH AV S - 15 NB RP to E MARGINAL WY S

**Neighborhood District:** In more than one district **Neighborhood Plan:** Morgan Junction (MOCA)

This project improves safety on the existing Spokane Street Viaduct by seismically retrofitting and strengthening the existing structure and installing a temporary median barrier. Work began in 1998 on the seismic retrofitting and strengthening work, and on preparing the bridge deck for the temporary median barrier, which was installed in early 2000. Design work on additional improvements is being finalized, including widening the existing structure and roadway by building a parallel 29-foot wide structure adjacent to the existing viaduct, relocating on- and off-ramps for westbound traffic, new lighting and new signals, and utility relocations. Further work on the widening phase of this project has been put on hold due to the failure of Referendum 51 in the November 2002 election.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
General Subfund - Street Utilities	3,333	0	0	0	0	0	0	0	3,333
Freight Mobility Investment Board	0	0	0	0	0	0	0	0	0
Arterial City Street Fund	806	0	0	0	0	30	0	0	836
SPU Drainage and Wastewater Fund	0	70	0	0	0	0	0	0	70
General Subfund	557	0	0	0	0	0	0	0	557
Cumulative Reserve Subfund-REET II	1,107	0	0	0	0	0	0	0	1,107
Washington State DOT	750	0	0	0	0	0	0	0	750
ISTEA/TEA-21 Federal Government	6,806	0	0	0	0	0	0	0	6,806
Seattle City Light Fund	0	55	0	0	0	0	0	0	55
Private Funding	0	0	0	0	0	0	0	0	0
Public Works Trust Fund	408	0	0	0	0	0	0	0	408
Port of Seattle	0	0	0	0	0	0	0	0	0
National Highway System	684	0	0	0	0	0	0	0	684
2003 LTGO Project Fund	0	0	0	0	0	0	0	0	0
Limited Tax General Obligation Bonds	0	0	0	0	0	0	0	0	0
<b>TOTAL FUNDS</b>	<b>14,451</b>	<b>125</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>14,606</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		425	9,759	27,010	28,216	30	0	0	

\*Amounts in thousands of dollars

## SR-519

**Program:** Capital Projects Management  
**Type:** New Facility  
**Project ID:** TC365020

**Start Date:** 2nd Quarter 1996  
**End Date:** 4th Quarter 2005

**Location:** 1ST AV S and S KING ST to S ATLANTIC ST

**Neighborhood District:** Downtown

**Neighborhood Plan:** Duwamish

This joint effort by the City, Washington State Department of Transportation, King County, the Port of Seattle, Burlington Northern Santa Fe (BNSF), and the Baseball Public Facility District addresses growing congestion in the South Downtown area. Work has been completed on the initial preliminary engineering and an environmental assessment analysis for improvements to the area. The City is completing design of the portion of the project located west of First Avenue S. A \$4 million Transportation Improvement Board grant funds moving existing railroad tracks west, and street reconstruction to allow waterfront traffic to bypass rail-switching tracks. A truck-only access road is planned to be built between Terminal 39 and the BNSF Inter-modal yard to help improve freight movement.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
2003 LTGO Project Fund	0	0	2,860	0	0	0	0	0	2,860
Limited Tax General Obligation Bonds	789	0	0	0	2,974	0	0	0	3,763
Port of Seattle	0	500	0	0	0	0	0	0	500
Metro/King County	0	750	0	0	0	0	0	0	750
Arterial City Street Fund	84	221	0	0	0	0	0	0	305
City Street Fund	0	0	0	0	0	0	0	0	0
Transportation Partnership Program	93	4,977	0	0	0	0	0	0	5,070
Vehicle License Fees	0	0	0	0	0	0	0	0	0
Washington State DOT	79	889	0	1,111	0	0	0	0	2,079
ISTEA/TEA-21 Federal Government	0	1,080	0	0	0	0	0	0	1,080
General Subfund	351	48	0	0	0	0	0	0	399
Emergency Fund	52	0	0	0	0	0	0	0	52
Private Funding	0	600	0	0	0	0	0	0	600
<b>TOTAL FUNDS</b>	<b>1,448</b>	<b>9,065</b>	<b>2,860</b>	<b>1,111</b>	<b>2,974</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,458</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		3,039	6,000	3,997	2,974	0	0	0	

\*Amounts in thousands of dollars

# Seattle Transportation

## Swiftsure Lightship Restoration

**Program:** Major Projects **Start Date:** 1st Quarter 2003  
**Type:** Rehabilitation or Restoration **End Date:** 4th Quarter 2003  
**Project ID:** TC366180  
**Location:** 1918 1ST AV N  
**Neighborhood District:** Lake Union **Neighborhood Plan:** South Lake Union

