

Overview

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

The City of Seattle 2010-2015 Adopted Capital Improvement Program can be found on the City of Seattle website at: <http://www.seattle.gov/financedepartment/>.

Citywide Summary

The 2010-2015 Adopted CIP reflects the City of Seattle's recent efforts to build new facilities as well as its long-standing efforts to maintain or improve existing infrastructure. Many of the projects in the 2010-2015 Adopted CIP build civic, cultural, or public safety facilities funded by voter-approved levies and bonds (e.g., the 2003 "Fire Facilities and Emergency Response" Levy). Utility-funded CIP projects in Seattle City Light (SCL) and Seattle Public Utilities (SPU) improve or maintain the utility infrastructure that serves residents of Seattle and surrounding areas. CIP projects in the Seattle Department of Transportation (SDOT) are funded by multiple fund sources – local, state, federal, and a voter-approved levy ("Bridging the Gap") – and focus on streets, bridges, trails, sidewalks, and other elements of the City's transportation infrastructure. Key projects are more fully described later in this overview, and details on funding and schedule can be found in the individual department sections.

The 2010-2015 Adopted CIP totals about \$4.3 billion for six years and includes approximately 665 individual projects. About \$2.7 billion of the six-year total, or 63% of the total CIP, consists of utility projects that are managed by SCL and SPU, and mostly are funded by utility rates. Approximately \$1.2 billion (28%) is in SDOT over the six-year period. The remaining departments (Parks and Recreation, Fleets and Facilities, Seattle Center, Seattle Public Library, and Department of Information Technology) account for approximately \$392 million, or 9% of the six-year CIP.

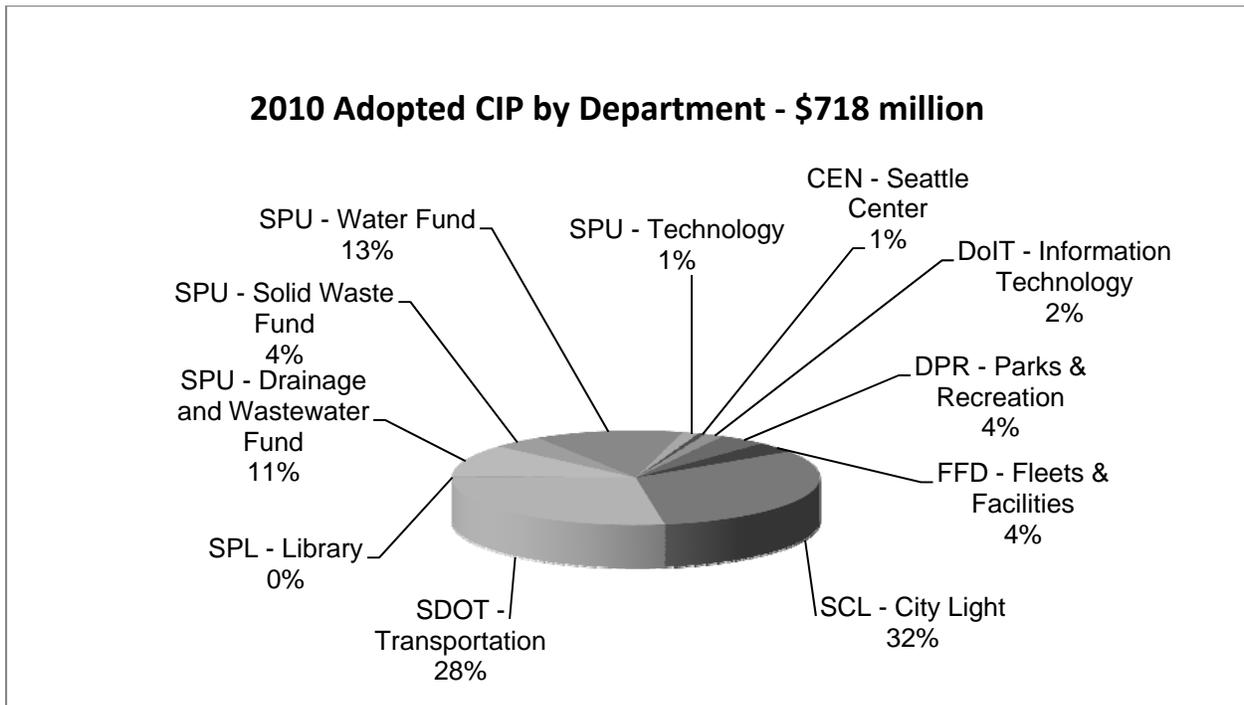
Department capital appropriations for the coming year are made through the 2010 Adopted Budget, which includes details following each departmental budget section. For informational purposes only, the table on the next page shows the total 2010-2015 allocations by department and the accompanying pie chart displays the proposed allocations for 2010 only.

