

### Burke-Gilman Playground Park Renovation

<b>Project No:</b>	MC-PR-41073	<b>BSL Code:</b>	BC-PR-40000
<b>Project Type:</b>	Discrete	<b>BSL Name:</b>	Fix It First
<b>Project Category:</b>	Rehabilitation or Restoration	<b>Location:</b>	5201 Sand Point Way NE
<b>Current Project Stage:</b>	Stage 2 - Initiation, Project Definition, & Planning	<b>Council District:</b>	Council District 4
<b>Start/End Date:</b>	2020 - 2023	<b>Neighborhood District:</b>	Northeast
<b>Total Project Cost:</b>	\$1,000	<b>Urban Village:</b>	Not in an Urban Village

This project will renovate the eastern portion of Burke-Gilman Playground Park to create an inclusive park space for people of diverse abilities. The current play area will be replaced with new play features along a renovated loop pathway with landscape improvements. The project will also include improved and expanded accessible parking, restroom improvements, and related work.

Resources	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
King County Parks Levy	-	800	-	-	-	-	-	-	800
Private Funding/Donations	-	2,946	-	-	-	-	-	-	2,946
Real Estate Excise Tax I	33	167	-	-	-	-	-	-	200
<b>Total:</b>	<b>33</b>	<b>3,913</b>	-	-	-	-	-	-	<b>3,946</b>

  

Fund Appropriations / Allocations?	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
King County Parks Levy Fund	-	800	-	-	-	-	-	-	800
Park And Recreation Fund	-	2,946	-	-	-	-	-	-	2,946
REET I Capital Fund	33	167	-	-	-	-	-	-	200
<b>Total:</b>	<b>33</b>	<b>3,913</b>	-	-	-	-	-	-	<b>3,946</b>

**O&M Impacts:**

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

**Bridge Seismic - Phase III**

<b>Project No:</b>	MC-TR-C008	<b>BSL Code:</b>	BC-TR-19001
<b>Project Type:</b>	Ongoing	<b>BSL Name:</b>	Major Maintenance/Replacement
<b>Project Category:</b>	Rehabilitation or Restoration	<b>Location:</b>	Citywide
<b>Current Project Stage:</b>	N/A	<b>Council District:</b>	Multiple
<b>Start/End Date:</b>	N/A	<b>Neighborhood District:</b>	Multiple
<b>Total Project Cost:</b>	N/A	<b>Urban Village:</b>	Not in an Urban Village

The program prioritizes and implements seismic retrofits to bridges based seismic vulnerability. Concept level analysis and evaluation is performed to develop a retrofit strategy and cost estimate. As funding allows, retrofit design and construction phases are implemented. If full funding is not available, seismic retrofits are scaled to the appropriate funding level that would still provide improvements in the seismic resiliency to the bridge structure. As part of the evaluation process a cost-benefit assessment is made to determine if replacing the structure is a more appropriate course of action then seismically retrofitting the structure. 16 bridges **are were** part of the current phase of the program which is funded by the Levy to Move Seattle, **but this was amended to 11 bridges.**

<b>Resources</b>	<b>LTD Actuals</b>	<b>2021 Revised</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Total</b>
Commercial Parking Tax	-	-	130	-	-	-	-	-	130
Federal Grant Funds	3,216	2,770	-	-	-	-	-	-	5,986
LTGO Bond Proceeds	525	-	-	-	-	-	-	-	525
State Grant Funds	-	336	-	-	-	-	-	-	336
Street Vacations - SVF	664	212	418	-	-	-	-	-	1,294
Transportation Funding Package - Lid Lift	97	-	-	-	-	-	-	-	97
Transportation Move Seattle Levy - Lid Lift	15,266	10,054	24,307	11,764	5,966	-	-	-	67,357
<b>Total:</b>	<b>19,767</b>	<b>13,373</b>	<b>24,855</b>	<b>11,764</b>	<b>5,966</b>	-	-	-	<b>75,725</b>
<b>Fund Appropriations / Allocations<sup>1</sup></b>	<b>LTD Actuals</b>	<b>2021 Revised</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Total</b>
2011 Multipurpose LTGO Bond Fund	525	-	-	-	-	-	-	-	525
Bridging The Gap Levy Fund	97	-	-	-	-	-	-	-	97
Move Seattle Levy Fund	15,266	10,054	24,307	11,764	5,966	-	-	-	67,357
Transportation Fund	3,879	3,319	548	-	-	-	-	-	7,746
<b>Total:</b>	<b>19,767</b>	<b>13,373</b>	<b>24,855</b>	<b>11,764</b>	<b>5,966</b>	-	-	-	<b>75,725</b>
<b>Unsecured Funding:</b>	<b>LTD Actuals</b>	<b>2021 Revised</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Total</b>
To Be Determined	-	-	-	-	-	5,952	6,130	6,283	18,365
<b>Total:</b>	-	-	-	-	-	<b>5,952</b>	<b>6,130</b>	<b>6,283</b>	<b>18,365</b>

**Unsecured Funding Strategy:** SDOT will evaluate deliverables, prioritize and scale projects to the extent feasible, and continue to pursue grant and partnership opportunities to resolve potential funding deficits. Funding for this program beyond 2024 is dependent upon a future voter approved levy.

