CAPITAL IMPROVEMENT PROGRAM.
1985

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Puget Sound Council of Governments

CJP

1985 DEC 20 PM 4:58

MEMORANDUM

December 18, 1985

ACTION		
JDO	MEJ	
INFORMATION		
2c EVA		

1-6-86

TO: Interested Parties

FROM: Dick Callahan
TIP Coordinator

SUBJECT: Draft 1986 TIP for King Subregion

Attached is the Draft 1986 Transportation Improvement Program (TIP) submittals received by the Puget Sound Council of Governments from agencies and jurisdictions in the King subregion. Please review closely the submittal from your agency or jurisdiction to assure that it is accurately reflected. In addition, please review the submittals from the other agencies and jurisdictions that impact your program. Submit your comments to me at PSCOG by January 6, 1986.

A comment form is provided for your use (see next page). This review represents your opportunity to comment on the Draft 1986 TIP under the intergovernmental review process established by PSCOG, this state and the federal government. If added review time or additional information is needed, please call me in Seattle at 464-6171. Review comments can be added, if necessary, until the Subregional Council takes action. The Draft 1986 TIP, along with your review comments, PSCOG staff analysis, and the action by the King Subregional Council at its meeting on January 9, shall become the 1986 TIP for the King subregion.

The release of this review document has been delayed past the initially scheduled date. To allow for a sufficient review period, the dates for subregional and PSCOG action have been rescheduled. The King Subregional Council will take action on the date shown above. The PSCOG Executive Board will take final action on January 23, 1986, on the TIP from all four subregions. The sponsors of all projects approved for TIP programming by the Executive Board will receive notice of that action in early February, 1986.

The key pages needing your attention in the Draft TIP are pages 11 through 43.

Attachment
1 - Comment form
2 - Draft 1986 TIP for King Subregion

29372

PUGET SOUND COUNCIL OF GOVERNMENTS

1986 Annual Element Transportation Improvement Program

PROJECT REVIEW AND COMMENT FORM

PROJECT TITLE: _____

_____

SPONSOR: _____

_____

COMMENTS:

1. Conflicts with, or impacts on other plans and projects.

2. Need for coordination with other jurisdictions or agencies.

3. Need for re-review of the project at a later stage due to potential conflict or concerns.

4. Other comments.

Signed: _____ Date: _____

Agency: _____

PLEASE RETURN THIS FORM TO: Dick Callahan, TIP Coordinator
PSCOG
216 - 1st Avenue South
Seattle, WA 98104

DRAFT

KING SUBREGIONAL COUNCIL

1986 TRANSPORTATION IMPROVEMENT PROGRAM: ANNUAL ELEMENT AND SIX-YEAR PROGRAM OF PROJECTS, 1986-1991

Preparation of this report was financed in part by appropriations from member jurisdictions of the Puget Sound Council of Governments and grants from the Washington State Department of Transportation; the U.S. Department of Transportation including the Federal Highway Administration and the Urban Mass Transportation Administration

KING SUBREGIONAL COUNCIL
Puget Sound Council of Governments
216 First Avenue South
Seattle, Washington 98104

December 1985

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Vice President: Jeanette Williams, Councilmember, Seattle

Executive Director: Curtis R. Smelser

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Subregional Staff: Jim Billing, Division Director (Acting)
King Subregional Council

TIP Coordinator: Dick Callahan

This document was adopted at the , 1986, meeting of the Subregional Council.

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(for public review and comment)

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ABSTRACT

REPORT TITLE:	King Subregional Council 1986 Transportation Improvement Program
PROJECT TITLE:	Subregional Transportation Plan Update and Transportation Improvement Program
SUBJECT:	Annual Element and Six-Year Program of Transportation Improvements, 1986-1991
DATE:	, 1986
SOURCE OF COPIES:	Puget Sound Council of Governments Information Center 216 First Avenue South Seattle, Washington 98104 (206) 464-7532
ABSTRACT:	This report contains the King Subregion Annual Element and six-year program of transportation improvements for 1986-1991 with staff analysis. This programming report is prepared on an annual basis.

FOREWORD

The Puget Sound Council of Governments (PSCOG) is a voluntary organization of local governments in King, Kitsap, Pierce, and Snohomish counties, created to provide a forum for regional decision making. The primary goals of the PSCOG are to guide the growth and development of the region, and to seek solutions to problems that cross jurisdictional boundaries. PSCOG membership currently includes forty-four cities and towns, three Indian tribes, and four counties. The PSCOG's business is conducted by local elected officials representing the member agencies.

This document contains the 1986 King Subregion Transportation Improvement Program. The document includes uniform project report format, project scheduling, documents special requirements, and initiates intergovernmental project review. The document was adopted by the King Subregional Council at the , 1986 meeting. Prepared on an annual basis, this report supercedes the 1985 Transportation Improvement Program document.

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* This appendix is a technical reference for the 1986 King SRC TIP and is available upon request.

I. BACKGROUND

INTRODUCTION

Each year the King Subregional Council prepares and adopts a program for transportation improvements for the urban portion of the King Subregion. This program of projects is contained in the draft of the 1986 Transportation Improvement Program (TIP) and consists of two sections, the Annual Element for calendar year 1986 and a six-year program of major improvement projects (1986-1991).

The draft 1986 TIP for the King Subregion has been prepared and circulated so that local officials, staff, and citizens may review it. The review provides the opportunity to comment on projects that are proposed for federal funding as identified in the Annual Element and major transportation improvement projects programmed for funding over the next five years. In accordance with Puget Sound Council of Governments' public and intergovernmental review requirements applying to the preparation of the TIP, the projects in the TIP that are proposed for funding and implementation in 1986 (the Annual Element) are described individually.

Written comments or requests for changes should be made to Dick Callahan at PSCOG by January 6, 1986, so they may be considered when the draft TIP document is presented for adoption to the King Subregional Council. The Subregional Council's Committee on Transportation, Growth and Development is scheduled to meeting to take its adoption recommendation on January 7, 1986. The Subregional Council is scheduled to take action at its meeting on January 9, 1986.

A comment form is provided after the cover memorandum to this draft document that may be used to send in review comments. Mr. Callahan may be called directly if this is more convenient. His phone numbers in Seattle are 464-6171.

PURPOSE AND SCOPE

The TIP serves two distinct purposes, one at the federal level and the other locally. The program identifies and documents federally funded transportation projects to be advanced by the Washington State Department of Transportation, local jurisdictions, and transit operating agencies over the ensuing six-year period. The primary focus is on the Annual Element which contains those projects in the urban part of King County to be obligated during the

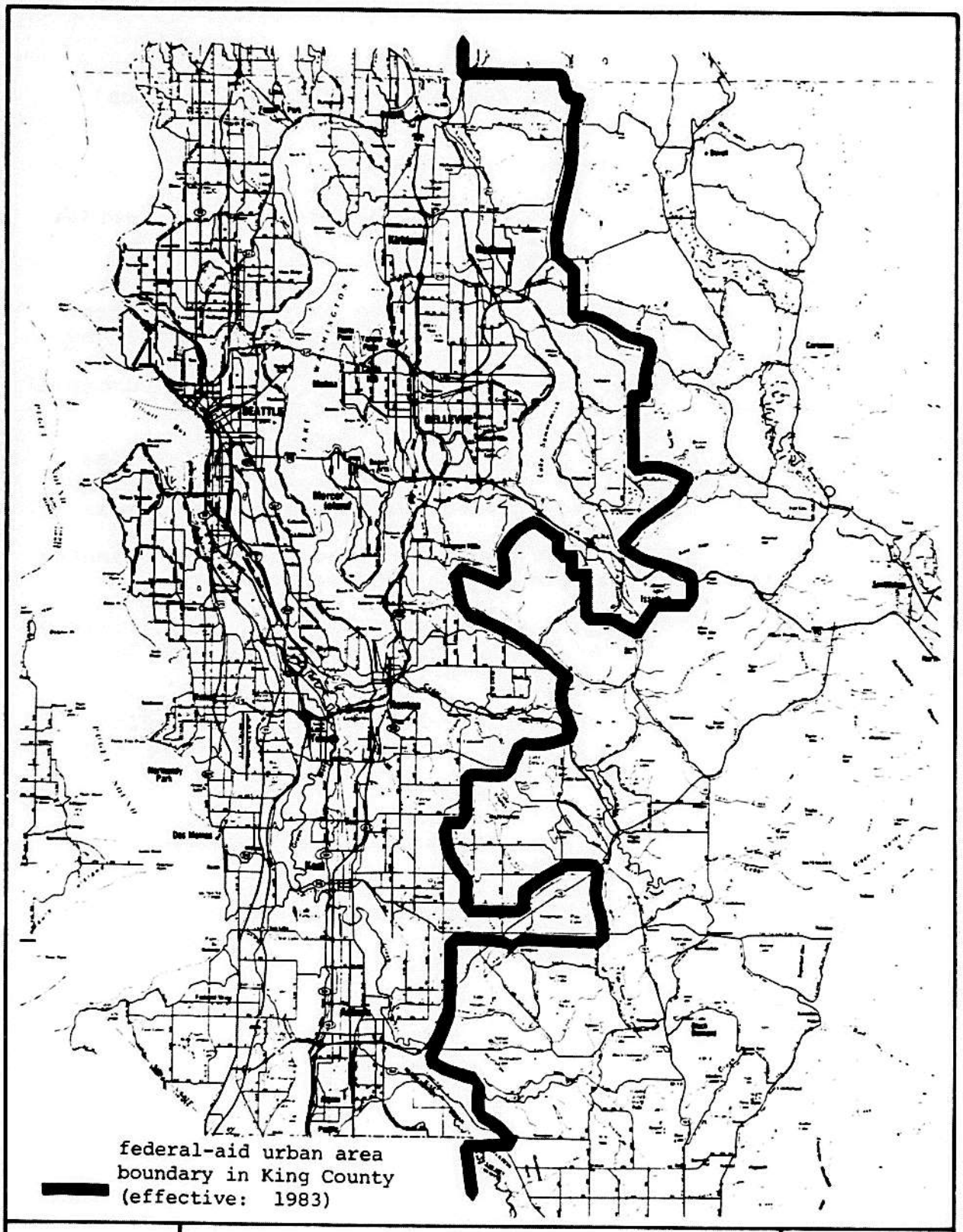
first calendar year, 1986. The urban part of King Subregion is a reference to a specific boundary as shown on Figure 1, King Subregion urban area. At the local level, the TIP is used to encourage implementation of the King Subregional Transportation System Plan. The program provides the decision-maker with information so that transportation improvement program funds can be obligated to implement priority projects of the transportation plan.

The TIP is produced annually in compliance with regulations and guidelines issued by the Federal Highway Administration (FHWA) and the Urban Mass Transportation Administration (UMTA) of the U.S. Department of Transportation (DOT). The federal regulations are contained in the Code of Federal Regulations 23 CFR Part 450. In accordance with these regulations, the King Subregional Council acts as the Metropolitan Planning Organization in the King subregion to review the proposed use of federal aid funds and to adopt a TIP for the subregion that describes how such funds are to be used during 1986. This subregional TIP is then reviewed and approved by the Executive Board of the Puget Sound Council of Governments as part of the regional TIP which includes King, Kitsap, King, and Snohomish Counties.

No projects are eligible to receive federal funding under the major U.S. DOT programs unless they are in the TIP. Beyond this, the preparations of the TIP aids the cooperation and coordination of transportation planning in the region. It gives local elected officials an opportunity to review projects initiated by the State Department of Transportation, public transit agencies, and local governments for consistency with areawide goals, policies, and priorities.

The projects included in the TIP reflect both local and areawide priorities consistent with the goals and policies of the Regional Transportation Plan. In particular, TIP projects are to be drawn from the Regional Transportation Plan. The King portion of the Regional Transportation Plan is represented by the King Subregional Council's Subregional Transportation Plan (adopted in June 1981; amended in December, 1984).

The Puget Sound Council of Governments is the Metropolitan Planning Organization (MPO) with areawide clearinghouse responsibilities. DOT regulations provide that the process and adoption of the TIP/Annual Element will meet the areawide clearinghouse review requirements of the Washington State Intergovernmental Review Process(WIRP). The combined TIP/WIRP review process limits review requirements throughout the year to:



PSCOG | Urban area in King County | N | Figure 1

- All individual project reviews as part of the annual review of the TIP.

- Any TIP Annual Element amendments.

- Major or sensitive projects requiring additional review.

REVIEW AND APPROVAL PROCESS

The TIP/Annual Element is derived from capital improvement programs and Annual Element project proposals submitted by each individual jurisdiction. It is compiled first into subregional portions, one for each county, and then combined into a regional program. Review and refinement occur continuously throughout this process to arrive at a realistic program of improvements with project priorities balanced against available funding resources. The various stages of the review and approval process are as follows:

- Technical review and refinement by public works/planning departments of individual project sponsors.

- Review of proposed Annual Element projects by interested agencies and jurisdictions through the state and local intergovernment (WIRP) review process.

- Review and approval of the subregional TIP including allocation of funds to Annual Element projects by the Subregional Council.