2010-2015 Adopted CIP by Department (dollars in thousands)

Department	2009 Adopted ¹	2009 Revised ²	2010 Adopted ³	2011-15 CIP	2010-15 Total
Fleets and Facilities	39,062	140,536	25,648	104,384	130,032
Information Technology	12,051	20,195	12,131	41,305	53,436
Parks and Recreation	29,693	101,163	30,099	132,390	162,489
Seattle Center	8,242	23,942	4,510	31,976	36,486
Seattle Public Library	1,646	3,199	1,031	8,817	9,848
Seattle Transportation	234,385	348,134	199,934	996,467	1,196,401
Subtotal	325,079	637,169	273,353	1,315,339	1,588,692
City-owned Utilities					
Seattle City Light	232,506	331,800	228,558	1,201,142	1,429,700
SPU - Drainage & Wastewater	73,445	69,363	79,405	411,501	490,905
SPU - Solid Waste	24,437	26,716	32,122	165,021	197,143
SPU - Technology Projects	12,923	12,956	10,424	64,681	75,105
SPU - Water	110,447	111,611	93,914	435,380	529,293
Subtotal	453,758	552,447	444,422	2,277,724	2,722,146
City Total	778,873	1,189,615	717,775	3,593,063	4,310,838

Notes:

1. 2009 Adopted totals are based on the 2009-2014 Adopted CIP.
2. The 2009 Revised column shows 2009 Adopted totals, plus carryovers, abandonments and supplementals added during the 2009 fiscal year.
3. Not all funds above are appropriated; see the 2010 Adopted Budget for a list of capital appropriations by department.



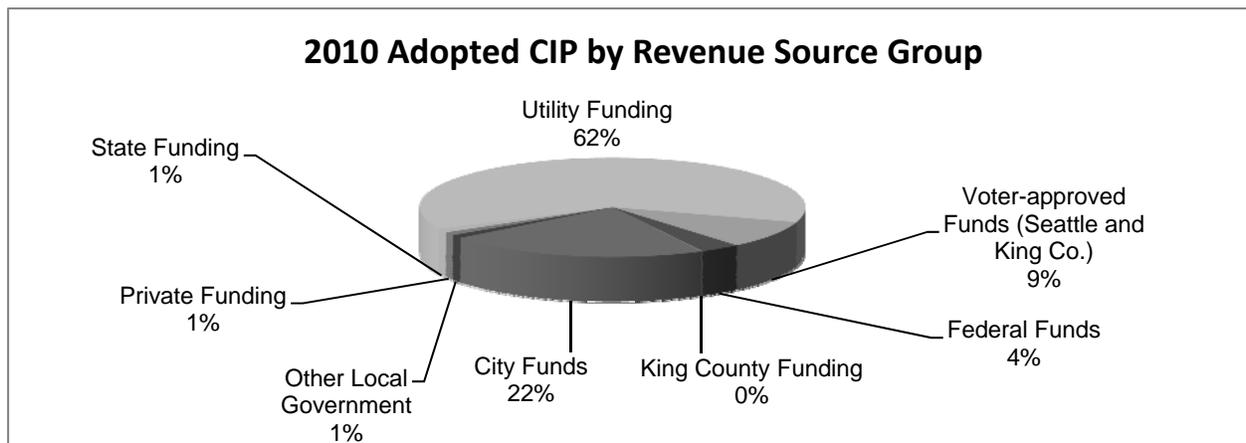
CIP Revenue Sources

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

The table below identifies funding sources for the 2010-2015 Adopted CIP by Revenue source group (displayed in thousands of dollars).

Revenue Source Group	2009 Revised	2010 Adopted	2010-2015 Total
Federal Funds	56,325	24,278	78,156
King County Funding	6,307	835	33,118
City Funds	258,618	158,361	605,090
Other Local Government	11,110	7,570	136,832
Private Funding	57,093	7,669	49,057
State Funding	66,271	9,233	197,874
To Be Determined ¹	-	-	156,428
Utility Funding	560,019	445,497	2,734,905
Voter-Approved Funds (Seattle and King County)	173,873	64,657	319,703
Total	1,189,615	718,100	4,311,163

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



2010 Cumulative Reserve Subfund Appropriations

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

	Budget Control Level	Fund Name	2009 Adopted¹	2009 Revised²	2010 Adopted³
Appropriations - Special Projects					
1998B Capital Facilities Refunding REET I Budget Control Level	2CCE0-1	REET I	2,936	2,936	3,018
CRS REET I Support to McCaw Hall Fund	2SC10	REET I	0	0	200
Artwork Conservation - OACA – CRF-UR Budget Control Level	V2ACGM	Unrestricted	179	179	187
Design Commission	2UU50-DC	Unrestricted	361	361	374
Tenant Relocation Assistance Program - CRF - REET I Budget Control Level	2UU51	REET I	250	75	113
Tenant Relocation Assistance Program - CRF - UR Budget Control Level	2UU50-TA	Unrestricted	83	74	74
Special Projects Total			3,809	3,625	3,966
Allocations - Department Summaries - Information Only					
Department of Parks and Recreation	Various	CRS	13,361	26,584	11,016
Fleets and Facilities Department	Various	CRS	15,026	43,363	10,618
Seattle Center	Various	CRS	3,361	8,852	1,318
Seattle Public Library	Various	CRS	1,646	2,920	1,031
Seattle Department of Transportation	Various	CRS	10,325	14,515	9,811
Department Summaries Total			43,719	96,234	33,794
GRAND TOTAL			47,528	99,859	37,760

Notes:

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Capital Projects Funds

In addition to the Cumulative Reserve Subfund, the City establishes capital project funds to account for resources set aside to acquire or construct major capital facilities, except those financed by proprietary funds. These funds

have been established to monitor the revenue and expenditures of specifically authorized revenues, such as voter-approved and Councilmanic bonds and levies. Descriptions of various types of capital projects funds follow.