**O&M Impacts:** Not applicable - does not create new assets.

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

### BRT Concepts Design

<b>Project No:</b>	MC-TR-C010	<b>BSL Code:</b>	BC-TR-19003
<b>Project Type:</b>	Discrete	<b>BSL Name:</b>	Mobility-Capital
<b>Project Category:</b>	Improved Facility	<b>Location:</b>	Citywide
<b>Current Project Stage:</b>	Stage 2 - Initiation, Project Definition, & Planning	<b>Council District:</b>	Multiple
<b>Start/End Date:</b>	2016 - 2021	<b>Neighborhood District:</b>	Multiple
<b>Total Project Cost:</b>	<del>\$2,094</del> <b>\$2,441</b>	<b>Urban Village:</b>	Multiple

This project will advance the [program planning and](#) concept designs for Seattle's RapidRide and Transit-Plus Multimodal Corridor Expansion program. In order to deliver the corridor improvements, this work includes assessment and development of corridor design, detailed line and network ridership forecasting, capital cost estimates, traffic and environmental analysis, modal integration, and funding plans.

Resources	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
Transportation Move Seattle Levy - Lid Lift	1,690	350	-	-	-	-	-	-	2,041
Vehicle License Fees \$60 & 0.1% Sales Tax	-	400	-	-	-	-	-	-	400
<b>Total:</b>	<b>1,690</b>	<b>750</b>	-	-	-	-	-	-	<b>2,441</b>
Fund Appropriations / Allocations <sup>1</sup>	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
Move Seattle Levy Fund	1,690	350	-	-	-	-	-	-	2,041
Transportation Benefit District Fund	-	400	-	-	-	-	-	-	400
<b>Total:</b>	<b>1,690</b>	<b>750</b>	-	-	-	-	-	-	<b>2,441</b>

**O&M Impacts:** Not applicable - does not create new assets.

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

## Center City Gateway and South Michigan Street Intelligent Transportation Systems (ITS)

<b>Project No:</b>	MC-TR-C012	<b>BSL Code:</b>	BC-TR-19003
<b>Project Type:</b>	Discrete	<b>BSL Name:</b>	Mobility-Capital
<b>Project Category:</b>	Improved Facility	<b>Location:</b>	S Spokane ST/Western Ave/E Marginal Way/Stewart
<b>Current Project Stage:</b>	Stage 3 - Design	<b>Council District:</b>	Multiple
<b>Start/End Date:</b>	2015 - 2022	<b>Neighborhood District:</b>	Greater Duwamish
<b>Total Project Cost:</b>	<del>\$15,210</del> <u>\$16,157</u>	<b>Urban Village:</b>	Not in an Urban Village

The project will install traffic cameras, upgraded signals, vehicle detection devices and fiber communication in the Center City Gateway ITS and South Michigan Street ITS projects. The project will also construct an ITS corridor along Denny Way between Western Ave and Stewart including traffic signal modifications and closed-circuit television cameras, a dynamic message sign and ADA compliant ramps. A robust and reliable Intelligent Transportation System ensures that all modes of transportation can move through the City in a safe and sustainable manner.

Resources	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
Developer Mitigation	914	474	-	-	-	-	-	-	1,388
Federal Grant Funds	3,071	2,162	-	-	-	-	-	-	5,234
Interdepartmental Transfer	-	-	-	-	-	-	-	-	-
Miscellaneous Grants or Donations	-	-	-	-	-	-	-	-	-
Partnership Funds	-	1,820	-	-	-	-	-	-	1,820
Street Vacations - SVF	1,234	66	-	-	-	-	-	-	1,300
Transportation Move Seattle Levy - Lid Lift	1,511	4,904	-	-	-	-	-	-	6,415
<b>Total:</b>	<b>6,731</b>	<b>9,426</b>	-	-	-	-	-	-	<b>16,157</b>
Fund Appropriations / Allocations <sup>1</sup>	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
Move Seattle Levy Fund	1,511	89	-	-	-	-	-	-	1,600
Transportation Fund	5,219	9,337	-	-	-	-	-	-	14,557
<b>Total:</b>	<b>6,731</b>	<b>9,426</b>	-	-	-	-	-	-	<b>16,157</b>