- Opportunity for public comment on the subregional TIP/Annual Elements in conjunction with Subregional Council review and approval.

- Review of regional TIP for its consistency with the Regional Transportation Plan and the State Air Quality Implementation Plan, by the PSCOG Standing Committee on Transportation.

- Adoption by the PSCOG Executive Board and submittal to federal agencies.

PROJECT REVIEW GUIDELINES

The TIP is reviewed and approved by the King Subregional Council (SRC) and the PSCOG Executive Board. The basis for the SRC's review is the King Subregional Transportation Plan, as amended, and the King Subregional Plan, adopted in December 1978 and amended in 1981. The goals, objectives and policies in these plans emphasize the need to:

- Promote a desired development pattern which is consistent with the SRC's subregional policies concerning activity centers and the timing and location of growth.

- Make available needed mobility for all.

- Increase safety, travel comfort and convenience.

The basis for the PSCOG Executive Board's review is the Regional Transportation Plan, last amended in March, 1985. In taking its action,the Board considers the recommendation from its Standing Committee on Transportation (SCOT).

SCOT and the four Subregional Councils have adopted the following objectives for use in evaluating the TIP projects for consistency with adopted subregional and regional policies.

- Maintain the physical integrity of existing facilities;

- Will increase the proportion of trips made by transit and/or carpools;

- Will spread peak-hour demand for transportation services and facilities;

- Remove hazards and bottlenecks from the existing highway system; protect and enhance its capacity through traffic-flow management;

- Develop pedestrian and bicycle facilities as alternatives to automobile usage;

- Are consistent with adopted local and subregional plans for accommodating new growth;

- Improve the synchronization of transportation modes;

- Increase transportation opportunities for the disadvantaged;

- Increase the efficiency of present transportation facilities and services taking account of energy consumption, environment, community and fiscal implications;

- Develop new transportation facilities where full utilization of existing facilities will not meet the demands.

This year the King Subregional TIP review process has been expanded and is tied directly to the transportation plan review and update procedures. (This practice was first done last year.) All projects listed in each jurisdiction's Annual Element are evaluated for consistency with the adopted subregional and regional policies and objectives. In addition, all projects in each jurisdiction's six-year program of projects, irrespective of funding, and having a total cost of $1 million or more were reviewed to identify projects that may require a transportation plan amendment. All major projects identified for amendment are listed in Appendix E.

This expanded TIP review and analysis process provides a means for updating the King Subregional Transportation Plan and keeping it a useful, dynamic planning tool. The TIP evaluation process assists in monitoring the status of the transportation plan in terms of keeping the plan up-to-date and to assure that projects in the entire TIP are consistent with the Plan.

II. 1986 ANNUAL ELEMENT

EVALUATION BACKGROUND

Project evaluation includes a review of:

1. Consistency of proposed Annual Element projects with the adopted subregional transportation plan;

2. Consistency of proposed Annual Element projects with the King SRC's "major TIP projects policy;"

3. Relationship of TIP to identified transportation control measures (for improving air quality);

4. Relationship of projects in the Annual Element with "Special Efforts" at responding to the needs of elderly and handicapped persons;

5. Comments from local jurisdictions and the State concerning the projects of other jurisdictions; and

6. Comments from citizens and other interested groups or agencies.

Comments from local jurisdictions and others will constitute input from the TIP review process and will be presented when the TIP is adopted. These comments will also become a part of the TIP and will be included as Appendix A in the TIP document.

STAFF ANALYSIS

PSCOG staff analysis has tentatively determined that all projects listed in the draft Annual Element are consistent with PSCOG plans and policies, with one exception. PSCOG staff have not yet completed its determination concerning major projects (i.e., a recommendation as to whether or not any project is "major" as defined by the SRC's major TIP projects policy and subject to the provisions of that policy. This staff determination will be made and presented at the January 7, 1986, meeting of the Committee on Transportation, Growth and Development (TG&D).

A table listing all 1986 Annual Element projects by jurisdiction begins on page 15.

The 1986 TIP represents reasonable progress at improving the quality of air in the King subregion. This conclusion is based on the fact that percent of all the "transportation

control measures," or TCM projects in the King subregion that have potential for improving air quality are completed. Another percent of these TCM projects have not been completed but are programmed for some level of implementation for the 1986 calendar year. This means a total of percent of the TCM projects are either already complete or are scheduled for some work in 1986. Additional details of the TCM analysis are provided in Appendix F.

The 1986 Annual Element contains projects which will either wholly or partially benefit handicapped persons, including wheelchair users. A list in Table 1 of Appendix G identifies those projects by sponsoring agency. The projects, either in their entirety or as elements of larger improvements have generally been proposed as a result of the transportation plans adopted by the transit agencies pursuant to earlier federal requirements. This is evidence of the continued strong commitment to provide public transportation services accessible to elderly and handicapped persons in the King subregion despite the deletion of specific accessibility requirements of the U.S. Department of Transportation. For additional details, see Appendix G.

STAFF RECOMMENDATION

Based on the analysis summarized above, the projects listed in the draft Annual Element will be recommended for programming by PSCOG staff to the TG&D Committee and the King Subregional Council, subject to the additional review on all projects seeking to use UMTA Section 9 funds and subject to a determinationon any major projects. This staff recommendation includes the recommendation that all projects seeking FAUS funds (as listed in this draft TIP) be approved for the amount requested.

This draft TIP reflects the staff recommendation. Specifically, the list of projects for each jurisdiction as shown in the Annual Element has been revised to reflect the FAUS portion of the staff recommendation. In participar, when FAUS funds are listed in the column entitled "1986 Federal Funding," that FAUS amount has been added to the cumulative FAUS total, as shown in the column entitled "Total Approved FAUS Funding."

Said differently, the final TIP programming approval of all FAUS funds for the King subregion as recommended by staff is reflected in the Annual Element's project listings by jurisdiction, even though this is only a draft document. This step is normally not done until after final action by the TG&D Committee, but is possible this year because all

the prioritization work on FAUS funds by that committee has been completed prior to release of the draft TIP document.

ANNUAL ELEMENT PROJECTS.

The Annual Element projects are listed on pages 15 through 43 and are listed by jurisdiction. An explanation of the various abbreviation and codes used on these pages is provided on the next page.

Identification of Project Codes for Annual Element

Total approved FAUS funding:

This amount represents the cumulative total of FAUS funds approved by PSCOG to that project.

Federal and State funding sources:

Federal Highway Administration funding programs:

BRM:	Bridge replacement funds for bridges "on system"*.
BROS:	Bridge replacement funds for bridges "off system"*.
SBRP:	Special bridge replacement program funds.
FAI:	Federal-aid interstate funds.
FAP:	Federal-aid primary funds (for WSDOT projects inside the highway urban area)
FAS:	Federal-aid secondary funds (for outside the (for WSDOT projects outside the highway urban area).
FAUS:	Federal-aid urban system funds.
Safety:	Federal-aid safety program funds.

Urban Mass Transportation Administration (UMTA) funding programs:

Section 3:	UMTA funds for Section 3 (discretionary projects)
Section 3(4i):	UMTA funds for grants benefit transit under the "innovative techniques and methods" program.
Section 9:	UMTA "entitlement" transit funds for use on capital, operating assistance and planning projects.
Section 16b2:	UMTA funds for grants benefiting the transit use by elderly and handicapped persons.
Section 18:	UMTA funds for grants benefiting transit in rural areas.
State funds currently:	Eligible for federal funds, but only state funds have been reserved for the project to-date.

Project phase:

P: Planning or preliminary engineering
R: Right-of-way acquisition
C: Construction

Project status:

N: New project to PSCOG's Annual Element
C: Carryover project from PSCOG's Annual Element for the previous year
CR: Carryover project from PSCOG's Annual Element for the previous year, with some revision (i.e., change in cost, scope of work, or funding source)

PSCOG project number:

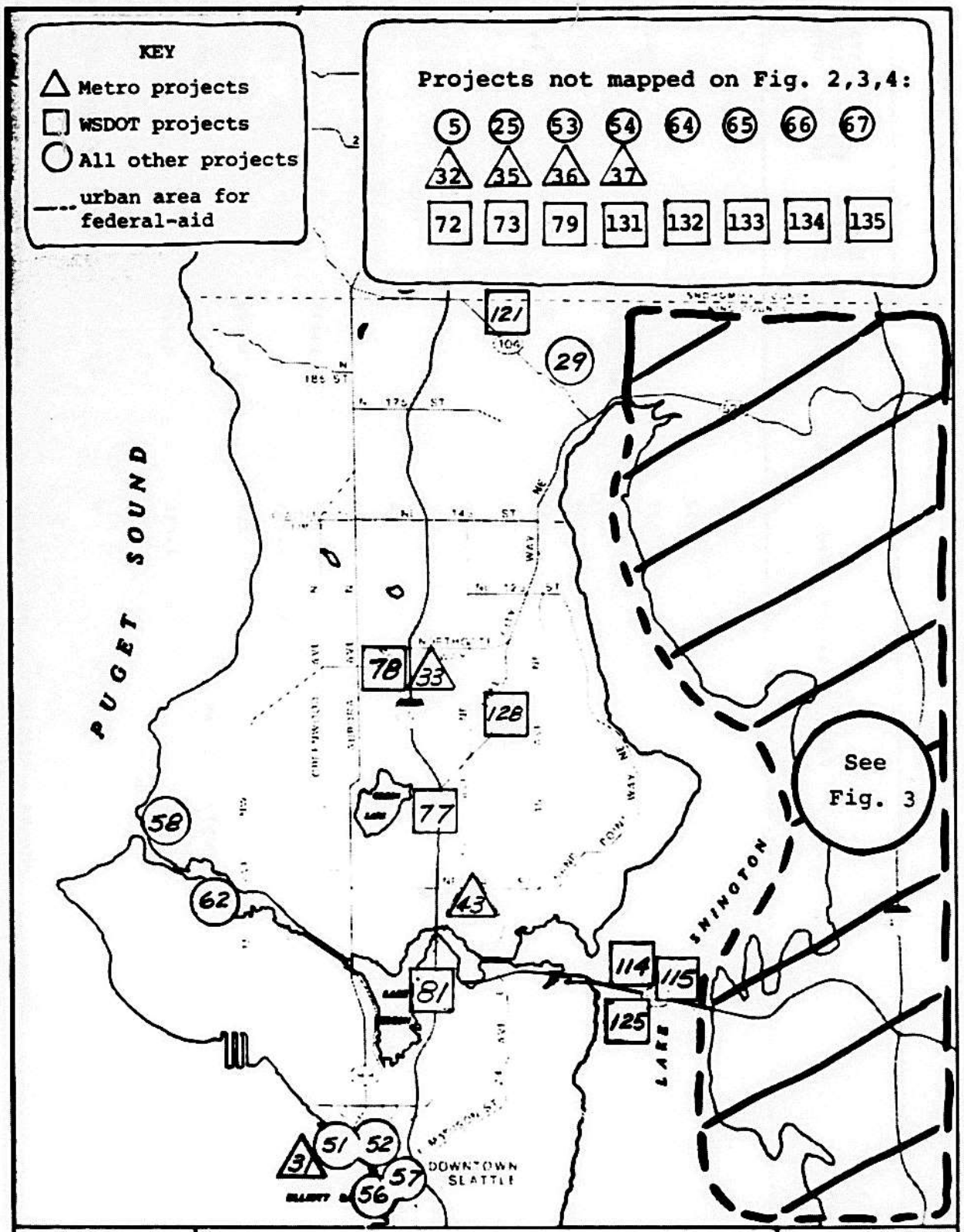
A unique project number assigned by PSCOG to identify each project in PSCOG's Annual Element; applies to federal-aid projects only at this time.