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

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

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

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

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

Significant Initiatives in the 2010-2015 Adopted CIP

The following section describes significant capital investments or initiatives in the 2010-2015 Adopted CIP. The projects and programs highlighted below are not new to the CIP, but reflect three types of investments underway: new and improved cultural and public safety facilities approved by the voters in the last eight years, other capital investments in maintaining the City's infrastructure and protecting public safety, and ongoing work on transportation projects including Bridging the Gap and the planned replacement of the Alaskan Way Viaduct and Seawall. Two voter-approved measures acquire, redevelop, and enhance parks, green spaces, and trails throughout the City. Public safety capital investments upgrade the City's fire stations, build a new emergency operations center, and bury or cover reservoirs, creating additional open space while protecting public health. Several projects have required additional funds to fulfill commitments to voters, due to a less favorable bid climate peaking in 2008, or to respond to newly-identified opportunities.

American Recovery & Reinvestment Act of 2009 (ARRA)

The American Recovery and Reinvestment Act was enacted into law on February 17, 2009. The bill totals \$789 billion in spending and tax cuts. It represents a historic and unprecedented opportunity for local governments to use federal dollars to stimulate the local economy and help residents most in need. The bill is intended to jumpstart the economy by creating and saving jobs while at the same time investing in infrastructure, education and clean energy as the foundation for reviving the nation's economy.

As of December 2009, Seattle has received or expects to receive nearly \$74 million of federal stimulus funds to support specific capital improvement projects throughout the City. Please refer to the department's individual CIP section for more details on each project.

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ARRA Funding Program	Project ID	Project Title	City Dept	Expected Award Amount
Clean Water State Revolving Fund	C3603	Ballard Roadside Raingardens Phase 1 – ARRA - CWSRF	SPU	\$1,546,000
Drinking Water State Revolving Fund	C1406	Reservoir Covering – Maple Leaf - ARRA - DWSRF	SPU	\$6,000,000
Transportation Investment Generating Economic Recovery	TC365500	Mercer Corridor Project	SDOT	\$50,000,000
Highway Infrastructure Investment	TC364800	Spokane St. Viaduct	SDOT	\$15,443,000
Transit Capital Assistance	S9403	Monorail Improvements	CEN	\$1,000,000
			TOTAL	\$73,989,000

Preserving and Enhancing Open Space

2008 Parks Levy: The 2008 Parks Levy, largely modeled after the successful 2000 Pro-Parks Levy, provides for acquisition of new parks and green space and for development and improvement of the various parks throughout the City. It also includes significant investments in the Seattle Asian Art Museum and the Langston Hughes Performing Arts Center, and an environmental category to provide funding for the Green Seattle Partnership, community gardens, trails, and improved shoreline access at street ends. An Opportunity Fund will support other community-identified projects.

In conjunction with the Seattle Jobs Forward initiative, \$32 million was appropriated in 2009 for “early start” projects. The Department of Parks and Recreation (DPR) will have started 45 Levy projects through 2010, most of which will be completed by the end of the year. In 2009, \$2.5 million was transferred from the Acquisition Category to the Development Category to develop a portion of Bell Street as a Park Boulevard and three trail projects, which are being managed by the Department of Transportation.

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

Most of the remaining projects funded by this Levy will be completed in 2010. Only one acquisition remains of the 17 neighborhood parks named in the Levy, and the last projects in the Pro Parks Green Space and Opportunity Fund acquisitions are expected to be completed in 2009.

Development projects still to be completed include:

- 12th Avenue Park Development;
- Capitol Hill Park;
- Crown Hill School Open Space;
- First Hill Park;
- Jefferson Park - Beacon Reservoir;
- Jefferson Park Tennis Courts;
- John and Summit Park Development (Bellevue Substation);
- Myrtle Reservoir Development;
- Thomas C. Wales Park Development (formerly Dexter Pit Park Development); and
- University Heights Open Space Improvements.

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Two remaining trail projects managed by Seattle Department of Transportation (Belltown/Queen Anne Connections and Mountains to Sounds Greenway) are expected to be completed or reallocated in 2010. Any remaining funds in this Levy will be allocated via the Opportunity Fund process.

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

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

Phase II construction of Lake Union Park will be completed in 2010. This project includes a new pedestrian and vehicle entry on Valley Street, construction of a centerpiece fountain, creation of a Great Lawn, and installation of a model boat pond and landscaping. City Investors has pledged an additional \$5 million for Phase II of the development project contingent on construction of certain Valley Street improvements. The Seattle Parks Foundation has raised \$10 million in additional private funds for Phase II of the park project. In addition to the park development project, negotiations continued in 2009 between the City and the Museum of History and Industry (MOHAI) regarding the potential lease of the Lake Union Armory as the new home for MOHAI.