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

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

**RapidRide Roosevelt**

<b>Project No:</b>	MC-TR-C013	<b>BSL Code:</b>	BC-TR-19003
<b>Project Type:</b>	Discrete	<b>BSL Name:</b>	Mobility-Capital
<b>Project Category:</b>	Improved Facility	<b>Location:</b>	Various
<b>Current Project Stage:</b>	Stage 3 - Design	<b>Council District:</b>	Multiple
<b>Start/End Date:</b>	2013 - 2024	<b>Neighborhood District:</b>	Multiple
<b>Total Project Cost:</b>	<del>\$403,458</del> <u>\$113,457</u>	<b>Urban Village:</b>	Multiple

This project will provide a high-quality transit service connecting Downtown Seattle with the neighborhoods of Belltown, South Lake Union, Eastlake, and University District, ~~and Roosevelt~~. This project also includes a protected bike lanes, streetscape, intersection and traffic signal improvements and ~~intersection-~~ improvements improves accessibility including ADA-compliant curb ramps ~~to provide connections to upgraded RapidRide stations~~.

<b>Resources</b>	<b>LTD Actuals</b>	<b>2021 Revised</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Total</b>
Commercial Parking Tax	625	75	-	-	-	-	-	-	700
Federal Grant Funds	-	20,030	5,999	20,000	11,000	-	-	-	57,029
King County Funds	-	5,997	-	-	-	-	-	-	5,997
Real Estate Excise Tax II	350	-	-	-	-	-	-	-	350
State Grant Funds	-	3,000	-	8,969	3,000	-	-	-	14,969
Street Vacations - CRSU	650	-	-	-	-	-	-	-	650
Transportation Move Seattle Levy - Lid Lift	6,512	1,853	134	-	-	-	-	-	8,499
Water Rates	-	2,871	15,000	5,000	2,392	-	-	-	25,263
<b>Total:</b>	<b>8,137</b>	<b>33,826</b>	<b>21,133</b>	<b>33,969</b>	<b>16,392</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>113,457</b>
<b>Fund Appropriations / Allocations<sup>1</sup></b>	<b>LTD Actuals</b>	<b>2021 Revised</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Total</b>
Move Seattle Levy Fund	6,523	1,842	134	-	-	-	-	-	8,499
REET II Capital Fund	350	-	-	-	-	-	-	-	350
Transportation Fund	614	31,984	20,999	33,969	16,392	-	-	-	103,959
Unrestricted Cumulative Reserve Fund	650	-	-	-	-	-	-	-	650
<b>Total:</b>	<b>8,137</b>	<b>33,826</b>	<b>21,133</b>	<b>33,969</b>	<b>16,392</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>113,457</b>

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

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## 23rd Avenue Corridor Improvements

<b>Project No:</b>	MC-TR-C037	<b>BSL Code:</b>	BC-TR-19003
<b>Project Type:</b>	Discrete	<b>BSL Name:</b>	Mobility-Capital
<b>Project Category:</b>	Improved Facility	<b>Location:</b>	23rd AVE S/E John ST/Rainier AVE S
<b>Current Project Stage:</b>	Stage 3 - Design	<b>Council District:</b>	Council District 3
<b>Start/End Date:</b>	2013 - 2022	<b>Neighborhood District:</b>	Central
<b>Total Project Cost:</b>	<del>\$62,396</del> <b>\$62,478</b>	<b>Urban Village:</b>	23rd & Union-Jackson

This multi-phase project will reconstruct sidewalks, enhance the pedestrian environment, reconstruct pavement, upgrade signalized intersections, upgrade controller cabinets to meet transit signal priority (TSP) needs, and accommodate Intelligent Transportation Systems (ITS) upgrades. Activities include the following: install ITS to provide travel time information; install fiber communication as needed along the corridor to relay information back to the Traffic Management Center; and install poles for support of future trolley wires in two gap segments of the trolley network. The project will also include design and construction of a 3-lane cross section (with 4 lanes at isolated intersections) between John Street and Rainier Ave South, as well as a greenway facility on a parallel street to facilitate north-south bicycle travel. Phases 1 and 2 are complete. Phase 3 of the project which completes the improvements between John St. and State Route 520 remains on indefinite hold due to funding constraints. An interim Vision Zero project will construct new traffic signals, parking modifications, new curb ramps, traffic calming, speed reduction, pedestrian safety, and transit stop improvements in the Phase 3 project area.

