

**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>\$15,604</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	2020 Revised	2021	2022	2023	2024	2025	2026	Total
Commercial Parking Tax	50	-	-	-	-	-	-	-	50
State Grant Funds	-	4,000	-	-	2,000	-	-	-	6,000
<u>Transportation Fund Balance</u>	<u>=</u>	<u>=</u>	<u>1,000</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>1,000</u>
Transportation Move Seattle Levy - Lid Lift	590	831	535	984	5,508	106	-	-	8,554
<b>Total:</b>	<b>640</b>	<b>4,831</b>	<del><b>535</b></del> <u><b>1,535</b></u>	<b>984</b>	<b>7,508</b>	<b>106</b>	<b>-</b>	<b>-</b>	<del><b>14,604</b></del> <u><b>15,604</b></u>
Fund Appropriations / Allocations <sup>1</sup>	LTD Actuals	2020 Revised	2021	2022	2023	2024	2025	2026	Total
Move Seattle Levy Fund	590	831	535	984	5,508	106	-	-	8,554
Transportation Fund	50	4,000	-	-	2,000	-	-	-	<del>6,050</del> <u>7,050</u>
<b>Total:</b>	<b>640</b>	<b>4,831</b>	<del><b>535</b></del> <u><b>1,535</b></u>	<b>984</b>	<b>7,508</b>	<b>106</b>	<b>-</b>	<b>-</b>	<del><b>14,604</b></del> <u><b>15,604</b></u>

**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.