Rainier Beach Community Center: This \$25 million project will replace the existing Rainier Beach Community Center and swimming pool, complementing the two new schools that will be constructed on the site. Design work is expected to be completed in 2010 with construction in 2011 and 2012.

Reservoir Lid Park Projects: The 2010-2015 Adopted CIP includes additional 2008 Parks Levy funds for development of the lidded Jefferson, West Seattle and Maple Leaf Reservoirs. With the previously completed development of Cal Anderson Park, this will bring the total number of reservoirs converted into open park land to five.

Golf Master Plan: In 2010, the City will begin implementing the Golf Master Plan that will provide major improvements at the four City-owned golf courses (Interbay, Jackson, Jefferson and West Seattle), including building replacements, driving ranges, cart path improvements, and course and landscaping renovation. This will be funded with general obligation bonds and future revenue from the golf courses will cover associated the debt service payments. These improvements will be phased over 6+ years.

Hubbard Homestead (Northgate Urban) Park: Following acquisition of the Northgate Park and Ride Metro lot, this \$4 million development project is expected to be completed in 2010, which will provide open green space with adjacent right of way improvements for sidewalks and street medians.

Belltown: In 2009, \$2.5 million was transferred from the Acquisition Category of the 2008 Parks Levy to the Development Category to develop a portion of Bell Street as a Park Boulevard. The project is underway. DPR continues to pursue options for locating the Belltown Community Center, the ninth and final community center funded by the 1999 Community Center Levy.

Improving and Maintaining City's Utility Investments

In 2010, Seattle City Light's Adopted CIP includes projects that maintain and enhance City Light's core assets. The Adopted CIP includes funding for neighborhood projects that require underground electrical infrastructure rehabilitation, funding to create a light-emitting diodes (LED) Streetlight Conversion Program, and additional funding to support SCL's overhead to underground power facility conversions constructed under franchise agreements with its suburban city customers, as well as additional funding for implementation of the utility's Asset Management program, including implementation of a work order system.

The 2010-2015 Adopted CIP continues a rehabilitation and refurbishment program for 10 aging generators located at the Ross, Diablo, and Boundary Powerhouses that account for 70% of City Light's generating capability. As part of this program, the Adopted CIP begins major repairs to the Unit 55 Generator at the Boundary Powerhouse in 2010.

The Adopted CIP continues design work on the second tunnel at Gorge Dam to increase turbine efficiency. When the tunnel becomes operational in 2013, the second tunnel will increase production by 45,000 MW per year with no increased water release. This project will help City Light to realize the 15% goal of power from renewable resources, as mandated by Initiative 937.

City Light will continue with property acquisition and site remediation for the North Downtown Substation, but design and construction of this project has been deferred. The economic slowdown and lack of customer participation in the North Downtown Network Project have pushed back the immediate need for the new substation. Reflecting this lack of customer participation, the North Downtown System Network project is not included in City Light's Adopted CIP.

Capital Investments in Public Safety

2003 Fire Facilities & Emergency Response Levy: The 2010-2015 Adopted CIP includes a number of projects in the Fire Facilities and Emergency Response Levy lid lift, approved by voters in November 2003. As passed, the multi-year Levy lid lift makes about \$167 million in levy proceeds available to: (i) upgrade, renovate, or replace 32 neighborhood fire stations; (ii) construct a new training facility and upgrade the Seattle Fire Department's Fire Alarm Center; (iii) add emergency preparedness facilities and disaster response equipment that includes a modern, seismically-safe Emergency Operations Center, emergency community supplies, emergency shelter power generators, and emergency water supply capacity for fire fighting in the event the City's fire hydrants are disabled; and (iv) provide a new, large-platform fire boat, a rehabilitated and enhanced Chief Seattle fireboat, and a new fast attack fire boat. In the 2007-2012 Adopted CIP, funds were added to the original Levy program to pay for exceptionally high construction inflation and the cost of building Levy projects to the LEED Silver standard of sustainable design. Please see the Fleets and Facilities CIP for more detailed information on these Levy projects.

Municipal Jail: King County houses most City inmates under an intergovernmental agreement which expires in 2015. The current funding supports initial planning and design including site selection and preparation of an Environmental Impact Study. No decisions have been made on siting, timing, financing, or management of a possible facility.

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

Reservoir Coverings: Seattle's water system includes open reservoirs that store treated drinking water. These reservoirs, built between 1901 and 1947, range in size from 7 to 68 million gallons and are managed by Seattle Public Utilities (SPU). These reservoirs represent a large portion of the system's in-city storage capacity. The reservoir sites also provide open space areas in the City, often serving as neighborhood focal points and/or

abutting recreational areas. To comply with water quality regulations and enhance security, the City plans to cover or decommission all of its drinking water reservoirs over the next decade. Seven open reservoirs have already been covered: Magnolia Reservoir in 1995, Bitter Lake Reservoir in 2001, Lake Forest Park Reservoir in 2002, Lincoln Reservoir in 2005, Myrtle Reservoir in 2008, and West Seattle and Beacon reservoirs in 2009. Maple Leaf reservoir will be in construction in 2009 and 2010. SPU plans to decommission the Roosevelt and Volunteer Reservoirs. The Department of Parks and Recreation has developed a park over the Lincoln Reservoir and will be developing parks over the Beacon and Myrtle reservoirs. See the Seattle Public Utilities - Water Fund CIP for more detailed project information.