<b>Resources</b>	<b>LTD Actuals</b>	<b>2021 Revised</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Total</b>
City Light Fund Revenues	3,063	9	-	-	-	-	-	-	3,071
Commercial Parking Tax	115	7	-	-	-	-	-	-	122
Federal Grant Funds	4,990	-	-	-	-	-	-	-	4,990
LTGO Bond Proceeds	14,529	15	-	-	-	-	-	-	14,544
Private Funding/Donations	5	-	-	-	-	-	-	-	5
Real Estate Excise Tax II	4,971	(7)	-	-	-	-	-	-	4,964
State Grant Funds	10,813	197	-	-	-	-	-	-	11,010
Transportation Funding Package - Lid Lift	11,730	-	-	-	-	-	-	-	11,730
Transportation Funding Package - Parking Tax	-	-	-	-	-	-	-	-	-
Transportation Move Seattle Levy - Lid Lift	7,731	-	-	-	-	-	-	-	7,731
Use of Fund Balance	(13)	13	-	-	-	-	-	-	-
Vehicle License Fees \$60 & 0.1% Sales Tax	-	1,010	3,290	-	-	-	-	-	4,300
Water Rates	10	-	-	-	-	-	-	-	10
<b>Total:</b>	<b>57,945</b>	<b>1,244</b>	<b>3,290</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>62,478</b>
<b>Fund Appropriations / Allocations<sup>1</sup></b>	<b>LTD Actuals</b>	<b>2021 Revised</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Total</b>
2011 Multipurpose LTGO Bond Fund	5,622	-	-	-	-	-	-	-	5,622
2016 Multipurpose LTGO Bond Fund	7,930	15	-	-	-	-	-	-	7,945
2017 Multipurpose LTGO Bond Fund	977	-	-	-	-	-	-	-	977
Bridging The Gap Levy Fund	11,730	-	-	-	-	-	-	-	11,730
Move Seattle Levy Fund	7,574	(47)	-	-	-	-	-	-	7,527
REET II Capital Fund	4,971	(7)	-	-	-	-	-	-	4,964
Transportation Benefit District Fund	-	1,010	3,290	-	-	-	-	-	4,300
Transportation Fund	19,141	272	-	-	-	-	-	-	19,412
<b>Total:</b>	<b>57,945</b>	<b>1,244</b>	<b>3,290</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>62,478</b>

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

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

## Center City Streetcar Connector

<b>Project No:</b>	MC-TR-C040	<b>BSL Code:</b>	BC-TR-19003
<b>Project Type:</b>	Discrete	<b>BSL Name:</b>	Mobility-Capital
<b>Project Category:</b>	New Facility	<b>Location:</b>	Various
<b>Current Project Stage:</b>	Stage 3 - Design	<b>Council District:</b>	Council District 7
<b>Start/End Date:</b>	2012 - 2026	<b>Neighborhood District:</b>	Multiple
<b>Total Project Cost:</b>	<del>\$237,369</del> <u>\$237,085</u>	<b>Urban Village:</b>	Multiple

The Center City Connector is a 1.27-mile segment of the Seattle Streetcar that will link the South Lake Union and First Hill Streetcar lines, creating a system that will connect over a dozen Seattle neighborhoods in Seattle's Center City. The project includes procurement of up to ten additional streetcars and design and construction of track and guideway; station shelters and platforms; overhead contact system; traction power substation; storage facility expansion; roadway and drainage; ADA curb ramps; curb space management; and urban streetscape.

An interfund loan of \$9,000,000 was passed in August 2019, allowing the project to progress to 30% design. In June 2020, the project was paused as part of the Citywide effort to mitigate revenue losses due to Covid-19

The project was put on indefinite pause in July 2020 in response to Citywide budget shortfalls caused by Covid-19