This project restores the historic Swiftsure Lightship, which is to be one of the major exhibits at the Maritime Heritage Center on South Lake Union. The \$583,337 grant from the Federal Transportation Enhancement Program funds work on the decks, superstructures, and interior. The work is to be managed by the Northwest Seaport, a non-profit organization that owns the ship. The Seaport is also providing a local match of \$91,904. An agreement is to be signed between the Northwest Seaport and SDOT establishing the requirements for managing the federal funds.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
ISTEA/TEA-21 Federal Government	0	0	583	0	0	0	0	0	583
<b>TOTAL FUNDS</b>	<b>0</b>	<b>0</b>	<b>583</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>583</b>
<i>O&amp;M Costs (Savings)</i>			N/C	N/C	N/C	N/C	N/C	N/C	<b>0</b>

## Trans-Lake Washington Project

**Program:** Major Projects **Start Date:** 1st Quarter 2002  
**Type:** New Facility **End Date:** 4th Quarter 2018  
**Project ID:** TC365880  
**Location:** SR520 and MONTLAKE BV E to I5 NB ON RP  
**Neighborhood District:** In more than one district **Neighborhood Plan:** Not in a Neighborhood Plan

This project provides policy and planning support to the Director of Transportation and elected officials to review and comment on the Environmental Impact Statement (EIS) and the preliminary design for the Trans-Lake Washington Project. The regional project may include replacement of the SR 520 bridge, a second Montlake Bridge and new freeway interchanges at Montlake Boulevard, Lake Washington Boulevard and Interstate 5.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Washington State DOT	0	0	200	200	0	0	0	0	400
To Be Determined	0	0	100	100	0	0	0	0	200
<b>TOTAL FUNDS</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>600</b>
<i>O&amp;M Costs (Savings)</i>			N/C	N/C	N/C	N/C	N/C	N/C	<b>0</b>
<b>Cash Flow</b>		0	200	200	0	0	0	0	

\*Amounts in thousands of dollars

## University District Controllers/Paving

**Program:** Capital Projects Management  
**Type:** Improved Facility  
**Project ID:** TC365350

**Start Date:** 1st Quarter 1998  
**End Date:** 4th Quarter 2003

**Location:** NE 50th ST and 5TH AV NE to 20TH AV NE

**Neighborhood District:** Northeast

**Neighborhood Plan:** University

This project installs new controllers at 39 signalized intersections and upgrades pedestrian signals. SDOT is also interconnecting existing controllers and repaving 50th Street between 7th Avenue NE and 15th Avenue NE. There are minor close-out costs in 2003.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
ISTEA/TEA-21 Federal Government	583	14	0	0	0	0	0	0	597
Arterial City Street Fund	684	628	0	0	0	0	0	0	1,312
Vehicle License Fees	505	13	0	0	0	0	0	0	518
Arterial Improvement Program	1,948	384	0	0	0	0	0	0	2,332
Cumulative Reserve Subfund- Unrestricted	20	0	0	0	0	0	0	0	20
Government and Agency Transfers	220	89	0	0	0	0	0	0	309
<b>TOTAL FUNDS</b>	<b>3,960</b>	<b>1,128</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,088</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		1,118	10	0	0	0	0	0	

\*Amounts in thousands of dollars

# Seattle Transportation

## University Way Multi-Modal Improvements

**Program:** Capital Projects Management **Start Date:** 2nd Quarter 1998  
**Type:** Improved Facility **End Date:** 2nd Quarter 2005  
**Project ID:** TC365420

**Location:** UNIVERSITY WY NE and NE CAMPUS PY to NE 50TH ST

**Neighborhood District:** Northeast **Neighborhood Plan:** University

This project constructs pedestrian and transit improvements along University Way NE, between approximately NE 50th Street and NE Campus Parkway. Improvements include new and wider sidewalks, new roadway surfaces, new lighting and signal systems including pedestrian level lighting, bus curb bulbs, landscaping upgrades, and urban design and art enhancements. Limited Tax General Obligation bonds are used to provide early implementation funds for this project in anticipation of a federal grant.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
ISTEA/TEA-21 Federal Government	383	171	0	3,000	0	0	0	0	3,554
SPU Water Fund	0	540	660	0	0	0	0	0	1,200
Urban Arterial Trust Account	0	263	0	0	0	0	0	0	263
Seattle City Light Fund	0	450	550	0	0	0	0	0	1,000
Metro/King County	80	160	195	0	0	0	0	0	435
General Subfund	97	34	0	0	0	0	0	0	131
Central Puget Sound Public Trans. Acct.	63	0	0	0	0	0	0	0	63
Arterial City Street Fund	175	178	0	0	0	0	0	0	353
Limited Tax General Obligation Bonds	0	5,078	0	(3,000)	0	0	0	0	2,078
<b>TOTAL FUNDS</b>	<b>798</b>	<b>6,874</b>	<b>1,405</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,077</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	<b>0</b>
<b>Cash Flow</b>		3,595	4,654	20	10	0	0	0	