Transportation and Mobility Priorities

Transportation projects, such as the Sound Transit Link Light Rail and Alaskan Way Viaduct and Seawall Replacement project, are expected to have a substantial impact on the region's transportation infrastructure. These projects are reflected in the 2010-2015 Adopted CIP for several City departments.

Sound Transit is designing the University Link 3.15 mile tunnel extension of the light rail system from Downtown Seattle to Capitol Hill and the University of Washington. SDOT is managing the City's design review and permitting process and has negotiated a reimbursement agreement with Sound Transit for City services. The CIP includes reimbursable workload for these efforts in 2010 for multiple departments.

In 2010, construction work continues on the King Street Station. The Station will be remodeled and transformed into a transportation hub connecting express bus, commuter train, and light rail service. The City expects to partner with the Washington State Department of Transportation to complete the restoration of the building so that it complies with the City's Sustainable Building Policy using a combination of State, Federal, Sound Transit, and Bridging the Gap funds. The first phase of the project is expected to be completed in 2012.

Many 2010 investments will prepare the City for the pending construction by improving traffic flow throughout the City's major corridors. Bridging the Gap major projects, the Spokane Street Viaduct and the Mercer Corridor Project will be in major construction phases in 2010. These projects will boost important east-west corridors through the City. Other initiatives include continued acceleration of the arterial paving program, multiple Intelligent Transportation System programs which increase capacity without new roads, and investments in transit infrastructure improvements and service partnership with Metro. New major projects, including the Mercer Corridor Project West Phase and the First Hill Streetcar, are added to the CIP with funding for design in 2010.

Bridging the Gap: The 2010-2015 Adopted CIP continues work funded by the Bridging the Gap (BTG) initiative, a funding initiative proposed by the Mayor and approved by Council in 2006, to repair and improve Seattle's streets, bike trails, sidewalks, and bridges. The package includes a commercial parking tax, an employee hours tax, and a property tax levy that was approved by Seattle citizens in November 2006. The property tax measure is a nine-year levy, with the annual growth rate of levy revenue capped at one percent plus the value of new construction. The CIP includes transportation capital funding from Bridging the Gap revenues and funding from Limited Tax General Obligation bonds that are serviced with a portion of future revenues.

Effective January 1, 2010, the City has repealed the Employee Hours Tax through Ordinance 123150. The Adopted CIP does not include ongoing revenue from this source.

Alaskan Way Viaduct and Seawall Replacement Program: The 2010-2015 Adopted CIP includes funding City commitments related to replacing SR-99 along the Seattle waterfront. This work encompasses many projects that are collectively known as the "Alaskan Way Viaduct and Seawall Replacement Program" (AWVSR Program). Components of the program include the SR-99 Bored Tunnel, Seawall, Central Waterfront Public Space, Mercer Corridor Project West Phase, Early Electrical Relocation, Battery Street Tunnel, Holgate to King South End project, Transit Enhancements, SR-519 Phase II, and other surface street improvements.

In 2010, significant construction work will be underway on a series of "early implementation" projects that began in 2009. These include the Holgate to King South End major construction and utility location projects funded and

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managed by the State, and work on the parking mitigation program. The City will also continue efforts in planning, design, and support activities for the other elements of the program and will continue to work with the U.S. Army Corps of Engineers on design and construction of components of the north seawall. 2010 spending will include resources for the design of a seawall test section.

Funding allocation for SDOT's portion of this work is in the Alaskan Way Viaduct and Replacement Project (TC366050), the Mercer Corridor Project West Phase (TC367110), and SR-519 Phase II (TC366960). The 2010-2015 Adopted CIP includes funding for several departments, as follows:

- For SDOT, \$443 million is allocated from 2010 to 2015. Work in 2010 includes \$7.5 million for the design of the seawall and seawall test section, \$9.3 million for design on Mercer Corridor Project West Phase, and \$6.7 million for other planning, design, and construction support.
- For Seattle Public Utilities, \$15.0 million is allocated from 2010 through 2015 to support the relocation, replacement, and protection of the water infrastructure and \$14.9 million is allocated for drainage and wastewater, not including coordinated projects outside of the base program scope.
- For Seattle City Light, \$132.1 million is allocated from 2010 through 2015 for design review and project management costs related to the relocation of infrastructure along the four-mile corridor and associated betterment/opportunity projects, not including coordinated projects outside of the base program scope.