Resources	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
City Light Fund Revenues	805	4,447	-	-	-	-	-	-	5,251
Commercial Parking Tax	784	(284)	-	-	-	-	-	-	500
Drainage and Wastewater Rates	2,393	6,372	-	8,000	2,500	391	-	-	19,656
Federal Grant Funds	13,720	14,294	-	19,949	18,598	10,705	-	-	77,266
Interfund Loan	252	748	-	-	-	-	-	-	1,000
LTGO Bond Proceeds	4,701	-	-	-	-	-	-	-	4,701
Street Vacations - CRSU	1,500	-	-	-	-	-	-	-	1,500
Street Vacations - SVF	100	-	-	-	-	-	-	-	100
Surplus Property Sales	2,450	-	-	-	-	-	-	-	2,450
Transportation Funding Package - Lid Lift	1,375	-	-	-	-	-	-	-	1,375
Transportation Network Company Revenue	-	-	2,400	-	-	-	-	-	2,400
Vehicle Licensing Fees	3,968	-	-	-	-	-	-	-	3,968
Water Rates	13,694	(483)	-	8,000	2,500	400	-	-	24,111
<b>Total:</b>	<b>45,742</b>	<b>25,094</b>	<b>2,400</b>	<b>35,949</b>	<b>23,598</b>	<b>11,496</b>	-	-	<b>144,279</b>
Fund Appropriations / Allocations <sup>1</sup>	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
2017 Multipurpose LTGO Bond Fund	4,701	-	-	-	-	-	-	-	4,701
Bridging The Gap Levy Fund	1,375	-	-	-	-	-	-	-	1,375
General Fund	-	-	2,400	-	-	-	-	-	2,400
Transportation Benefit District Fund	3,968	-	-	-	-	-	-	-	3,968
Transportation Fund	34,198	25,094	-	35,949	23,598	11,496	-	-	130,335
Unrestricted Cumulative Reserve Fund	1,500	-	-	-	-	-	-	-	1,500
<b>Total:</b>	<b>45,742</b>	<b>25,094</b>	<b>2,400</b>	<b>35,949</b>	<b>23,598</b>	<b>11,496</b>	-	-	<b>144,279</b>
Unsecured Funding:	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
To Be Determined	-	-	-	36,000	41,800	15,006	-	-	92,806
<b>Total:</b>	-	-	-	<b>36,000</b>	<b>41,800</b>	<b>15,006</b>	-	-	<b>92,806</b>

**Unsecured Funding Strategy:** SDOT will continue to work with the Mayor's office and City Council to determine the future of the project.

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

**O&M Impacts:** The Center City Connector would combine the two existing lines into a single Streetcar network. SDOT is currently working in collaboration with King County Metro on an operation plan for a single line. We expect to have an estimate of annual operating costs when the Center City Connector project reaches 30% design.

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



## Delridge Way SW - RapidRide H Line

<b>Project No:</b>	MC-TR-C042	<b>BSL Code:</b>	BC-TR-19003
<b>Project Type:</b>	Discrete	<b>BSL Name:</b>	Mobility-Capital
<b>Project Category:</b>	Improved Facility	<b>Location:</b>	Delridge AVE
<b>Current Project Stage:</b>	Stage 5 - Construction	<b>Council District:</b>	Council District 1
<b>Start/End Date:</b>	2016 - 2021	<b>Neighborhood District:</b>	Delridge
<b>Total Project Cost:</b>	<del>\$51,116</del> <b>\$53,673</b>	<b>Urban Village:</b>	Not in an Urban Village

This project improves pavement conditions, enhances safety, and improves traffic operation for all modes. The project will add transit lanes and improve transit speed and reliability. It includes protected bike lanes, sidewalk improvements, and amenities for walkers and transit riders along the corridor. It will streamline traffic operations and improve Multimodal connections between transit, freight, pedestrians and general-purpose vehicles. [The project is also a partnership between SDOT, SPU and SCL to upgrade utilities along the corridor in conjunction with the transportation work.](#)

Resources	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
City Light Fund Revenues	2,503	5,641	3,479	-	-	-	-	-	11,623
Drainage and Wastewater Rates	3,094	919	-	-	-	-	-	-	4,013
King County Funds	3,060	9,140	1,800	-	-	-	-	-	14,000
State Grant Funds	7,646	1,853	999	-	-	-	-	-	10,498
Transportation Move Seattle Levy - Lid Lift	5,113	1,818	2,569	-	-	-	-	-	9,499
Vehicle Licensing Fees	300	-	-	-	-	-	-	-	300
Water Rates	4,691	(2,691)	1,740	-	-	-	-	-	3,740
<b>Total:</b>	<b>26,406</b>	<b>16,680</b>	<b>10,587</b>	-	-	-	-	-	<b>53,673</b>

Fund Appropriations / Allocations <sup>1</sup>	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
Move Seattle Levy Fund	5,082	1,849	2,569	-	-	-	-	-	9,499
Transportation Benefit District Fund	300	-	-	-	-	-	-	-	300
Transportation Fund	21,025	14,831	8,018	-	-	-	-	-	43,874
<b>Total:</b>	<b>26,406</b>	<b>16,680</b>	<b>10,587</b>	-	-	-	-	-	<b>53,673</b>

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

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

## Route 7 Transit-Plus Multimodal Corridor Project

<b>Project No:</b>	MC-TR-C053	<b>BSL Code:</b>	BC-TR-19003
<b>Project Type:</b>	Discrete	<b>BSL Name:</b>	Mobility-Capital
<b>Project Category:</b>	Improved Facility	<b>Location:</b>	Rainier AVE
<b>Current Project Stage:</b>	Stage 3 - Design	<b>Council District:</b>	Council District 3
<b>Start/End Date:</b>	2016 - 2022	<b>Neighborhood District:</b>	Multiple
<b>Total Project Cost:</b>	<del>\$7,518</del> <b>\$8,461</b>	<b>Urban Village:</b>	Multiple

This project, in partnership with King County Metro, will make street improvement on Rainier Ave which could include key features: dedicated bus lanes and queue jumps; and improvements to crossings and transit connections to help people access transit safely.