---

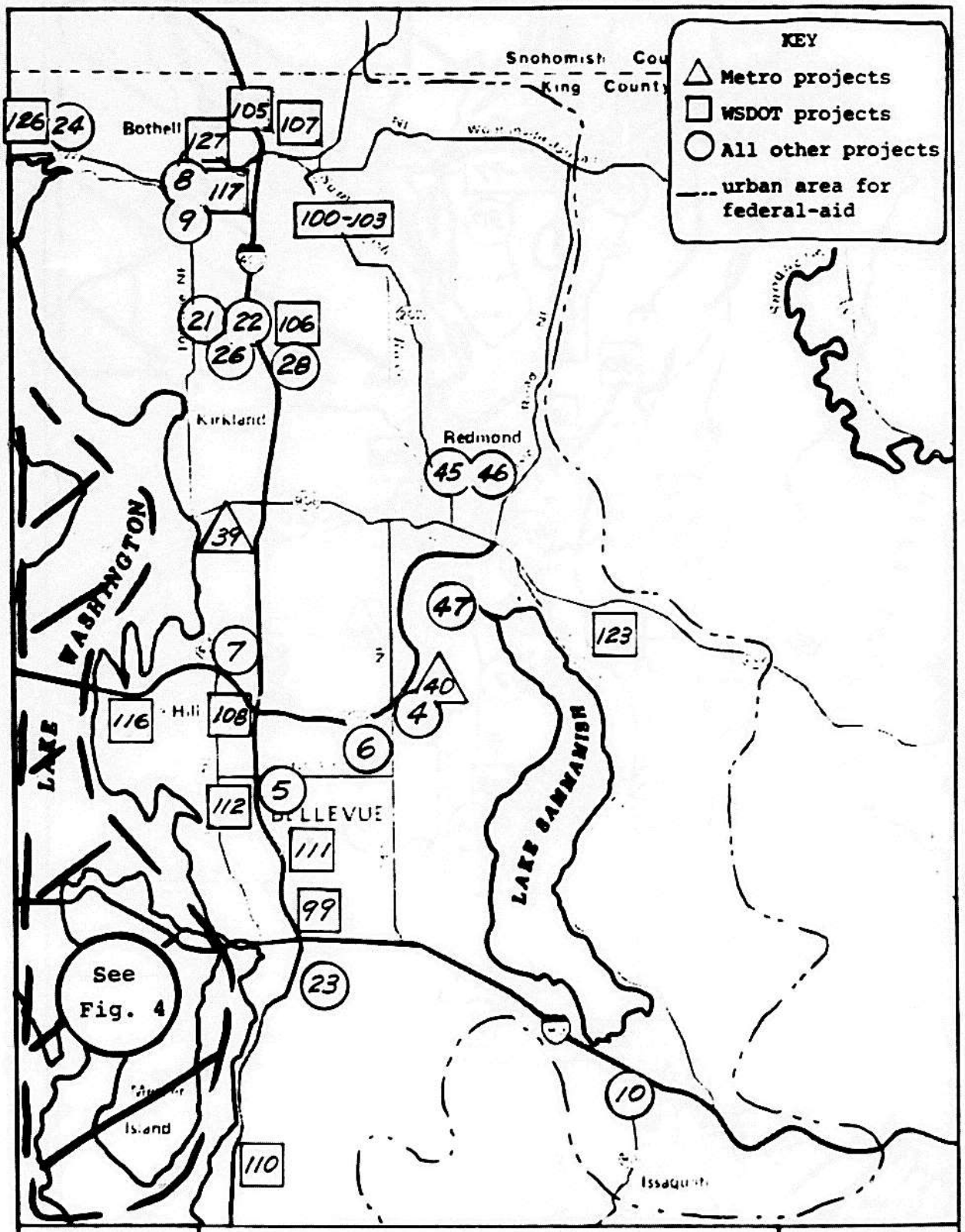
* "On system" and "off system" refers to the federal-aid system of roadways, and whether or not a particular road is on that system.

KING SUBREGION
1986 ANNUAL ELEMENT BY FUNDING SOURCE
(IN THOUSANDS OF DOLLARS)

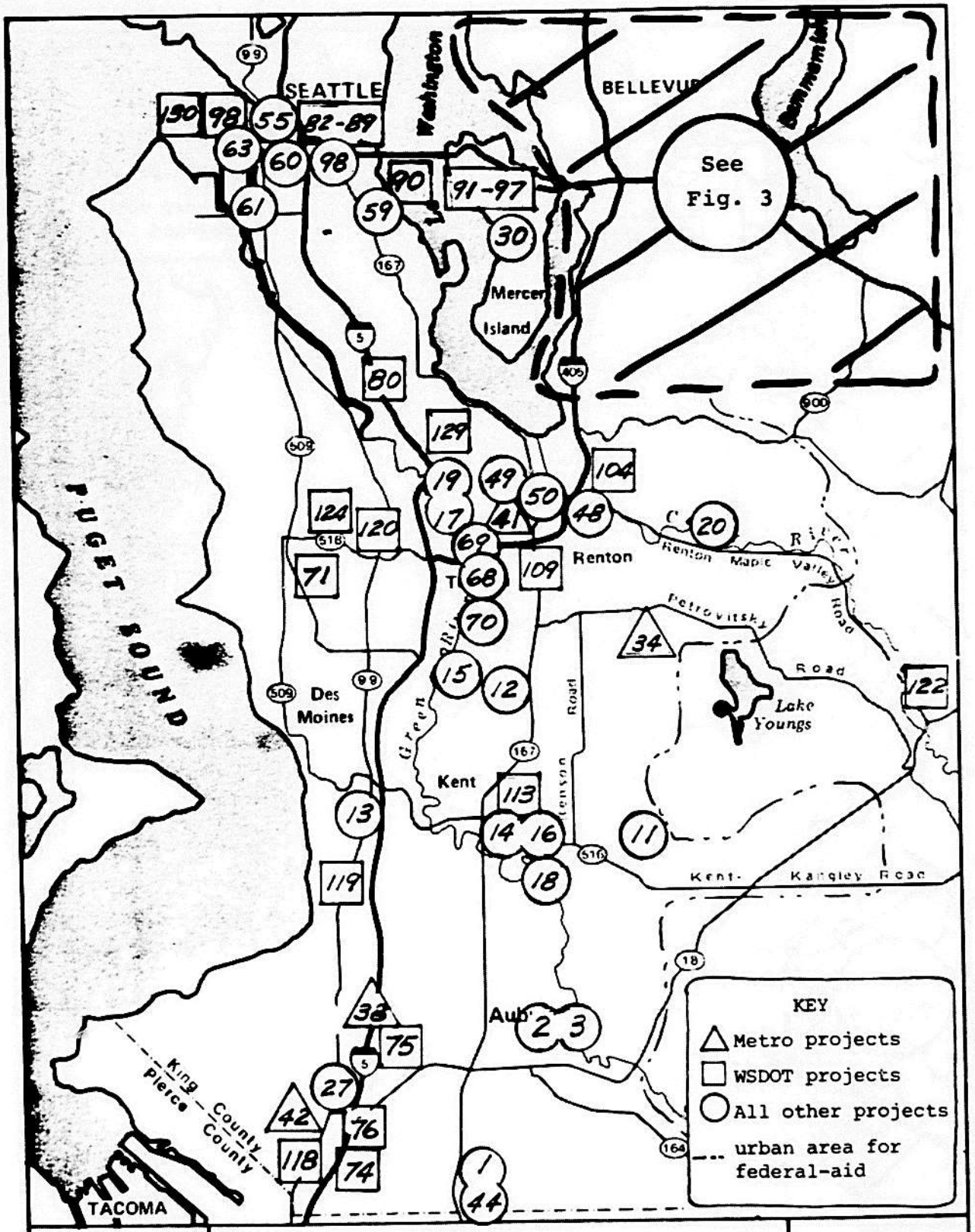
JURISDICTION	FAI	FAP	SAFETY	FAUS	FAS	BR (BRM,BROS) (SBRP)	SEC. 3 SEC. 5 SEC.18	SEC.9 SEC.9A	STATE/ LOCAL/ OTHER	TOTAL
ALGONA				89					466	555
AUBURN				132					445	[illegible]
BELLEVUE				527					4,435	4,962
BOTHELL				87		1,049			280	1,416
ISSAQUAH				24					5	29
KENT				175					1,796	1,971
KIRKLAND				42					258	300
LAKE FOREST PARK				0					475	475
MERCER ISLAND				101					211	312
PACIFIC				89					940	1,029
REDMOND				83					305	388
RENTON				8		1,478			572	2,[illegible]
SEATTLE			181	8,245			12,994	64	29,821	51,[illegible]
TUKWILA				287		8,048			1,946	10,281
WSDOT DISTRICT 1	550579	1,288							60,079	611,946
KING COUNTY				1,016		8,123			8,591	17,730
WSDOT MARINE DIVISION							150	3,296	5,299	8,745
METRO				0			175347	34,036	183354	392,737
TOTAL	550579	1,288	181	10,905		18,698	188491	37,396	299278	1106816



PSCOG	draft 1986 Annual Element (North Corridor only)	N	Figure 2



PSCOG	draft 1986 Annual Element (Eastside only)	N	Figure 3



PSCOG	draft 1986 Annual Element (South & Green River only)	N	Figure 4

PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
1986 ANNUAL ELEMENT
PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: ALGONA

ALL COST SHOWN IN THOUSANDS

map #		PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
1	1.	MILWAUKEE AVE (1ST N TO S CITY LIMITS)	MINOR WIDENING	119.7	555	89	FAUS	C	CR	M-1017(1)

* THE AMOUNT LISTED IN THIS COLUMN REPRESENTS THE TOTAL CUMULATIVE FEDERAL-AID URBAN SYSTEM (OR FAUS) FUNDS APPROVED BY PSCOG, INCLUDING THE PORTION IN THE 1986 ANNUAL ELEMENT. THIS AMOUNT CORRESPONDS TO WSDOT'S URBAN SYSTEM STATUS REPORT.

PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
1986 ANNUAL ELEMENT
PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: AUBURN

ALL COST SHOWN IN THOUSANDS

map #		PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
2	1.	HARVEY ROAD (AUBURN WY N TO AUBURN WY S)	PREPARE DESIGN FOR MAJOR WIDENING	240.7	290	0	FAUS	P	C	M-1093(2)
3	2.	HARVEY ROAD (AUBURN WY N TO 8TH NE)	MAJOR WIDENING	238.3	287	132	FAUS	R	CR	M-1[illegible])

* THE AMOUNT LISTED IN THIS COLUMN REPRESENTS THE TOTAL CUMULATIVE FEDERAL-AID URBAN SYSTEM (OR FAUS) FUNDS APPROVED BY PSCOG, INCLUDING THE PORTION IN THE 1986 ANNUAL ELEMENT. THIS AMOUNT CORRESPONDS TO WSDOT'S URBAN SYSTEM STATUS REPORT.

PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
1986 ANNUAL ELEMENT
PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: BELLEVUE

ALL COST SHOWN IN THOUSANDS

map #	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
4	1. NE 24TH ST (BEL-RED ROAD TO 156TH AVE NE)	MAJOR WIDENING	203.4	265	0	FAUS	C	C	M-2076(1)
5	2. SIGNAL INTERCONNECT SYSTEM (75 SIGNALS)	SIGNAL IMPROVEMENTS	745.9	1292	0	FAUS	C	CR	M-99[illegible]2)
6	3. 140TH AVE NE (NE 24TH ST TO BEL-RED RD)	MAJOR WIDENING	832.0	1621	267	FAUS	C	CR	M-2071(2)
7	4. 108TH AVE NE (NORTHUP WAY TO BNRR)	INTERSECTION IMPROVEMENT AND MAJOR WIDENING	260.0	1784	260	FAUS	C	N	M-2051( )

* THE AMOUNT LISTED IN THIS COLUMN REPRESENTS THE TOTAL CUMULATIVE FEDERAL-AID URBAN SYSTEM (OR FAUS) FUNDS APPROVED BY PSCOG, INCLUDING THE PORTION IN THE 1986 ANNUAL ELEMENT. THIS AMOUNT CORRESPONDS TO WSDOT'S URBAN SYSTEM STATUS REPORT.

PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
1986 ANNUAL ELEMENT
PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: BOTHELL

ALL COST SHOWN IN THOUSANDS

map #	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
8	1. WAYNE OVERCROSSING (SR-522 TO 96TH AVE NE)	REPLACE BRIDGE	0.0	1311	1049	BRM	P,R,C	CR	BRM2201( )
9	2. 100TH AVE NE/WAYNITA WAY (WAYNE BRIDGE TO NE 145TH ST)	MINOR WIDENING	175.3	105	87	FAUS	R	CR	M-22[illegible])

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
1986 ANNUAL ELEMENT
PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: ISSAQUAH

ALL COST SHOWN IN THOUSANDS

map #		PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
10	1.	NE GILMAN BLVD & FRONT ST	UPGRADE EXISTING SIGNAL	23.9	29	24	FAUS	P,C	N	M-1376( )

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
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PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: KENT

ALL COST SHOWN IN THOUSANDS

map #	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
11	1. SE 256TH ST & 116TH AVE SE	MAJOR WIDENING AT INTERSECTION	202.6	244	0	FAUS	P,C	CR	M-1170(2)
12	2. S 212TH ST & 84TH AVE S	MAJOR WIDENING AT INTERSECTION	33.0	165	0	FAUS	P,R,C	CR	M-12[illegible]
13	3. S 252ND ST & SR-99	INSTALL NEW SIGNAL AT INTERSECTION	66.4	80	0	FAUS	P,C	C	M-0099( )
14	4. MEEKER ST (RUSSELL TO WASHINGTON)	MAJOR WIDENING	607.6	732	0	FAUS	P,C	CR	M-1068(1)
15	5. W VALLEY HWY & S 212TH ST	WIDENING AT INTERSECTION (PE/ROW ONLY)	24.9	30	25	FAUS	P,R	N	M-1045( )
16	6. SMITH ST (1ST AVE TO JASON AVE)	MAJOR WIDENING	150.0	720	150	FAUS	C	N	M-1218( )

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
1986 ANNUAL ELEMENT
PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: KING COUNTY