Pedestrian and Bicycle Infrastructure Investments: To strengthen pedestrian and bicycle infrastructure throughout the City, a new the Pedestrian Master Plan (PMP) Implementation project is created and includes former smaller projects: ADA Spot Improvements, Pedestrian Lighting - Capital Costs, the Sidewalk Development Program, and the Stairway Rehabilitation Program. \$856,000 is added from the Cumulative Reserve Fund to the new PMP project. The Bike Master Plan (BMP) Implementation project is restructured to include Bike Spot Safety Improvements and Urban Trail and Bike projects and \$500,000 is added from the Cumulative Reserve Subfund. Many of the City's other pedestrian and safety improvements are supported by the Bridging the Gap Transportation Funding Package through programs such as the NSF/CRS Neighborhood Projects, the Safe Routes to School, Sidewalk Safety Repair, Pedestrian Countdown Signals, and School Zone Signage Improvements.

The CIP includes continued spending on trail projects such as "missing link" of the Burke-Gilman Trail, from 11th Avenue NW to the Hiram M. Chittenden (Ballard) Locks, and for new multi-purpose trail construction projects, the Cheshiahud Lake Union Loop, the Chief Sealth Trail, and the West Duwamish Trail. Additionally, funding is allocated to complete the design and construction of the Linden Avenue North Complete Streets project, which provides pedestrian, drainage, and roadway improvements and completes the final link in the Interurban Trail North.

Intelligent Transportation Systems (ITS): The CIP contains four projects that encompass a citywide intelligent transportation system: 15th Avenue W/Elliott Ave W Improvements, Alaskan Way Viaduct Intelligent Transportation System, Duwamish Intelligent Transportation Systems, and Intelligent Transportation Systems (ITS) Plan Implementation. Most of these projects will be completed in 2010. The projects provide tools to reduce traffic congestion such as dynamic message signs, traffic signal interconnections, travel time measuring devices, and traffic cameras. The projects leverage local dollars with a significant amount of State, federal and County funding.

Mayor's Environmental Action Agenda

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

Climate Protection Initiative: The City of Seattle continues to be a national leader in promoting climate protection. The 2010-2015 Adopted CIP includes energy and transportation projects to reduce greenhouse gas emissions. The CIP funds energy conservation projects, including installation of energy-efficient LED streetlights on residential streets. The CIP also continues design work on the second tunnel at Gorge Dam to generate additional hydroelectric power with no increased water release. These conservation and renewable energy

projects will help Seattle meet future energy demand and address the requirements of I-937. The 2010-2015 Adopted CIP also includes funding for pedestrian, bicycle, and transit facilities that promote alternatives to driving, including the “missing link” to the Burke-Gilman Trail, the Cheshiahud Lake Union Trail, the First Hill Streetcar and other facilities.

Restore Our Waters Initiative: Restore Our Waters is a long-term effort to protect the City's aquatic habitat, improve water quality, and inspire citizens and businesses to do the same. The 2010-2015 Adopted CIP includes aquatic habitat restoration and fish passage projects, natural drainage projects to better manage pollution and stormwater flow, sediment remediation projects, and combined sewer overflow projects to meet the requirements of the City's National Pollutant Discharge Elimination System permit.

Green Seattle Initiative: Green Seattle is an initiative to restore Seattle's urban forest and green the built environment. The City's Urban Forestry Management Plan established a 30% tree canopy cover goal for Seattle. The 2010-2015 Adopted CIP includes funding for replanting trees on City property, removing invasive vegetation from forested parklands (through the Green Seattle Partnership), and maintenance and pruning programs to care for City-owned trees.

Healthy People & Sustainable Communities Initiative: The City of Seattle is committed to creating healthy, livable urban centers, promoting sustainable practices, and improving environmental justice. The 2010-2015 Adopted CIP includes funding for resource conservation programs and environmental remediation projects, and promotes green building concepts through the City's Sustainable Building Policy.

Support for Neighborhoods and Neighborhood Plan Projects

The 2010-2015 Adopted CIP contains more than 110 projects, with a total of approximately \$151 million of funding in 2010 in support of neighborhood plans. The plans, created by nearly 20,000 citizens and approved by the City Council, identify actions desired to ensure the City's neighborhoods continue to thrive and improve as Seattle grows over the next 20 years and meet commitments under the State's Growth Management Act. Projects supporting neighborhood plan recommendations are found throughout the CIP and include parks, street and pedestrian improvements, libraries, community centers, drainage improvements, and pedestrian and safety lighting. When a project's location is included in a neighborhood plan's geographic parameters, the neighborhood plan is indicated. If the project is specifically identified as a desired activity within the neighborhood plan, a corresponding matrix number will be indicated. Funding for these projects comes from voter-approved levies (e.g., 2000 Parks Levy), the Neighborhood Matching Subfund, the Cumulative Reserve Subfund, utility funds, Community Development Block Grant Funds, and other public and private sources.

Effort to Update Neighborhood Plans: The 2010 Budget continues the City's commitment to working with communities to revise Neighborhood Plans, in part to reflect the changes and opportunities presented by major transportation investments, including Light Rail. In 2010, the City will follow through on the three neighborhood plan updates that are underway in Southeast Seattle in station areas along the Sound Transit Light Rail alignment. The 2010 Adopted Budget also contains resources for the City to work with communities to update two additional Neighborhood Plans.