<b>Resources</b>	<b>LTD Actuals</b>	<b>2021 Revised</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Total</b>
Commercial Parking Tax	-	9	-	-	-	-	-	-	9
Real Estate Excise Tax I	-	943	-	-	-	-	-	-	943
Real Estate Excise Tax II	11	-	-	-	-	-	-	-	11
Transportation Move Seattle Levy - Lid Lift	3,223	2,390	1,886	-	-	-	-	-	7,499
<b>Total:</b>	<b>3,233</b>	<b>3,342</b>	<b>1,886</b>	-	-	-	-	-	<b>8,461</b>
<b>Fund Appropriations / Allocations<sup>1</sup></b>	<b>LTD Actuals</b>	<b>2021 Revised</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Total</b>
Move Seattle Levy Fund	3,223	2,390	1,886	-	-	-	-	-	7,499
REET I Capital Fund	-	943	-	-	-	-	-	-	943
REET II Capital Fund	11	-	-	-	-	-	-	-	11
Transportation Fund	-	9	-	-	-	-	-	-	9
<b>Total:</b>	<b>3,233</b>	<b>3,342</b>	<b>1,886</b>	-	-	-	-	-	<b>8,461</b>

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

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

## NE 43rd Street Improvements

<b>Project No:</b>	MC-TR-C074	<b>BSL Code:</b>	BC-TR-19003
<b>Project Type:</b>	Discrete	<b>BSL Name:</b>	Mobility-Capital
<b>Project Category:</b>	Improved Facility	<b>Location:</b>	NE 43rd ST
<b>Current Project Stage:</b>	Stage 4 - Procurement/Bid	<b>Council District:</b>	Council District 4
<b>Start/End Date:</b>	2017 - 2020	<b>Neighborhood District:</b>	Northeast
<b>Total Project Cost:</b>	<del>\$5,084</del> <u>\$6,424</u>	<b>Urban Village:</b>	University District

This project will implement streetscape and pedestrian improvements on NE 43rd Street between Brooklyn Ave NE and 15th Ave NE to improve access to the Link Light Rail station, which is scheduled to open in 2021. The project will transform the operation of NE 43rd St between Brooklyn Ave NE and University Way NE to one-way westbound transit-only travel and between University Way NE and 15th Ave NE to one-way westbound, all vehicle travel. The roadway will be optimized for pedestrians with a curb-less roadway section, widened sidewalks, pedestrian illumination, bio retention, and rain gardens. A protected bike lane will be provided for eastbound bike traffic and westbound bicycle traffic will share the travel lane with westbound traffic. The project is scheduled to begin construction in the summer of 2020.

Resources	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
Commercial Parking Tax	2,130	(34)	-	-	-	-	-	-	2,096
Interdepartmental Transfer	-	-	-	-	-	-	-	-	-
King County Funds	488	1,926	-	-	-	-	-	-	2,414
Partnership Funds	-	-	-	-	-	-	-	-	-
Real Estate Excise Tax II	-	1,597	10	-	-	-	-	-	1,607
Street Vacations - SVF	351	(44)	-	-	-	-	-	-	307
Transportation Move Seattle Levy - Lid Lift	(1)	1	-	-	-	-	-	-	-
<b>Total:</b>	<b>2,968</b>	<b>3,446</b>	<b>10</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,424</b>
Fund Appropriations / Allocations <sup>1</sup>	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
Move Seattle Levy Fund	(1)	1	-	-	-	-	-	-	-
REET II Capital Fund	-	1,597	10	-	-	-	-	-	1,607
Transportation Fund	2,969	1,848	-	-	-	-	-	-	4,817
<b>Total:</b>	<b>2,968</b>	<b>3,446</b>	<b>10</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,424</b>

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

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### Route 44 Transit-Plus Multimodal Corridor