ALL COST SHOWN IN THOUSANDS

Map #		PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
17	1.	FOSTER BRIDGE #3158 (AT 56TH AVE SOUTH CROSSING OF DUWAMISH RIVER)	REPLACE BRIDGE (JOINT PROJECT WITH TUKWILA)	0.0	1540	1078	BRM	P,R,C	C	BRM
18	2.	GREEN RIVER BRIDGE #3216 (AT 83RD AVE SOUTH CROSSING OF GREEN RIVER)	REPLACE BRIDGE	0.0	3670	2540	BRM	P,R,C	CR	BRM[illegible]
19	3.	INTERURBAN BRIDGE #3160 (AT EAST MARGINAL WAY CROSSING OF DUWAMISH RIVER)	REPLACE BRIDGE	0.0	3423	3046	BRM	P,R,C	CR	BRM1391(1)
20	4.	ELLIOTT BRIDGE (AT CROSSING OF CEDAR RIVER)	REPLACE BRIDGE	0.0	3923	1459	BRM	P,R,C	CR	BRM1207( )
21	5.	100TH AVE (NE 124TH ST TO NE 139TH ST)	MAJOR WIDENING	2109.4	2306	0	FAUS	C	CR	M-2201(1)
22	6.	116TH AVE NE (NE 124TH TO NE 132ND STREETS) (FORMERLY TITLED: 116TH @ 128TH)	MAJOR WIDENING (JOINT PROJECT WITH KIRKLAND)	700.5	715	593	FAUS	R,C	CR	M-2051(5)
23	7.	128TH AVE SE (SE 41ST ST TO NEWPORT WY SE)	MAJOR WIDENING	556.1	670	0	FAUS	C	C	M-1329(2)
24	8.	73RD AVE NE--PHASE 2 (NE 182ND ST TO NE 192ND ST)	MAJOR WIDENING	390.9	976	0	FAUS	C	CR	M-2419(1)

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
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AGENCY: KING COUNTY

ALL COST SHOWN IN THOUSANDS

map #		PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
25	9.	KING CONSORTIUM/FAUS PROGRAMMING--1987 TIP	PROJECT PRIORITY PROGRAMMING IN TIP	44.4	54	44	FAUS	P	N	M-9999( )
26	10.	NE 124TH ST (100TH NE TO 116TH NE)	MAJOR WIDENING	194.6	232	195	FAUS	P,R	N	M-241[illegible]
27	11.	16TH AVE S (S 348TH TO SR-99)	MAJOR WIDENING	183.6	221	184	FAUS	P	N	M-1009( )

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
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PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: KIRKLAND

ALL COST SHOWN IN THOUSANDS

MAP #	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
28	1. 120TH AVE NE CONNECTOR (NE 124TH TO KINGSGATE WY NE)	NEW RAMP CONNECTOR (JOINT PROJECT W/ WSDOT)	249.0	300	42	FAUS	R	CR	M-2412( )

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
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PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: LAKE FOREST PARK

ALL COST SHOWN IN THOUSANDS

map #	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
29	1. NE 184TH ST/47TH AVE NE (NE 175TH ST TO N CITY LIMITS)	MINOR WIDENING	394.0	475	0	FAUS	C	CR	M-2167(1)

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
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PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: MERCER ISLAND

ALL COST SHOWN IN THOUSANDS

map #	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
30	1. WEST MERCER WAY (SE 40TH ST TO MERRIMONT SE)	MINOR WIDENING	238.7	312	101	FAUS	C	CR	M-1965( )

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
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PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: METRO

ALL COST SHOWN IN THOUSANDS

Map #	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
31	1. DOWNTOWN SEATTLE TRANSIT PROJECT	FINAL DESIGN AND CONSTRUCTION	0.0	345094	175347	SEC 3	P,C	CR	
32	2. COMMUTER POOL--1986: GENERAL RIDESHARE AND VANPOOL ACTIVITIES FOR METRO'S CY 1986 PROGRAM	OPERATING ASSISTANCE GRANT	377.0	454	0	FAUS	P	C	M-99[illegible]1
33	3. NORTHGATE REGIONAL TRANSIT CTR & 2ND NORTHGATE PARK & RIDE LOT (FORMERLY NORTHGATE TRANSIT CTR)	DESIGN AND LAND PURCHASE (JOINT PROJECT W/ WSDOT)	0.0	3063	2450	SEC 9	P,R	CR	
34	4. PETROVITSKY PARK & RIDE LOT --300 STALLS (VICINITY OF SE PETROVITSKY RD & 140TH AVE SE)	DESIGN AND LAND PURCHASE	0.0	1096	877	SEC 9	P,R	CR	
35	5. OPERATING ASSISTANCE--1986: BASIC GRANT FOR CALENDAR YEAR 1986 EXPENSES	OPERATING ASSISTANCE GRANT	0.0	12380	6190	SEC 9		N	
36	6. 1990 BUS SHELTERS	CONSTRUCT 350 BUS SHELTERS THRU 1990	0.0	2158	1726	SEC 9	C	N	
37	7. 56 ARTICULATED TROLLEY BUSES	PURCHASE	0.0	23749	18999	SEC 9		N	
38	8. FEDERAL WAY TRANSIT CENTER (VICINITY OF I-5 AND S 320TH ST, NEAR SEA-TAC MALL)	DESIGN AND CONSTRUCT	0.0	458	366	SEC 9	P,C	N	

NOTE: THE TOTAL AMOUNT OF UMTA SECTION 9 FUNDS PROGRAMMED INTO THIS TIP FOR METRO FROM THE FFY 1986 SECTION 9 APPROPRIATION SHALL NOT EXCEED ITS SHARE OF THE SECTION 9 FUNDS AVAILABLE TO THE SEATTLE-EVERETT "URBANIZED" AREA AS IDENTIFIED IN THE ../../.. AGREEMENT BETWEEN METRO AND SNO-TRAN, AND RELATED AGREEMENTS METRO HAS WITH SEATTLE AND WSDOT'S MARINE DIVISION/STATE FERRY SYSTEM.

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
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AGENCY: METRO

ALL COST SHOWN IN THOUSANDS

map #	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
39	9. KIRKLAND TRANSIT CENTER (VICINITY OF 3RD ST AND KIRKLAND AVE)	CONSTRUCT	0.0	284	227	SEC 9	C	N	
40	10. OVERLAKE TRANSIT CENTER (VICINITY OF 152ND AVE NE AND NE 24TH ST)	DESIGN AND CONSTRUCT	0.0	290	232	SEC 9	P,C	N	
41	11. RENTON TRANSIT CENTER (VICINITY OF S 7TH ST AND RAINIER AVE S)	DESIGN, LAND PURCHASE AND CONSTRUCT	0.0	967	774	SEC 9	P,R,C	N	
42	12. SOUTH FEDERAL WAY PARK & RIDE LOT--600 STALLS (VICINITY OF S 348TH ST/9TH AVE S	CONSTRUCT	0.0	1934	1547	SEC 9	C	N	
43	13. UNIVERSITY DISTRICT TRANSIT DEVELOPMENT	DESIGN	0.0	810	648	SEC 9	P	N	

NOTE: THE TOTAL AMOUNT OF UMTA SECTION 9 FUNDS PROGRAMMED INTO THIS TIP FOR METRO FROM THE FFY 1986 SECTION 9 APPROPRIATION SHALL NOT EXCEED ITS SHARE OF THE SECTION 9 FUNDS AVAILABLE TO THE SEATTLE-EVERETT "URBANIZED" AREA AS IDENTIFIED IN THE ../../.. AGREEMENT BETWEEN METRO AND SNO-TRAN, AND RELATED AGREEMENTS METRO HAS WITH SEATTLE AND WSDOT'S MARINE DIVISION/STATE FERRY SYSTEM.

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
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AGENCY: PACIFIC

ALL COST SHOWN IN THOUSANDS

map #	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
44	1. MILWAUKEE AVE (3ND AVE S TO N CITY LIMITS)	MINOR WIDENING	142.9	1029	89	FAUS	C	CR	M-1017(2)

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
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AGENCY: REDMOND

ALL COST SHOWN IN THOUSANDS

map #	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
45	1. 161ST AVE NE & NE 85TH ST	INSTALL SIGNAL AT INTERSECTION	114.6	138	0	FAUS	P,C	C	M-0202( )
46	2. 164TH AVE NE & NE 85TH ST	INSTALL SIGNAL AT INTERSECTION	124.5	150	0	FAUS	P,C	C	F-020[illegible])
47	3. SR-901 & BEL-RED RD	INSTALL SIGNAL AT INTERSECTION	83.0	100	83	FAUS	P,C	N	M-

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
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AGENCY: RENTON

ALL COST SHOWN IN THOUSANDS

map #	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
48	1. WELLS AVENUE BRIDGE (AT CROSSING OF CEDAR RIVER)	REPLACE BRIDGE	0.0	1848	1478	BRM	P,R,C	CR	BRM1157( )
49	2. SW SUNSET BLVD (RAINIER AVE S TO W CITY LIMITS)	MAJOR WIDENING	166.0	200	0	FAUS	P,C	C	M-090[illegible]
50	3. S GRADY WY/RAINIER AVE S	WIDEN TO BUILD EASTBOUND TURNING LANE ONTO I-405	8.3	10	8	FAUS	P	N	M-1288( )

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
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AGENCY: SEATTLE

ALL COST SHOWN IN THOUSANDS

map #	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
51	1. ALASKAN WAY SEAWALL--PHASE 1: FROM SOUTH WASHINGTON TO MADISON (SHORELINE STABILIZATION)	CONSTRUCT	3108.0	5797	3108	FAUS	P,C	CR	M-1577(5)
52	2. ALASKAN WAY SEAWALL--PHASE 2: FROM SOUTH WASHINGTON TO MADISON (ROADWAY AND OTHER IMPROVEMENTS)	CONSTRUCT	1061.0	1855	1061	FAUS	P,C	CR	M-157[illegible]
53	3. ARTERIAL CONCRETE STREET REHABILITATION--1986	CONSTRUCT	427.0	589	427	FAUS	P,C	CR	M-9999( )
54	4. ARTERIAL RESURFACING PROGRAM--1986	RESURFACE	1411.0	1800	1411	FAUS	P,C	CR	M-9999( )
55	5. CBD LIGHT POLES & BASES	REPLACE DETERIORATING EQUIPMENT	498.0	780	498	FAUS	P,C	CR	M-9999( )
56	6. MONORAIL REHAB.--PHASE 1: CRITICAL SAFETY IMPROVEMENTS	CONSTRUCT	0.0	528	64	SEC 9	P,C	CR	
57	7. MONORAIL REHAB.--PHASE 2	CONSTRUCT (REMAINIDER OF PROJECT)	0.0	17355	12994	SEC 3 AND SEC 9	P,C	CR	
58	8. NW 57TH/36TH BRIDGE (BRIDGE REPLACEMENT)	CONSTRUCT	0.0	1023	818	SBRP	P,C	CR	BR

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
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AGENCY: SEATTLE

ALL COST SHOWN IN THOUSANDS

Map #		PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
59	9.	SOUTH GRAHAM STREET PAVING: FROM SWIFT AVENUE SOUTH TO 21ST AVENUE SOUTH	RESURFACE	0.0	201	181	SAFETY	P,C	CR	
60	10.	SOUTH JACKSON STREET VIADUCT: BETWEEN 4TH & 5TH AVENUES SOUTH (BRIDGE REHABILITATION)	CONSTRUCT	0.0	6948	5558	SBRP	P,C	CR	BR
61	11.	1ST AVE. SOUTH VIADUCT OVER ARGO RR. YDS: FROM SPOKANE TO HUDSON (BRIDGE REPLACEMENT)	CONSTRUCT	0.0	9339	7471	SBRP	P,C	CR	BR
62	12.	23RD AVE. W./W. GILMAN BRIDGE (BRIDGE REPLACEMENT)	CONSTRUCT	0.0	2500	2000	SBRP	P,R,C	CR	BR
63	13.	AREAWAY RESTORATION (PIONEER SQUARE)	REHAB. OPEN AREAS UNDER SIDEWALKS	271.0	443	271	FAUS	P,C	N	M-9999( )
64	14.	ARTERIAL CONCRETE STREET REHABILITATION--1987	CONSTRUCT	173.0	283	173	FAUS	P,C	N	M-9999( )
65	15.	ARTERIAL RESURFACING PROGRAM--1987	RESURFACE	749.0	1003	749	FAUS	P,C	N	M-9999( )
66	16.	E & H ACCESS/ PEDESTRIAN WALKWAYS--1985 (AT VARIOUS LOCATIONS)	CONSTRUCT	397.0	680	397	FAUS	P,C	N	M-9999( )

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
1986 ANNUAL ELEMENT
PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: SEATTLE

ALL COST SHOWN IN THOUSANDS

map # ↓

	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
(67) 17.	SEATTLE RIDESHARING--1986: GENERAL RIDESHARE ACTIVITIES FOR SEATTLE'S CY 1986 PROGRAM	OPERATING ASSISTANCE GRANT	150.0	181	150	FAUS	P	N	M-9999( )

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
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PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: TUKWILA