## Urban Center Wayfinding

**Program:** Major Projects **Start Date:** 1st Quarter 2000  
**Type:** New Facility **End Date:** 4th Quarter 2004  
**Project ID:** TC365710

**Location:** Various

**Neighborhood District:** Downtown **Neighborhood Plan:** Commercial Core

This project develops schematic designs and locations for vehicular and pedestrian directional signs, transit signage, information kiosks, neighborhood orientation maps, and street identification signs in downtown Seattle.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
General Subfund	7	50	25	25	0	0	0	0	107
ISTEA/TEA-21 Federal Government	8	92	50	50	0	0	0	0	200
Arterial City Street Fund	14	1	0	0	0	0	0	0	15
<b>TOTAL FUNDS</b>	<b>29</b>	<b>143</b>	<b>75</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>322</b>
<b>O&amp;M Costs (Savings)</b>			0	0	0	0	0	0	<b>0</b>

\*Amounts in thousands of dollars

## Water Taxi Dock

**Program:** Capital Projects Management  
**Type:** New Facility  
**Project ID:** TC365430

**Start Date:** 1st Quarter 1999  
**End Date:** 4th Quarter 2003

**Location:** SW BRONSON WY and HARBOR AV SW

**Neighborhood District:** Southwest

**Neighborhood Plan:** Admiral

This project is the City's contribution toward construction of a water taxi dock to provide permanent water taxi service in West Seattle. A docking study completed in January of 1999 determined that the preferred alternative location for new dock construction is Harbor Avenue SW at the Bronson Way street end. Metro is the lead agency on this project. Construction of the dock is planned to proceed when operations funding is identified.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Vehicle License Fees	5	0	0	0	0	0	0	0	5
<b>TOTAL FUNDS</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	<b>0</b>

## West Lake Union - Trail

**Program:** Capital Projects Management  
**Type:** New Facility  
**Project ID:** TC364840

**Start Date:** 2nd Quarter 1995  
**End Date:** 1st Quarter 2003

**Location:** WESTLAKE AV and ALOHA ST to NICKERSON ST

**Neighborhood District:** In more than one district **Neighborhood Plan:** Queen Anne

This project constructs a multi-use pathway along an abandoned railroad right-of-way on the west shore of Lake Union, parallel to Westlake Avenue, from the Fremont Bridge to South Lake Union Park. In addition to the multi-use pathway, project improvements include paved and landscaped pathways to transit stops, repaving of deteriorated parking areas adjacent to local businesses, reconfiguration of internal parking circulation, landscaping, and improved entrances and exits from Westlake Avenue. This project is being combined with the Seattle Public Utilities' Westlake Drainage Project (C3AA328) and with City Light's Westlake Feeder Project. Substantial completion is scheduled for February, 2003.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
ISTEA/TEA-21 Federal Government	471	1,462	207	0	0	0	0	0	2,140
General Subfund	0	0	39	0	0	0	0	0	39
Vehicle License Fees	0	190	0	0	0	0	0	0	190
Shoreline Park Improvement Fund	312	688	0	0	0	0	0	0	1,000
Arterial City Street Fund	112	0	0	0	0	0	0	0	112
<b>TOTAL FUNDS</b>	<b>895</b>	<b>2,340</b>	<b>246</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,481</b>
<i>O&amp;M Costs (Savings)</i>			2	2	2	2	2	N/C	<b>10</b>

*\*Amounts in thousands of dollars*



# Seattle Transportation

## West Seattle Swing Bridge Cylinders and Installation

**Program:** Capital Projects Management

**Start Date:** 1st Quarter 2002

**Type:** Rehabilitation or Restoration

**End Date:** 2nd Quarter 2003

**Project ID:** TC366070

**Location:** SW SPOKANE ST BR

**Neighborhood District:** Greater Duwamish

**Neighborhood Plan:** Not in a Neighborhood Plan

In March, 2001, one of the cylinders failed on the West Seattle Swing Bridge and was replaced with a spare cylinder. This project investigates the cause of that failure and develops a revised design. Three new lift turn cylinders are to be purchased for the bridge. This project is funded by Councilmanic debt. Interest and principal payments are paid from the General Subfund.

<b>Fund Source</b>	<b>LTD</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
Transportation Bond Fund	0	1,903	197	0	0	0	0	0	2,100
<b>TOTAL FUNDS</b>	<b>0</b>	<b>1,903</b>	<b>197</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,100</b>
<i>O&amp;M Costs (Savings)</i>			0	0	0	0	0	0	0

*\*Amounts in thousands of dollars*