The Department of Planning and Development will lead the process with active involvement from Department of Neighborhoods, Seattle Department of Transportation, Department of Parks and Recreation, Office of Housing, and the utilities and other departments as necessary. The Department of Neighborhoods will coordinate public outreach efforts.

Neighborhood Projects Funds (Formally known as NSF/CRS Neighborhood Program – Small Projects): Beginning in 1999, the City set aside approximately \$1 million per year from the Cumulative Reserve Subfund (CRS) for major maintenance projects identified in neighborhood plans. An additional \$251,000 in gas tax revenue is added to the program, for a total of \$1.25 million in 2010. These neighborhood projects are identified and prioritized by the community, and selected for funding by the Department of Neighborhoods, SDOT, Parks, and the Department of Finance. The selection process was completed in August 2009 resulting in the project list below. The Department of Parks and Recreation budget includes \$125,000 of CRS REET II funding and SDOT's

Overview

budget includes \$875,000 of CRS REET II funding and \$245,000 from gas tax. See SDOT project TC365770 (NSF/CRS Neighborhood Program) and Parks project K732376 (Neighborhood Capital Program) for more detail.

2010 Neighborhood Projects Funds

District Council	Project ID #	Project Description	Dept	CRS/NSF Amount
Ballard	2009-023	Sidewalk on 28th Ave NW between NW Market Street & NW 57th Street	SDOT	\$50,000
Ballard	2009-033	Sidewalk repair on NW 100 th Street between 8 Ave NW and 15 th Ave NW	SDOT	\$40,000
Ballard Subtotal				\$90,000
Central	2009-055	Median Island on Martin Luther Jr Way and E Marion Street	SDOT	\$25,000
Central	2009-175	Curb bulb at 20th Ave S & S Lane Street	SDOT	\$25,000
Central	2009-328	Frink Park selected vegetation management and trail restoration: Yesler Way East from 33rd Ave S & Lake WA Blvd	Parks	\$40,000
Central Subtotal				\$90,000
Delridge	2009-029	Curb bulb at SW Dawson St & 35th Ave SW	SDOT	\$50,000
Delridge	2009-193	Traffic Circle at SW Henderson St & 31st Ave SW	SDOT	\$15,000
Delridge	2007-122	Curb bulb at Delridge Way SW and SW Hudson Street	SDOT	\$45,000
Delridge Subtotal				\$110,000
Downtown	2009-064	Pedestrian crossing improvement at Bell Street, Alaskan Way Viaduct and Western Avenue	SDOT	\$24,000
Downtown	2009-110	Alley paving between S Weller & S Lane Sts, 7th & 8th Aves S	SDOT	\$38,000
Downtown	2009-009	Kiosk replacement on 5th Avenue & Pike Street	SDOT	\$25,000
Downtown Subtotal				\$87,000
East	2009-122	Curb bulb at Lakeview Blvd and E Howe Street	SDOT	\$56,000
East Subtotal				\$56,000
Greater Duwamish	2009-075	Pedestrian Crossing Improvements at Beacon Ave S & S Forest Street	SDOT	\$10,000
Greater Duwamish	2009-184	Curb bulb 8th Ave S and S Thistle Street	SDOT	\$60,000
Greater Duwamish	2009-999	Sidewalk/stairs at S Ferdinand Street ROW between 30th & 31st Avenues S	SDOT	\$25,000
Greater Duwamish Subtotal				\$95,000
Lake Union	2009-051	Center for Wooden Boats gangway	Parks	\$75,000
Lake Union Subtotal				\$75,000
Magnolia/Queen Anne	2009-056	Sidewalk repair on W McGraw Street between 33rd & 35th Aves W	SDOT	\$64,000

Overview

District Council	Project ID #	Project Description	Dept	CRS/NSF Amount
Magnolia/Queen Anne	2009-085	Sidewalk repair on 1900 & 1800 blocks of Queen Anne Ave N	SDOT	\$29,000
Magnolia/Queen Anne Subtotal				\$93,000
North	2009-003	Radar speed signs on 15th Ave NE between 88th & 94th Aves NE	SDOT	\$36,000
North	2009-129	Asphalt walkway on NE 127th Street between 28th & 27th Aves NE	SDOT	\$24,000
North	2008-367	Asphalt walkway on NE 105th St between Fischer PI NE and dead end	SDOT	\$30,000
North Subtotal				\$90,000
Northeast	2009-105	Pedestrian Improvements at Ravenna Ave NE & Lake City Way NE	SDOT	\$53,000
Northeast	2009-159	Median island removal on Sand Point Way at NE 58th St	SDOT	\$40,000
Northeast Subtotal				\$93,000
Northwest	2009-079	Asphalt walkway on N 143rd Street between Linden & Fremont Aves N	SDOT	\$40,000
Northwest	2009-185	Pedestrian Improvement at 76th St N & Winona Ave N	SDOT	\$61,000
Northwest Subtotal				\$101,000
Southeast	2009-041	Speed humps on Letitia Ave S between S Oregon St and Lilac St ROW	SDOT	\$44,000
Southeast	2009-042	Park Benches (four) for Columbia Park	Parks	\$10,000
Southeast	2009-107	Sidewalk on 43rd Ave S between Webster & Othello Sts	SDOT	\$20,000
Southeast	2009-141	Sidewalk repair at S Rose Street & Rainier Ave S	SDOT	\$17,000
Southeast	2009-142	Pedestrian improvement on Rainier PI S & 50th Ave S	SDOT	\$7,000
Southeast	2009-157	Sidewalk on S Dawson Street between 37th & Renton Aves S	SDOT	\$15,000
Southeast Subtotal				\$113,000
Southwest	2008-317	Sidewalk concept for 44 th Ave SW between SW Othello & Austin Sts	Parks/SDOT	\$2,000
Southwest	2009-090	Sidewalk on Alaska & 42 nd Aves SW	SDOT	\$60,000
Southwest	2009-136	Radar speed signs on 35 th Ave SW between SW Roxbury & 106 th Streets	SDOT	\$36,000
Southwest Subtotal				\$98,000
GRAND TOTAL				\$1,191,000