ALL COST SHOWN IN THOUSANDS

map #	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
68	1. GRADY WAY BRIDGE (AT CROSSING OF GREEN RIVER)	REPLACE BRIDGE (JOINT PROJECT WITH RENTON)	0.0	8810	7048	BRM	P,R,C	CR	BRM1288( )
17	2. 56TH AVE S/FOSTER BRIDGE (AT CROSSING OF DUWAMISH RIVER) (ALSO CALLED FOSTER BR #3158)	REPLACE BRIDGE (JOINT PROJECT WITH KING CO.)	0.0	1125	1000	BRM	P,R,C	N	BRM
69	3. INTERURBAN AVE (SOUTHCENTER BLVD TO I-5 NORTH)	MAJOR WIDENING	131.2	158	131	FAUS	P	N	M-1027( )
70	4. S 180TH ST & SR-181	UPGRADE SIGNAL (JOINT PROJ. W/ RENTON & KENT)	156.1	188	156	FAUS	P,C	N	M-

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
1986 ANNUAL ELEMENT
PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: WSDOT DISTRICT 1 (KING SUBREGION ONLY)

ALL COST SHOWN IN THOUSANDS

Map #	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
71	1. IMPACT ATTENUATORS: AT THREE LOCATIONS (SR-99, SR-509, SR-518)	INSTALL		90	81	FAP	C	CR	11917A
72	2. INTERSTATE BRIDGE DECKS: DISTRICTWIDE	RESURFACE		606	550	FAI	P,C	CR	1591
73	3. PAVEMENT MARKING: DEMONSTRATION PROGRAM	PAVEMENT MARKING		43	43	FAI	C	N	19917P
74	4. I-5: SEA-TAC REST AREA (NEXT TO NORTHBOUND LANES)	CONSTRUCT SECOND BUILDING AND RESURFACE		105	96	FAI	P,C	CR	15003E
75	5. I-5: SOUTH 320TH STREET INTERCHANGE (NORTHBOUND)	CONSTRUCT ACCESS FOR TRANSIT/CARPOOL		525	476	FAI	C	CR	15003J
76	6. I-5 AT SR-18 INTERCHANGE: WIDEN RAMP, ADD LANES	PREPARE PRELIMINARY ENGINEERING		390	353	FAI	P	N	15003V
77	7. I-5: FROM NE 50TH STREET TO RAVENNA BLVD: NOISE BARRIER (IN SEATTLE)	PREPARE PRELIMINARY ENGINEERING		71	64	FAI	P	N	15304Q
78	8. I-5 PARK AND RIDE LOT: AT NORTHGATE--STAGE 2 (I-5 & 110TH VICINITY)	DESIGN (STATE LEAD; JOINT PROJ. W/ METRO)		375	340	FAI	P	CR	15305J

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
1986 ANNUAL ELEMENT
PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: WSDOT DISTRICT 1 (KING SUBREGION ONLY)

ALL COST SHOWN IN THOUSANDS

map	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
79	9. I-5 "FLOW" SYSTEM: FROM ALBRO PLACE TO SW 236TH ST.	DESIGN & CONSTRUCT ADDED PARTS OF "FLOW" SYSTEM		1459	1322	FAI	P,C	CR	15902B
80	10. I-5 TRANSIT/CARPOOL LANES FROM TUKWILA VICINITY TO MERCER STREET	PREPARE DESIGN AND CONSTRUCT		18728	16975	FAI	C	CR	1599
81	11. I-5 HOV IMPROVEMENTS: NORTHGATE TO JEFFERSON ST (INCLUDES SR-520 CONNECT TO I-5 REVERSIBLE LANES)	PREPARE DESIGN AND CONSTRUCT		8787	7964	FAI	P,C	CR	15990P
82	12. I-90: NEW INTERCHANGE FROM I-5 TO 12TH AVE. SO.	COMPLETE CONSTRUCTION		1471	1333	FAI	C	CR	15303G
83	13. I-90: NEW FREEWAY, FROM 12TH AVE. SO. TO BUSH PLACE (DRAINAGE & WALL STRUCTURES)	CONSTRUCT		3645	3304	FAI	C	CR	15311B
84	14. I-90: NEW FREEWAY, FROM BUSH PL. TO 23RD AVE. SO. (WALL STRUCTURES)	CONSTRUCT		9634	8732	FAI	C	CR	15311D
85	15. I-90: NEW FREEWAY, FROM 23RD AVE. SO. TO M.L. KING WAY (ROADWAY & LID)	CONSTRUCT		62113	56299	FAI	C	CR	15311E
86	16. I-90: NEW FREEWAY, FROM M.L. KING WAY TO LAKE WASHINGTON (ROADWAY & LID)	CONSTRUCT		89575	81190	FAI	C	N	15311H

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
1986 ANNUAL ELEMENT
PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: WSDOT DISTRICT 1 (KING SUBREGION ONLY)

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Map #	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
87	17. I-90: NEW FREEWAY, FROM I-5 TO LAKE WASHINGTON (STREET RECONSTRUCTION)	CONSTRUCT		2241	2030	FAI	C	CR	15311J
88	18. I-90: NEW FREEWAY, FROM I-5 TO LAKE WASHINGTON (UTILITY RELOCATION)	CONSTRUCT		4605	4172	FAI	C	CR	153[illegible]
89	19. I-90: NEW FREEWAY, FROM I-5 TO LAKE WASHINGTON (DESIGN BEYOND PHASE 1)	PREPARE PRELIMINARY ENGINEERING		6845	6204	FAI	P	CR	15311Z
90	20. I-90: NEW FREEWAY (NEW FLOATING BRIDGE)	DESIGN AND CONSTRUCT		32054	29053	FAI	P,C	CR	15312A
91	21. I-90: NEW FREEWAY, ON MERCER ISLAND	PURCHASE LAND		1031	934	FAI	R	CR	15312B
92	22. I-90: NEW FREEWAY, ON MERCER IS. FROM 74TH TO ISLAND CREST WAY (WESTBOUND & CENTER ROADWAYS)	CONSTRUCT		48049	43552	FAI	C	CR	15312E
93	23. I-90: NEW FREEWAY, ON MERCER ISLAND (1ST HILL LID)	CONSTRUCT		141751	128482	FAI	C	N	15312H
94	24. I-90: NEW FREEWAY, ON MERCER IS. FROM ISLAND CREST WY TO E. MERCER (WESTBOUND & CENTER ROAD, LID)	CONSTRUCT		26225	23770	FAI	C	CR	15312K

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
1986 ANNUAL ELEMENT
PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: WSDOT DISTRICT 1 (KING SUBREGION ONLY)

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95	25.	I-90: NEW FREEWAY, ON MERCER ISLAND (EAST MERCER INTERCHANGE)	CONSTRUCT		15247	13820	FAI	C	N	15312M
96	26.	I-90: FROM MERCER SLOUGH TO I-405 VICINITY	RESURFACE		770	698	FAI	C	CR	15312
97	27.	I-90: NEW FREEWAY, FROM LAKE WASHINGTON TO E. MERCER WAY (DESIGN BEYOND PHASE 1)	PREPARE ADDITIONAL DESIGN, CONSTRUCT		14706	13331	FAI	P,C	CR	15512F
98	28.	I-90: NEW FREEWAY (SEATTLE ACCESS)	CONSTRUCT		52751	47813	FAI	R,C	CR	15990R
99	29.	I-90: NEW FREEWAY (BELLEVUE ACCESS)	ADDITIONAL PRELIMINARY ENGINEERING		519	470	FAI	P	CR	15990S
100	30.	SR-202: AT RAILROAD CROSSING WEST OF SAMMAMISH RIVER (IN WOODINVILLE VICINITY)	RAILROAD SIGNAL IMPROVEMENTS		84	76	FAP	C	C	12131H
101	31.	SR-202: AT RAILROAD CROSSING EAST OF SAMMAMISH RIVER (IN WOODINVILLE VICINITY)	RAILROAD SIGNAL IMPROVEMENTS		33	29	FAP	C	CR	12131K
102	32.	SR-202: AT RAILROAD CROSSING WEST OF SAMMAMISH RIVER (IN WOODINVILLE VICINITY)	RAILROAD SIGNAL IMPROVEMENTS		151	136	FAP	C	N	12131R

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
1986 ANNUAL ELEMENT
PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: WSDOT DISTRICT 1 (KING SUBREGION ONLY)

ALL COST SHOWN IN THOUSANDS

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103	33.	SR-202: AT RAILROAD CROSSING WEST OF SAMMAMISH RIVER (AT NE 145TH ST)	UPGRADE CROSSING		120	108	FAP	C	N	12131S
104	34.	I-405 PARK AND RIDE LOT: AT RENTON HIGHLAND	CONSTRUCT AND PREPARE DESIGN FOR STAGE 2		475	430	FAI	P,C	CR	150[illegible]
105	35.	I-405: FROM NORTH CREEK TO DAMSON ROAD	RESURFACE		1940	1758	FAI	C	N	15023G
106	36.	I-405: AT TOTEM LAKE INTERCHANGE/NE 124TH ST	NEW RAMPS (PE, ROW ONLY) (JOINT PROJ. W/KIRKLAND)		413	375	FAI	P,R	CR	15322F
107	37.	I-405: FROM SR-522 TO NORTH CREEK	RESURFACE		417	378	FAI	C	CR	15322Q
108	38.	I-405: AT SR-520 INTERCHANGE (NEW RAMPS)	PREPARE DESIGN		160	145	FAI	P	N	15522D
109	39.	I-405: TRANSIT/CARPOOL LANES (TUKWILA TO SUNSET)	LAND PURCHASE AND CONSTRUCTION		29062	26028	FAI	R,C	CR	15990J
110	40.	I-405: TRANSIT/CARPOOL LANES (SUNSET TO COAL CREEK)	CONSTRUCT		35	32	FAI	C	N	15990K

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
1986 ANNUAL ELEMENT
PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: WSDOT DISTRICT 1 (KING SUBREGION ONLY)

ALL COST SHOWN IN THOUSANDS

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111	41.	I-405: TRANSIT/CARPOOL LANES (COAL CREEK TO NORTHUP)	ADDITIONAL DESIGN, LAND PURCHASE, CONSTRUCTION		13978	12670	FAI	P,R,C	CR	15990M
112	42.	I-405: NEW INTERCHANGE AT NE 4TH STREET	ADDITIONAL DESIGN AND CONSTRUCTION		16982	15393	FAI	P,C	CR	1599[illegible]
113	43.	SR-516: AT RAILROAD CROSSING JUST EAST OF SR-167 IN KENT	RAILROAD SIGNAL IMPROVEMENTS		131	118	FAP	C	C	11121S
114	44.	SR-520: AT DRAWSPAN OF EVERGREEN POINT BRIDGE	REPAIR AND CABLE REPLACEMENT		590	490	FAP	C	CR	11370I
115	45.	SR-520: FROM I-5 TO 92ND AVENUE NE	SAFETY IMPROVEMENTS		90	81	FAP	C	CR	11370V
116	46.	SR-520: FROM 92ND AVENUE NE TO I-405	SAFETY IMPROVEMENTS		150	135	FAP	C	CR	11370W
117	47.	SR-522: AT 102ND AVENUE NE (AT SAMMAMISH RIVER)	REPAIR BRIDGE PIER		38	34	FAP	C	CR	11081U
		CONTINGENCY LIST, TO BE USED IF FEDERAL FUNDS BECOME AVAILABLE.								
118	48.	SR-18: AT SR-161	SIGNAL IMPROVEMENTS		118	98	STATE FUNDS	C	N	11036F

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
1986 ANNUAL ELEMENT
PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: WSDOT DISTRICT 1 (KING SUBREGION ONLY)

ALL COST SHOWN IN THOUSANDS

map #		PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
119	49.	SR-99: AT SOUTH 288TH AND SOUTH 260TH STREETS	SIGNAL IMPROVEMENTS		255	212	STATE FUNDS	C	N	11060N
120	50.	SR-99: FROM SOUTH 140TH TO SOUTH 139TH STREETS	SIGNAL IMPROVEMENTS		54	45	STATE FUNDS	C	N	1133[illegible]
121	51.	SR-104/BALLINGER WAY: FROM VICINITY OF 40TH PLACE NE TO SR-522	RESURFACE		91	76	STATE FUNDS	C	N	11400L
122	52.	SR-169 BUS PULLOUTS: FROM SR-18 TO MAPLEWOOD AVENUE SE (PARTIALLY OUTSIDE URBAN AREA)	CONSTRUCT (JOINT PROJECT WITH METRO)		60	50	STATE FUNDS	C	CR	12080N
123	53.	SR-202/REDMONDS-FALL CITY ROAD: FROM EAST LAKE SAMMAMISH PARKWAY TO 204TH PLACE NE	RESURFACE		407	338	STATE FUNDS	C	N	121328
124	54.	SR-518: AT 42ND AVENUE SOUTH	RESURFACE BRIDGE DECKS		160	133	STATE FUNDS	C	CR	11360B
125	55.	SR-520: EVERGREEN POINT BRIDGE	REPAIR AND CABLE REPLACEMENT		735	610	STATE FUNDS	C	N	11370I
126	56.	SR-522: AT 73RD AND 80TH AVENUES NE (KENMORE VICINITY)	SIGNAL IMPROVEMENTS		83	69	STATE FUNDS	C	N	11081J