<b>Project No:</b>	MC-TR-C078	<b>BSL Code:</b>	BC-TR-19003
<b>Project Type:</b>	Discrete	<b>BSL Name:</b>	Mobility-Capital
<b>Project Category:</b>	Improved Facility	<b>Location:</b>	Various
<b>Current Project Stage:</b>	Stage 2 - Initiation, Project Definition, & Planning	<b>Council District:</b>	Multiple
<b>Start/End Date:</b>	2019 - 2023	<b>Neighborhood District:</b>	Multiple
<b>Total Project Cost:</b>	<del>\$14,604</del> <u>\$15,054</u>	<b>Urban Village:</b>	Multiple

This project will implement speed and reliability improvements along the Route 44 corridor. This project seeks to improve and make reliable the connection between the University of Washington, Wallingford, and Ballard. The project may add bus lanes, pedestrian improvements, channelization changes, signal modifications, transit signal priority, and new adaptive signals.

Resources	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
Commercial Parking Tax	50	-	-	-	-	-	-	-	50
Real Estate Excise Tax I	-	500	-	-	-	-	-	-	500
State Grant Funds	745	3,255	-	2,000	-	-	-	-	6,000
Transportation Move Seattle Levy - Lid Lift	1,398	508	3,700	2,791	106	-	-	-	8,504
<b>Total:</b>	<b>2,194</b>	<b>4,262</b>	<b>3,700</b>	<b>4,791</b>	<b>106</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15,054</b>
Fund Appropriations / Allocations <sup>1</sup>	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
Move Seattle Levy Fund	1,398	508	3,700	2,791	106	-	-	-	8,504
REET I Capital Fund	-	500	-	-	-	-	-	-	500
Transportation Fund	795	3,255	-	2,000	-	-	-	-	6,050
<b>Total:</b>	<b>2,194</b>	<b>4,262</b>	<b>3,700</b>	<b>4,791</b>	<b>106</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15,054</b>

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

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### Route 40 Transit-Plus Multimodal Corridor

<b>Project No:</b>	MC-TR-C079	<b>BSL Code:</b>	BC-TR-19003
<b>Project Type:</b>	Discrete	<b>BSL Name:</b>	Mobility-Capital
<b>Project Category:</b>	Improved Facility	<b>Location:</b>	Various
<b>Current Project Stage:</b>	Stage 2 - Initiation, Project Definition, & Planning	<b>Council District:</b>	Multiple
<b>Start/End Date:</b>	2016 - 2024	<b>Neighborhood District:</b>	Multiple
<b>Total Project Cost:</b>	<del>\$21,132</del> <u>\$30,132</u>	<b>Urban Village:</b>	Multiple

This project will design and construct transit speed and reliability improvements and upgraded bus stop passenger facilities. Improvements to the route, which connects Downtown, South Lake Union, Fremont, Ballard, and Northgate, will support conversion to RapidRide service by partner agency King County Metro.

Resources	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
Federal Grant Funds	-	4,000	-	-	-	-	-	-	4,000
State Grant Funds	-	3,000	3,434	3,000	-	-	-	-	9,434
Transportation Move Seattle Levy - Lid Lift	1,667	311	1,999	3,675	80	-	-	-	7,732
Vehicle License Fees \$60 & 0.1% Sales Tax	-	300	2,700	-	-	-	-	-	3,000
<b>Total:</b>	<b>1,667</b>	<b>7,611</b>	<b>8,133</b>	<b>6,675</b>	<b>80</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>24,166</b>
Fund Appropriations / Allocations <sup>1</sup>	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
Move Seattle Levy Fund	1,667	311	1,999	3,675	80	-	-	-	7,732
Transportation Benefit District Fund	-	300	2,700	-	-	-	-	-	3,000
Transportation Fund	-	7,000	3,434	3,000	-	-	-	-	13,434
<b>Total:</b>	<b>1,667</b>	<b>7,611</b>	<b>8,133</b>	<b>6,675</b>	<b>80</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>24,166</b>
Unsecured Funding:	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
To Be Determined	-	-	-	-	5,966	-	-	-	5,966
<b>Total:</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,966</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,966</b>

**Unsecured Funding Strategy:** SDOT plans to compete for FTA and WSDOT grants, as well as work with regional partners to secure funding.

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

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## Market to MOHAI

<b>Project No:</b>	MC-TR-C095	<b>BSL Code:</b>	BC-TR-19003
<b>Project Type:</b>	Discrete	<b>BSL Name:</b>	Mobility-Capital
<b>Project Category:</b>	Improved Facility	<b>Location:</b>	Western Ave
<b>Current Project Stage:</b>	Stage 3 - Design	<b>Council District:</b>	Council District 7
<b>Start/End Date:</b>	2018 - 2020	<b>Neighborhood District:</b>	Downtown
<b>Total Project Cost:</b>	<del>\$504</del> <u>\$608</u>	<b>Urban Village:</b>	Downtown

The Market to MOHAI project will include pedestrian improvements on Western Ave, Bell Street, and Westlake Ave N. These improvements could include street lighting, sidewalk paving markers, wayfinding markers, and other improvements.