Bridging the Gap/Neighborhood Street Fund – Large Projects Fund: The Bridging the Gap Levy provides approximately \$1.5 million per year on a triennial basis for larger neighborhood projects estimated to cost over \$100,000. The first round of the three-year funding cycle for project selection, design, and construction began in

2007. The project selection and planning process for the second funding cycle will be conducted in 2010. The selected projects will be included in the 2011 budget.

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

Key Policies Guiding the City's Capital Investments

City investments in capital projects are guided by a set of key policies reflecting the City's values and priorities. These policies shape how the City takes care of buildings and infrastructure, invests in capital projects in areas that have accepted growth as envisioned in the City's Comprehensive Plan, preserves the City's and greater Seattle's historic buildings, supports sustainable building practices, and ensures that all members of the community have access to the economic opportunities capital projects create. The following section details the key policies, and how they are reflected in the 2010-2015 Adopted CIP.

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

In 2010, the City is spending nearly \$15 million from the CRS and approximately \$28 million overall on asset preservation of general government infrastructure, including rehabilitation or restoration projects in parks, libraries, civic buildings, and on the Seattle Center campus. In SDOT, about \$102 million is allocated to asset preservation of roads and bridges in 2010. In the 2010-2015 Adopted CIP, the City continues to fund projects in the Fleets and Facilities Department through space rent charges, as recommended by the 2002 Asset Preservation Study.

Historic Preservation: Seattle's commitment to historic preservation began with citizen efforts in the 1960s to block the demolition of two of Seattle's oldest neighborhoods - the Pike Place Market and Pioneer Square. Both neighborhoods were threatened with proposals that would have irreversibly changed the character of the districts. The Pike Place Market was faced with an Urban Renewal Plan that would have demolished it, while Pioneer Square was threatened with a major roadway project. In 1970, the Seattle City Council created the Pioneer Square Preservation District, Seattle's first historic district. Then, in 1971, voters approved an initiative to create the Pike Place Market historical district. In 1973, the Seattle City Council adopted a Landmarks Preservation Ordinance to safeguard properties of historic and architectural significance throughout the City, and almost 400 buildings, sites, and objects have now been designated as City landmarks. The City of Seattle currently owns or

maintains many of those landmarks, including libraries, park buildings, and fire stations. In 2000, the City began a comprehensive effort to survey and inventory both City-owned properties and privately-owned properties throughout the City. To date, 16 neighborhoods have been surveyed and several classes of properties, including early residential properties and neighborhood commercial properties, have been researched on a citywide basis. The results of those efforts are available in a searchable database on the Department of Neighborhoods website.

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

Alignment with City of Seattle Comprehensive Plan: Development of the 2010-2015 Adopted CIP was informed by the City of Seattle's Comprehensive Plan, which had its required 10-year update in 2004. Departments have taken special note of capital projects in neighborhoods targeted for substantial growth in the future or that have received substantial growth in the last few years. This effort is intended to make sure areas receiving growth have the appropriate physical infrastructure to accommodate such growth, while balancing the City's other major maintenance needs of existing facilities, such as power distribution systems, pipes, community centers, swimming pools, libraries, and streets that are located throughout the City, not just in targeted growth areas.

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

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

Art and Design Funding for City Capital Projects

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

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Municipal Art Fund revenues from the One Percent for Art program can fluctuate significantly from year-to-year depending on changes in City capital investments. In 2010, the Municipal Art Fund is expected to receive approximately \$2.5 million from capital departments for the One Percent for Art program, as described below.

One Percent for Art Revenues	2008 Actuals	2009 Adopted	2010 Adopted
City Light	535,780	440,037	438,047
Seattle Public Utilities	520,611	846,000	903,000
Fleets & Facilities	366,120	263,200	174,540
Library	0	0	0
Seattle Center	50,750	20,000	2,250
Parks & Recreation	92,360	121,240	97,930
Transportation	257,382	748,112	882,749
Totals	1,823,003	2,438,589	2,498,516

In addition to the One Percent for Art revenues identified above, OACA receives \$187,000 in 2010 from the Cumulative Reserve Subfund for general maintenance and repair of all sited and portable artworks.

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

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