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
1986 ANNUAL ELEMENT
PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: WSDOT DISTRICT 1 (KING SUBREGION ONLY)

ALL COST SHOWN IN THOUSANDS

map #		PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
127	57.	SR-522: AT 102ND AVENUE NE UNDERCROSSING, IN BOTHELL	IMPROVE CLEARANCE (CITY OF BOTHELL--LEAD)		152	126	STATE FUNDS	C	N	11081P
128	58.	SR-522/LAKE CITY WAY: FROM NE 78TH/12TH AVE NE TO NE 88TH ST (IN SEATTLE)	RESURFACE		211	175	STATE FUNDS	C	N	11380U
129	59.	SR-900/EMPIRE WAY SOUTH: FROM VICINITY OF 57TH AVE S TO VICINITY OF S 129TH ST	PAVEMENT REHAB. AND SIGNAL IMPROVEMENTS		360	299	STATE FUNDS	C	N	11392H

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PSCOG TRANSPORTATION IMPROVEMENT PROGRAM
1986 ANNUAL ELEMENT
PROPOSED FEDERALLY ASSISTED PROJECTS

AGENCY: WSDOT MARINE DIVISION

ALL COST SHOWN IN THOUSANDS

map #	PROJECT TITLE (LOCATION)	PROJECT DESCRIPTION	TOTAL APPROVED FAUS FUNDING*	1986 TOTAL COST	1986 FEDERAL FUNDING	FEDERAL FUNDING SOURCE	PROJECT PHASE	PROJECT STATUS	PSCOG PROJECT NUMBER
130	1. SEATTLE TERMINAL (PHASE 1A) IMPROVEMENTS	REVISE TRAFFIC ACCESS TO/FROM THE SOUTH	0.0	5000	500	SEC 9	C	CR	
131	2. ** WINSLOW FOOT PASSENGER FACILITY MODIFICATIONS (WINSLOW FERRY TERMINAL)	IMPROVE WHEELCHAIR ACCESS; OTHER WORK	0.0	155	124	SEC 9	C	CR	
132	3. ** WINSLOW OVERHEAD LOADING FOR SECOND FERRY SLIP (WINSLOW FERRY TERMINAL)	CONSTRUCT	0.0	900	720	SEC 9	C	N	
133	4. ** KINGSTON OVERHEAD LOADING (KINGSTON FERRY TERMINAL)	MODIFY BUILDING; BUILD OVERHEAD LOADING	0.0	1440	1152	SEC 9	C	N	
134	5. KINGSTON COMMUTER LOT (KINGSTON FERRY TERMINAL)	CONSTRUCT FERRY COMMUTER PARKING LOT	0.0	250	150	SEC 18	R,C	N	
135	6. EDMONDS BUILDING MODIFICATIONS (EDMONDS FERRY TERMINAL)	MODIFY BUILDING; BUILD OVERHEAD LOADING	0.0	1000	800	SEC 9	C	N	

** THESE PROJECTS WILL BE FUNDED WITH UMTA SECTION 9 FUNDS ASSIGNED TO THE SEATTLE-EVERETT "URBANIZED" AREA.

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III. SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

BACKGROUND

Federal requirements for the Transportation Improvement Program mandates not only the Annual Element but also require a multi-year program (a minimum of three years). The King Subregion's six-year program fulfills this requirement.

The six-year program provides a valuable planning and information tool to local agencies, PSCOG and state and federal agencies. It has specifically served as a major tool to PSCOG to monitor and update its Subregional Transportation Plan for the King subregion.

The adoption by PSCOG of the six-year program does not program, allocate or approve any funds to projects listed in the six-year program.

SIX-YEAR PROGRAM OF PROJECTS

The six-year program of projects is over 100 pages in length. It is on pages 47 through 163, and is listed by jurisdiction. An explanation of the various abbreviations and codes used on these pages is provided on the next page followed by an index of the jurisdictions listed.

(NOTE: an abbreviated copy of the draft 1986 TIP will be distributed that does not contain the full six-year program or the appendices. If you receive an abbreviated version and wish a full version, call Dick Callahan in Seattle at 464-6171, to receive a complete King SRC draft TIP.)

Identification of Project Codes for Six-Year Programs

(note: the codes listed below apply to both PSCOG's Six-Year Program and to WSDOT's form 140-049, revised 2/84

Major class of work:

1. New construction on new alignment
2. Major widening (additional lanes)
3. Minor widening (increase lane width, add shoulders)
4. Rehabilitation/reconstruction
5. Resurfacing
6. Traffic control
7. Capital purchases
8. Non-capital improvements
9. Non-motor vehicle use

Work Codes:

A. Grading
B. Draining
C. Light bituminous surface
D. A.C. or P.C.C. pavement
E. Sealcoat
F. Curbs and gutter
G. Sidewalks
H. Channelization
I. Signalization
J. Lighting
K. Signing
L. Bridge
M. Landscaping
N. Paths and Trails
O. Bikeways
P. Transit facility
Q. Commuter pool
R. High-occupancy vehicle lanes
S. Surveillance control and driver information ("FLOW")
T. Ferry facility
U. Project studies

Functional classification of roadways (in urban areas only):*

11. Principal arterial--interstate, or other freeways
12. Principal arterial--or expressways
14. Principal arterial--other (using FAUS funds)
16. Minor arterial--using FAUS funds
17. Collector arterial--using FAUS funds
19. Local--access

Carryover project:

x = project is carried over from previous year's annual element and the project's funds were not obligated during that previous year.

Funding source:

Identical to project codes listed for the Annual Element, with the following additions:

RAP = Rural arterial board funds (state bonds)
UAB = Urban arterial board funds (state bonds)
Local = Funds from the jurisdiction's locally generated revenues; includes gas tax funds

---

* If a project is located outside the highway urban area, the project's functional classification identification code number begins with zero ("0") which is entered in block 45 on the six-year program form.

Index to the King Subregional Six-Year Program of Projects:

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Note: This copy of the 1986 King SRC TIP is an abbreviated version. It does not contain pages 47 through 163. If you need a copy of these pages, call Dick Callahan at PSCOG at 464-6171.

APPENDIX A

Public and PSCOG Staff Review Comments

APPENDIX B

Major TIP Projects Policy

The four subregional councils (SRC) of PSCOG review all projects submitted for inclusion into the Annual Element of their respective subregional transportation improvement programs (TIP) using one of the two methods listed below. The four subregional TIP's are then referred to SCOT and the Executive Board for final PSCOG action.

Method 1. The Kitsap and Snohomish SRC's use the following procedure: Projects to be located in either the Kitsap or Snohomish subregions are reviewed against the transportation plans and policies maintained by PSCOG and local agencies before they are presented to those two SRC's. The review is concluded by the SRC when it approves projects for programming into the Annual Element. Prior to its approval action, the SRC takens into consideration PSCOG staff comments, and any comments received from a local agency or the public.

One feature of this method is that it allows the SRC the flexibility to place a project into the Annual Element before full local approvals have been received.

Method 2. The King and Pierce SRC's use the following procedure: Projects to be located in either the King or Pierce subregions are reviewed against either Method #1 or the "major TIP projects policy." The SRC selects which to invoke on a given project.

If the major TIP project$policy is invoked on a particular project, a more formal procedure is followed to place that project into the Annual Element. The formal procedure is called the major TIP projects policy and is described as follows:

> "The SRC may designate as a major project any project that is proposed to be included in the SRC's TIP. Federal funds for the right-of-way or construction of any such major project shall be approved for programming in the TIP when the project receives:
>
> 1) a final approved EIS;
>
> 2) approval for implementation from the sponsoring agency; and,
>
> 3) approval in concept by the agency with land use authority (if different from the sponsoring agency).
>
> "Exceptions may be requested to this policy if using the policy on a particular project will result in a timing or scheduling problem for that project, or raise that project's cost."

APPENDIX C

Recommendation from CFAC

CONTENTS

1. CFAC Recommendation to TG&D for 1986 FAUS Program (@ p. C-2)
2. Purpose Statement for CFAC (C-6)
3. Overview of steps in the FAUS prioritizing process (C-9)
4. 1986 King FAUS Program Submittals (final list) (C-10)
5. Final technical priority array of 1986 submittals (C-12)

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Puget Sound Council of Governments

ACTION ITEM

October 30, 1985

TO: Committee on Transportation, Growth. and Development

FROM: Councilmember Mabel Harris, Chair
Consortium FAUS Advisory Subcommittee

SUBJECT: Recommended King Consortium 1986 FAUS Program

The Consortium FAUS Advisory Subcommittee (CFAC) to the Committee on Transportation, Growth and Development (TG&D) meet on October 30, 1985, and approved a recommended King Consortium 1986 FAUS Program. The recommended program is stated immediately below.

RECOMMENDED ACTION

The TG&D Committee and King Subregional Council (SRC) should approve the recommended King Consortium 1986 FAUS Program, which consists of:

1) The allocation of $2,660,036 in federal-aid urban system (FAUS) funds to projects identified by the SRC's priority programming process.

2) The further allocation of this $2,660,036 in FAUS funds to 19 projects as listed on Exhibit A, attached, and amend the King SRC's draft 1986 Transportation Improvement Program (TIP) to reflect this action.

ALTERNATIVE ACTIONS

1. Recommend the programming of more than $2,660,036 in FAUS monies in order to fund additional projects as ranked by the priority programming process.

2. Revise the list of projects as ranked by the priority programming process.

DISCUSSION

The recommended action was approved by CFAC unanimously. This action must be further approved by the TG&D Committee, the SRC and the PSCOG Executive Board to complete the allocation of FAUS funds.

Exhibit A consists of the top 19 projects recommended for funding by CFAC. A total of 37 projects were considered in the preparation of Exhibit A. The list of 37 projects is available upon request.

BACKGROUND

The King SRC has the responsibility to allocate FAUS funds in the King subregion, and to prepare the subregional TIP. For the FAUS funds assigned to Seattle, that city identifies its top FAUS priority projects. The SRC then finalizes that action when the city's projects are programmed into the King SRC's TIP. For the FAUS funds available to the suburban agencies of the subregion (called the FAUS Consortium), the SRC prioritizes all requests and identifies those Consortium projects to receive FAUS funds. These are then programmed into the TIP.

The SRC, thru the TG&D Committee, has delegated the responsibility for providing policy oversight on the Consortium FAUS funds to the Consortium FAUS Advisory Committee.

IN-DEPTH ANALYSIS

1. Exhibit A: CFAC recommended priority array for King Consortium 1986 FAUS Program (attached)

2. Technical Priority Array, 1986 FAUS Program.

2. CFAC minutes to 10-30-85 meeting.

3. FAUS Allocation Formula, King SRC, last amended 8-6-85.

EXHIBIT A

1986 FAUS PROGRAM

CFAC RECOMMENDED PRIORITY ARRAY

No.	Agency	Project	Request	Running Total $	Comments
1.	Consortium		$ 44,393		Prelim. Eng. Phase 1
2.	Kirkland	120th Connec.	41,530	$ 85,923	New Const. Phase 2
3.	King w/ Kirkland	116th Ave. NE	593,249	679,172	Major Wid. Phase 2/3
4.	Bellevue	140th Ave. NE	267,200	946,372	Major Wid. Phase 3
5.	Renton	Rainier/Grady	8,301	954,673	Int. Imp. Phase
6.	King	NE 124th St.	194,635	1,149,308	Major Wid. Phase 1/2
7.	Tukwila w/ Kent & Rent.	WVH/180th	156,059	1,305,367	Int. Imp. Phase 1/3
8.	Kent	WVH/212th	24,903	1,330,270	Int. Imp. Phase
9.	Auburn	Harvey Road	132,025	1,462,295	Major Wid. Phase 2
10.	King	16th Ave. S.	183,580	1,645,875	Major Wid. Phase 1
11.	Redmond	WLS/B-R Rd.	83,010	1,728,885	Int. Imp. Phase 1/3
12.	Kent	Smith Street	150,000	1,878,885	Major Wid. Phase 3
13.	Bellevue	108th Ave. NE	$260,000	$2,138,885	Major Wid. Phase 3
14.	Tukwila	Interurban	131,156	2,270,041	Major Wid. Phase 2

Prior.	Agency	Project	Request	Running Total $	Comments
15.	Issaquah	Gilman/Front	23,857	2,293,898	Int. Imp. Phase 1/3
16.	Bothell	100th NE	86,797	2,380,695	Minor Wid. Phase 2
17.	Mercer Is.	W. Mercer	100,954	2,481,649	Minor Wid. Phase 3
18.	Algona	Milwaukee Ave.	*89,000	2,570,649	Minor Wid. Phase 3
19.	Pacific	Milwaukee Ave.	*89,000	2,659,649	Minor Wid. Phase 3

Definition of Terms:

New Const. - Construct a new road
Major Wid. - Add one or more lanes to exisiting road
Minor Wid. - Increase lane or shoulder width of existing road
Int. Imp. - Improve signal and/or turning lanes at intersection
Reconst. - Rebuild existing road
Study - Examine feasibility for building a new road

Phase 1 - Preliminary Engineering
Phase 2 - Right-of-Way
Phase 3 - Construction

* The projects have equal technical merits. They are connected and extend into both Algona and Pacific. Both projects are approved for UAB funds.