Resources	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
General Fund	4	(4)	-	-	-	-	-	-	-
Real Estate Excise Tax II	604	1	-	-	-	-	-	-	604
Transportation Network Company Revenue	-	4	-	-	-	-	-	-	4
<b>Total:</b>	<b>608</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>608</b>
Fund Appropriations / Allocations <sup>1</sup>	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
General Fund	4	-	-	-	-	-	-	-	4
REET II Capital Fund	604	1	-	-	-	-	-	-	604
<b>Total:</b>	<b>608</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>608</b>

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

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### Georgetown to South Park Trail

<b>Project No:</b>	MC-TR-C096	<b>BSL Code:</b>	BC-TR-19003
<b>Project Type:</b>	Discrete	<b>BSL Name:</b>	Mobility-Capital
<b>Project Category:</b>	New Facility	<b>Location:</b>	Various
<b>Current Project Stage:</b>	Stage 2 - Initiation, Project Definition, & Planning	<b>Council District:</b>	Multiple
<b>Start/End Date:</b>	2018 - 2021	<b>Neighborhood District:</b>	Greater Duwamish
<b>Total Project Cost:</b>	<del>\$7,300</del> <u>\$9,100</u>	<b>Urban Village:</b>	South Park

This project will create a walkable, bikeable path uniting the Georgetown and South Park neighborhoods. The path will enhance walkability between Georgetown and South Park's historic Main Streets. Funding covers preliminary engineering, design, and outreach.

Resources	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
Commercial Parking Tax	469	131	-	-	-	-	-	-	600
Federal Grant Funds	-	1,500	-	-	-	-	-	-	1,500
Real Estate Excise Tax I	-	911	4,289	-	-	-	-	-	5,200
<b>Total:</b>	<b>469</b>	<b>2,542</b>	<b>4,289</b>	-	-	-	-	-	<b>7,300</b>
Fund Appropriations / Allocations <sup>1</sup>	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
REET I Capital Fund	-	911	4,289	-	-	-	-	-	5,200
Transportation Fund	469	1,631	-	-	-	-	-	-	2,100
<b>Total:</b>	<b>469</b>	<b>2,542</b>	<b>4,289</b>	-	-	-	-	-	<b>7,300</b>
Unsecured Funding:	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
To Be Determined	-	-	-	1,800	-	-	-	-	1,800
<b>Total:</b>	-	-	-	<b>1,800</b>	-	-	-	-	<b>1,800</b>

**Unsecured Funding Strategy:** Current funding provides for preliminary engineering, design and outreach. SDOT will evaluate the project for future funding opportunities following the preliminary planning and design phase.

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

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### Route 48 Transit-Plus Multimodal Corridor

<b>Project No:</b>	MC-TR-C107	<b>BSL Code:</b>	BC-TR-19003
<b>Project Type:</b>	Discrete	<b>BSL Name:</b>	Mobility-Capital
<b>Project Category:</b>	Improved Facility	<b>Location:</b>	Various
<b>Current Project Stage:</b>	Stage 2 - Initiation, Project Definition, & Planning	<b>Council District:</b>	Multiple
<b>Start/End Date:</b>	2021 - 2024	<b>Neighborhood District:</b>	Central
<b>Total Project Cost:</b>	<del>\$2,098</del> <b>\$3,254</b>	<b>Urban Village:</b>	Multiple

This project will make transit speed and reliability and access improvements along the Rt 48 corridor. This is the 7th of seven transit corridor projects included in the Levy to Move Seattle's Transit-Plus Multimodal Corridor Program.

Resources	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
Federal Grant Funds	-	1,115	-	-	1,153	-	-	-	2,268
Transportation Move Seattle Levy - Lid Lift	-	340	645	-	-	-	-	-	985
<b>Total:</b>	-	<b>1,456</b>	<b>645</b>	-	<b>1,153</b>	-	-	-	<b>3,254</b>
Fund Appropriations / Allocations <sup>1</sup>	LTD Actuals	2021 Revised	2022	2023	2024	2025	2026	2027	Total
Move Seattle Levy Fund	-	340	645	-	-	-	-	-	985
Transportation Fund	-	1,115	-	-	1,153	-	-	-	2,268
<b>Total:</b>	-	<b>1,456</b>	<b>645</b>	-	<b>1,153</b>	-	-	-	<b>3,254</b>

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

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