PURPOSE STATEMENT

for the
Consortium FAUS Advisory Subcommittee

WHO

The King Subregional Council has identified the Consortium FAUS Advisory Subcommittee (CFAC) as the appropriate policy body to address the needs of the jurisdictions located in the urban part of King County outside Seattle, in terms of federal-aid urban system (FAUS) funds. The CFAC will report to the SRC's Transportation, Growth and Development (TG&D) Committee.

Eligible members. The CFAC members shall be from member jurisdictions of PSCOG, shall be from jurisdictions eligible to receive FAUS funds, and shall be members of the TG&D Committee. Members appointed to CFAC will automatically become members of the TG&D Committee if they are not already.

Member Composition. CFAC membership shall be composed of the following persons or their designees (to be specified in writing): the King County Executive; two King County councilmembers selected by the King County Council; one Bellevue councilmember selected by the Bellevue City Council; and three elected officials from incorporated jurisdictions selected by the Suburban Cities Association. The Chair of the King County Council and the President of the Suburban Cities Association are asked to coordinate their appointments to CFAC in a manner that assures the geographic balance of the subcommittee.

WHAT

The CFAC shall prepare recommendations on the allocation of FAUS funds, based on a priority ranking process approved by the Subregional Council (SRC). The CFAC recommendations are prepared for review and action by the TG&D Committee, and by the SRC and the PSCOG Executive Board. The authority to allocate FAUS funds has been delegated by WSDOT to the King SRC.

"Consortium." FAUS funds are available through the SRC to those suburban cities and the unincorporated portion of King County located inside the FAUS urban area boundary. This area contains 20 suburban cities as well as the County. These 21 jurisdictions have referred to themselves as the FAUS Consortium.

Subregional FAUS Projects. The CFAC shall be given the opportunity to review and comment on any request to use Consortium FAUS funds on a "subregional" project, as defined in the SRC's FAUS allocation formula, prior to the TG&D Committee taking action on such use.

(more)

WHEN The CFAC prepares its recommendations to the TG&D Committee in a manner that coincides with the preparation of the Transportation Improvement Program (TIP) for the King subregion. The TIP is prepared annually, in the fall. The CFAC may meet as often as needed, but should present its recommendations on FAUS allocations prior to the TG&D Committee's action on next year's subregional TIP. The TG&D Committee's action has historically taken this action at its November meeting.

The CFAC was created in 1985. Between 1977 and 1985, the duties assigned to CFAC were carried out by the Joint Policy Committee.

HOW The King SRC has established a priority ranking process to assist CFAC in the preparation of its recommendations. CFAC is the primary policy body for the maintenance and use of this ranking process and may initiate changes as it sees fit. Changes to this process will be reviewed and approved by the TG&D Committee and the SRC.

RULES The CFAC shall adopt its own operating procedures, and will initially use the three following rules:

1. Members of CFAC shall serve at the pleasure of their respective appointing authorities.

2. Members of CFAC shall be appointed annually.

3. The Chair and Vice Chair of CFAC shall be appointed by the SRC Chair, provided that a member from a suburban city shall be designated as chair at least once in every two years.

STAFF The staff support for the CFAC is provided by King County staff and supported by a grant taken from the Consortium portion of the SRC's FAUS allocation. King County staff performing this work have referred to themselves as King Consortium staff. Supervision of these staff is provided cooperatively by the King SRC Director and the King County Planning Division Manager, by written agreement.

(more)

REF.

1. FAUS Allocation Formula, King SRC, 8/6/85.
2. Minutes of meetings of TG&D: 8/7/84, 4/2/85, 4/30/85, 7/2/85 and 8/6/85.
3. Minutes of 7/11/85 meeting of King SRC.
4. Letter of agreement between King County and PSCOG establishing the work program for B'Young Ahn as King Consortium staff person, dated 1/28/85.
5. FAUS Distribution Formula, WA. ST. Transport'n Com., 1981.
6. FAUS urban area boundary, last updated 1983.

Effective: 10/16/85
PSCOG/DC

Overview
of major steps and products in
the King Consortium prioritizing process for FAUS

PHASE	STEPS	PRODUCTS
technical	projects received & categorized (7 categorizes)	"application"
	projects analyzed (using data from locals and observations)	"analysis"
	projects ranked technically (29 criteria/weighting/"normalizing")	"raw score"
policy	projects evaluated using technical ranking (policy aspects evaluated/presented to CFAC)	"final score/ technical priority array"
	staff rec'dation presented/CFAC takes action and forwards to TG&D Committee for its action	"final priority array"
	final action by SRC, Executive Bd., WSDOT & FHWA	"final approval"

[PSCOG/DC/9/25/85]

KING CONSORTIUM
1986 FAUS PROGRAM PROJECT SUBMITTALS:
(final list)

AGENCY	PROJECT (Limits)	TYPE	1986 PHASE	REQUEST
CFAC	Consortium (priority programming of projects)*	Prelim. Eng.	1	$ 44,393
Algona	Milwaukee Avenue (1st Ave N.--S. City limit)	Minor Wid.	3	123,000
	Main Street (1st Ave N.--SR 167	Minor Wid.	1	18,255
Auburn	Harvey Road (Auburn Way N--8th NE)	Major Wid.	2	132,025
Bellevue	Signal Interconnect System	Int. Imp.	3	106,000
	140th NE (NE 24th--BelRed Rd)	Major Wid.	3	267,200
	NE 4th @ NE 116th	Int. Imp.	3	105,000
	NE 8th (124th NE--140th NE)	Major Wid.	1	274,000
	NE 8th (140th--156th NE)	Major Wid.	1	227,447
	108th NE (Northup Wy--BNRR)	Major Wid.	3	315,000
Bothell	100th NE (Samm. Br.--NE 145th)	Minor Wid.	2	86,797
Issaquah	NE Gilman Blvd @ Front St	Int. Imp.	1,3	23,857
Kent	Reith Rd (S 253rd--38th S)	Minor Wid.	3	100,000
	W Valley Hwy @ S 190th	Int. Imp.	1,3	107,912
	W Valley Hwy @ S 212th	Int. Imp.	1,2,3	207,525
	W Valley Hwy @ James	Int. Imp.	1,3	107,912
	Smith Street (1st--Jason)	Major Wid.	3	150,000
	S 212th @ 42nd S	Int. Imp.	1,3	41,506
	SR 515 @ S 248th	Int. Imp.	3	99,612
King County	116th NE (NE 124th--NE 132nd)**	Major Wid.	2,3	593,249
	NE 124th St (100th NE--116th NE)	Major Wid.	1,2	194,635
	NE 195th ST (139th NE--149th NE)	New Const.	1	369,027
	SW 344th St (21st SW--Campus WY)	New Const.	1	305,390
	16th Ave S (S 348th--SR 99)	Major Wid.	1	183,580
Kirkland	120th Connector (NE 124th--Kingsgate Way)	New Const.	2	41,530
Lk Forest Park	Brookside Blvd (SR 522--NE 178th)	Major Wid.	1	18,263

(Source: CFAC meeting agenda for 10-30-85 mtg., p. S-16,17)

Mercer Island	West Mercer Way (SE 40th--Merrimount)	Minor Wid.	3	100,954
	76th SE (I-90--SE 27th)	Minor Wid.	3	116,000
Pacific	Milwaukee Avenue (N.City Limit--3rd Ave S)	Minor Wid.	3	108,000
Redmond	SR 901 @ Bel-Red Road	Int. Imp.	1,3	83,010
	166th @ NE 104th	Int. Imp.	1,3	114,554
Renton	Grady Way @ Rainier	Int. Imp.	1,3	207,525
Tukwila	S 188th Connector	New Const.	1	396,053
	Southcenter Blvd. (62nd S--T-Line Bridge)	Major Wid.	3	699,774
	Tukwila Parkway Extension	New Const.	1	411,700
	Interurban Avenue (Southcenter Blvd--I-5)	Major Wid.	2	131,156
	S 180th Street at SR 181***	Int. Imp.	1,3	156,059
		TOTAL REQUESTED		$6,767,900

FOOTNOTES:

*Sponsored by King County
**Joint project with Kirkland
***Joint project with Renton and Kent.

DEFINITION OF TERMS:

1. Project type:
   a. New Const. = Construct a new road
   b. Major Wid. = Add one or more lanes to existing road.
   c. Minor Wid. = Increase lane or shoulder width of existing road.
   d. Int. Imp. = Improve signal and/or turning lanes at intersection
   e. Reconst. = Rebuild existing road.
   f. Study = Evaluation of a specific road corridor to examine feasibility for building a new road.

2. Phase 1 = Preliminary Engineering
   2 = Right of Way
   3 = Construction

1986 FAUS PROGRAM

TECHNICAL PRIORITY ARRAY

Priority	Agency	Project	Request	Comments
1	Kirkland	120th Connec.	$ 41,530	New Const. Phase 2
2	King	116th Ave. NE	593,249	Major Wid. Phase 2/3
3	Bellevue	140th Ave. NE	267,200	Major Wid. Phase 3
4	Renton	Rainier/Grady	207,525	Int. Imp. Phase 1/3
5	King	NE 124th St.	194,635	Major Wid. Phase 1/2
6	Tukwila	WVH/180th	156,059	Int. Imp. Phase 1/3
7	Kent	WVH/212th	207,525	Int. Imp. Phase 1/3
8	Bellevue	Signal Inter.	106,000	Int. Imp. Phase 3
9	Bellevue	116th NE/4th NE	105,000	Int. Imp. Phase 3
10	Auburn	Harvey Road	132,025	Major Wid. Phase 2
11	King	16th Ave. S.	183,580	Major Wid. Phase 1
12	Redmond	WLS/B-R Rd.	83,010	Int. Imp. Phase 1/3
13	Kent	Smith Street	150,000	Major Wid. Phase 3

(Source: Agenda for 10-30-85 CFAC meeting, pp 5-13 → 15.)

Priority	Agency	Project	Request	Comments
14	Bellevue	108th Ave. NE	315,000	Major Wid. Phase 3
15	Tukwila	Interurban	131,156	Major Wid. Phase 2
16	Issaquah	Gilman/Front	23,857	Int. Imp. Phase 1/3
17	Bothell	100th NE	86,797	Minor Wid. Phase 2
18	Mercer Is.	W. Mercer	100,954	Minor Wid. Phase 3
19	Algona	Milwaukee Ave.	123,000	Minor Wid. Phase 3
20	Pacific	Milwaukee Ave.	108,000	Minor Widen. Phase 3
21	Kent	WVH/James	107,912	Int. Imp. Phase 1/3
22	King	NE 195th St.	369,027	New Const. Phase 1
23	Redmond	166th NE/104th	114,554	Int. Imp. Phase 1/3
24	Bellevue	NE 8th St.	274,000	Major Wid. Phase 1
25	Bellevue	NE 8th St.	227,447	Major Wid. Phase 1
26	Tukwila	Southcenter Blvd.	699,774	Major Wid. Phase 3
27	Kent	Reith Rd.	100,000	Minor Wid. Phase 3
28	Mercer Is.	76th SE/SE 27th	116,000	Minor Wid. Phase 3

Priority	Agency	Project	Request	Comments
29	Kent	WVH/190th	107,912	Int. Imp. Phase 1/3
30	Kent	212th/42nd S.	41,506	Int. Imp. Phase 1/3
31	Algona	Main St.	18,255	Minor Wid. Phase 1
32	King	SW 344th St.	305,390	New Const. Phase 1
33	Tukwila	S. 188th Connect.	396,053	New Const. Phase 1
34	Kent	SE 104th/248th	99,612	Int. Imp. Phase 3
35	Lake Forest	Brookside Blvd.	18,263	Major Wid. Phase 1
36	Tukwila	Tukwila Pkwy.	411,700	New Const. Phase 1

Definition of Terms:

New Const. - Construct a new road
Major Wid. - Add one or more lanes to exisiting road
Minor Wid. - Increase lane or shoulder width of existing road
Int. Imp. - Improve signal and/or turning lanes at intersection
Reconst. - Rebuild existing road
Study - Examine feasibility for building a new road

Phase 1 - Preliminary Engineering
Phase 2 - Right-of-Way
Phase 3 - Construction

APPENDIX D

FAUS Allocation Formula

CONTENTS

The King Subregional Council (SRC) has adopted a formula for distributing federal-aid urban system (FAUS) funds available to the urban portion of the King countywide area. The SRC has been delegated the authority to allocate these funds and has developed a FAUS allocation formula to distribute the funds between Seattle projects, projects submitted by the suburban cities and King County; and, "subregional" FAUS projects. The text of the formula begins on the next page.

FAUS Allocation Formula for the King subregion
(page 1 of 2)

1. Step 1. This formula proceeds from the allocation of FAUS funds as made by the State of Washington to the King Subregional Council (SRC), consisting of specific amounts for the City of Seattle and for the remainder of the urban part of King County (the latter to be referred to as the King Consortium FAUS funds).

2. Step 2: Subregional projects. Metro transit projects to be programmed into the TIP for the upcoming calendar year and for which FAUS funding is requested are to be submitted to the King Subregional Council's Committee on Transportation, Growth and Development (TG&D), which shall follow the following procedure on such requests.

   a. The TG&D Committee will evaluate the merits and areawide significance of these projects and make a preliminary allocation from the new apporpriation and/or carryover FAUS funds to selected projects. The total amount of this allocation is deducted on a pro-rata basis from the allocation as made in step one above.

   b. The TG&D Committee will ask the concurrance of the Seattle on this preliminary allocation.

   c. The TG&D Committee will seek comments from its Consortium FAUS Advisory Subcommittee on this preliminary allocation.

   d. The TG&D Committee will prepare a final allocation of FAUS funds to selected subregional projects upon receiving concurrance from Seattle and comments from CFAC, and forward this final allocation to the King SRC as a recommendation for FAUS funding for subregional projects.

3. Step 3. Seattle projects. The City of Seattle submits projects to the TG&D Committee for FAUS funds within the limits of the funds allocated to it as derived from steps one and two above. Seattle must consider State Highway projects within its city limits and coordinate with the State Department of Transportation in submitting such projects. After policy review, the TG&D Committee will forward this request to the King SRC as a recommendation for FAUS funding for Seattle projects.

(more)

FAUS Allocation Formula for the King Subregion
(page 2 of 2)

4. Step 4: King Consortium projects. The funds designated for the remainder of King County will be available for allocation to local projects (including projects on state highways if sponsored by the local agency) within the suburban cities and the unincorporated area (within the urban boundary) of the county. These shall be called Consortium projects. King County will coordinate the development, evaluation and submittal of all such projects, for review and comment by the Consortium FAUS Advisory Subcommittee (CFAC) to the TG&D Committee. The Consortium projects seeking FAUS funds will be evaluated using a priority ranking process approved by the King SRC. The CFAC will forward its recommendation on all such projects to the TG&D Committee, which will determine the projects to be included and the funds to be allocated to each project. The TG&D Committee will finalize this determination and forward it to the King SRC as a recommendation for FAUS funding for Consortium projects.

5. For all projects seeking FAUS funds, the TG&D Committee shall establish an implementation schedule for projects, define the times within which the project "prospectus" form should be submitted, and the obligation of funds should occur. For all FAUS projects other than those submitted by Seattle, the TG&D Committee will reallocate funds from projects which do not meet the schedule to other projects on the priority ranking list or to subregional projects.

This formula was approved on August 6, 1985. It replaced a formula used by the King SRC between November 30, 1977, and August 6, 1985. PSCOG/DC

APPENDIX E

King Subregional Transportation Plan Amendments

The Transportation, Growth and Development (TG&D) Committee is reviewing an amendment to the King Subregional Transportation Plan. The review document for this amendment currently consists of a memorandum contained in the agenda for the 11/5/85 meeting of the TG&D Committee. The attached memo is identical to the memo in that agenda, but with the pages stamped "preliminary" to underscore that it is still undergoing review.

PSCOG Grand Central on the Park • 216 First Avenue South • Seattle, WA 98104 • 206/464-7090
Puget Sound Council of Governments

PRELIMINARY
Subject To Review

FUTURE ACTION ITEM October 29, 1985

TO: Committee on Transportation, Growth and Development

FROM: Tod Rosinbum, King SRC Staff

SUBJECT: King Subregional Transportation Plan Amendment

AT ISSUE:

Review the list of projects (shown on Attachment A) for consistency with the goals and policies of the King Subregional Transportation Plan and initiate a formal Plan amendment process. This process would be scheduled to be completed in December.

RECOMMENDED ACTION:

The Committee should make the preliminary finding that the projects listed in Attachment A are consistent with the goals and policies of the King Subregional Transportation Plan and initiate a Plan amendment process. This process would conclude with Subregional Council action in December.

ALTERNATIVE ACTIONS:

1. Add, delete or modify the list of projects for amendment into the Plan.

2. Postpone action until next meeting date.

3. No action.

DISCUSSION:

The Committee and Subregional Council approved procedures in September 1984, to review the King Subregional Transportation Plan in concert with preparing the 1985 Transportation Improvement Program (TIP). The purpose of these procedures was to keep the Plan up-to-date and to assure that the projects in the TIP are consistent with the Plan. The same procedure is being used for this year's plan amendment process.

PRELIMINARY
Subject To Review

The first step under these procedures was to identify projects in the draft 1986 TIP for the King subregion over $1 million dollars which were not reviewed during last year's update. The second step was to examine this list of projects for possible amendment into the transportation plan. When a list of projects is identified for amendment, a formal amendment would be authorized.

These projects have been divided into the following categories.

1. Projects which are in the plan.

2. Projects which are not in the Plan but are consistent with the Plan and require no Plan amendment based on the criteria listed below.

   a. Projects involving maintenance of resurfacing to an existing roadway, or improvements to traffic signal systems.

   b. Projects involving park-and-ride lots, park-and-pool lots, or flyer stops.

   c. Projects involving replacement or rehabilitation of an existing bridge or viaduct.

   d. Projects whose major class of work is a safety improvement such as replacement of bridge/shoulder rails, light fixtures or traffic control devices.

   e. Projects which involve channelization, minor widening, shoulder improvements or improvements to non-vehicle pathways.

   f. Projects involving purchase of noise barriers or rolling stock.

3. Projects in the Draft 1986 King SRC TIP that are $1 million or more which may require amendment into the Plan. These projects include new construction on new alignments, major widening (additional lanes) on existing roadways or major transit investments.

4. Projects in the Draft 1986 King SRC TIP under $1 million but may have major subregional significance and therefore may require amendment into he Plan. No projects were determined to be in this category.

The projects falling into categories 3 and 4 are provided as attachment A in the agenda. These projects appear to be consistent with the goals and policies of the Plan, and warrant formal amendment into the plan.

PRELIMINARY
Subject To Review

A copy of the current plan is available in the PSCOG information center for Committee members.

IN-DEPTH ANALYSIS:

1. Draft 1986 King SRC TIP.

2. Minutes to King SRC meeting of 9/13/84 and 10/06/84.

3. Attachment A: Candidate projects for Plan Amendment (attached).

PRELIMINARY
Subject to Review

ATTACHMENT A: CANDIDATE PROJECTS FOR PLAN AMENDMENT

TITLE	DESCRIPTION	CLASS OF WORK	TOTAL ($1,000)
Auburn			
S.277th/ 52nd NE	SR 167 to 'A' NW	Major Widening	1,200
Bellevue			
108th NE	Main St. to NE 8th	Major Widening	14,750
NE 1st/NE 2nd	100th NE to Bellevue Way	New Constuction on New Alignment	1,200
106th NE	Main St. to NE 12th	Major Widening	8,397
NE 10th	106th NE to 112th NE	New Construction on New Alignment	23,710
Bel-Red Rd.	NE 24th to NE 40th Joint Proj. w/Redmond	Major Widening	--
Bothell			
Riverside Parkway	96th Ave. to Woodinville Dr. 4-lane downtown by-pass	New Construction On New Alignment	6,200
NE 195th Overcrossing	Widen I-405 ramps and Overcrossing	Major Widening	2,500
Issaquah			
SR900 at I-90	Modify interchange	New Construction on newd alignment	2,400
Kent			
240th	106th to 116th	Major Widening	1,314
King County			
Avondale Rd.	Redmond CL to NE 130th	Major Widening	5,066
16th Ave. S.	SR99 to S. 348th	Major Widening	1,171

Subject To Review

TITLE	DESCRIPTION	CLASS OF WORK	TOTAL ($1,000)
Metro			
Renton Transit Ctr		Major Transit Investment	967
Northgate Regional Transit Center/ Park & Ride	Transit Center Structured Parking Convertible to Rail	Major Transit Investment	17,418
Redmond			
E. Lake Sammamish	S. City limits to SR202	Major Widening	1,380
Renton			
SW 16th	Lind to Monster Rd	Major Widening	2,970
Tukwila			
S. 168th St.	S.C. Pkwy to Andover Pk West	New Construction on New Alignment	2,570
45th Ave. S.	Interurban to 50th Pl.S.	New Construction on New Alignment	2,216
WSDOT			
SR515	SE 252th To SE 196th	Major Widening	12,317
SR5	NE 45th St. Flyer Stop Contingent on Multi-Corridor Project Recommendations	Major Transit Investment	5,185
SR405	Totem Lake NE 124th St. Interchange	Construction of New Ramps	2,260
SR405	SR520 Interchange	Reconstruction Interchange	2,620

PUGET SOUND COUNCIL OF GOVERNMENTS

file

Seattle
Engineering Department

CIP

Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

LETTER OF TRANSMITTAL

DATE: December 13, 1985

TO: Market Street Computer Systems, Inc.
5516 - 17th Avenue N.W.
Seattle, WA 98107

SUBJECT: AGREEMENT 085-22

CIP AUTOMATION PROJECT

FROM: Pat Malone
Legislative Services
Engineering Department

We have enclosed an executed original of the subject Agreement.

Please call Barbara Graham at 625-2378 if you have any questions.

/pam
enclosure

m

ARC

AGREEMENT NO. Q85-22
CIP AUTOMATION PROJECT

SECTION	SUBJECT	PAGE
I	DESCRIPTION OF WORK	2
II	SCOPE OF WORK	2
III	ITEMS PROVIDED BY THE CITY	5
IV	TIME OF BEGINNING AND COMPLETION	6
V	PAYMENT	7
VI	EXTRA WORK	11
VII	COMPLIANCE WITH LAW	11
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IX	MAINTENANCE OF OFFICE	17
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XI	TERMINATION OF AGREEMENT	20
XII	OWNERSHIP OF DOCUMENTS	21
XIII	SPECIAL STIPULATIONS	21
XIV	ENDORSEMENT	25

EXHIBITS

A ESTIMATE OF CONSULTANT COST AND WORK AND DELIVERABLE SCHEDULE

AGREEMENT NO. Q85-22
CIP AUTOMATION PROJECT

This Agreement is made and entered into this 2nd Day of December 1985, by and between The City of Seattle, a municipal corporation, through its Engineering Department, as represented by the Director of Engineering, hereinafter referred to as the City, and Market Street Computer Systems, Inc., 5516 17th Avenue Northwest, Seattle, Washington, 98107, hereinafter referred to as the Consultant.

WITNESSETH THAT:

WHEREAS, automation of the Annual Capital Improvement Program planning process is necessary due to the complexity and volume of work now being handled manually; and

WHEREAS, the proposed automation will allow faster tabulation of data while allowing more time for analyzing the results; and

WHEREAS, the Seattle Engineering Department does not have sufficient staff available to complete the Design & Programming for the project within the time required and is desirous of engaging a qualified Software Development firm to perform the necessary work; and

WHEREAS, the Consultant has signified a willingness to perform the necessary work; and

WHEREAS, the Consultant represents it is registered with the Washington Department of Revenue and the Secretary of State and that all personnel to be assigned to the work required under this Agreement are fully qualified to perform the work to which they will be assigned in a competent and professional manner;

NOW THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof, the parties hereto agree as follows:

I
DESCRIPTION OF WORK

The Consultant shall furnish all services and labor necessary to conduct and complete work as defined below under SCOPE OF WORK.

The Consultant shall ascertain such information as may have a bearing on the work from local units of government, public and private utilities, and shall be authorized to procure information from other authorities besides the City but shall keep the City advised as to the extent of these contacts and the results thereof.

II
SCOPE OF WORK

The Consultant shall provide technical computer support in the form of analyzing system requirements, designing data base structures, screen formats and report logic. The end result will be an automated data base system running on the Seattle Engineering Department's (SED) IBM PC, that will provide an automated Capital Improvement Program planning and monitoring system.

The specific tasks include but may not be limited to the following:

A. Analyze system requirements as presented by in-house staff and determine data base structure/structures that will best suit the

needs of the users.

B. Determine the best software or mix of software to use for this system and indicate to SED in writing the rationale for the recommendation. Engineering can most readily use D-Base III, R Base 5000, or Lotus 1-2-3, If the Consultant recommends an alternate software, written rationale should clearly indicate the drawbacks of using D-Base III, R Base 5000, or Lotus 1-2-3. The Consultant must indicate if the proposed system can be operational within the specified time frame, and if not, what time frame is expected.

SED may elect to cancel or delay this project at this time if findings indicate the original time schedule cannot be met.

C. Perform detailed design of file structures and interfaces with other systems such as the Project Management Information System and CFMS.

SED may elect to cancel or delay this project at this time if findings indicate the original time schedule cannot be met.

D. Design and program the data entry screens necessary for system loading, updating and editing. The data entry screens will conform to existing documents where possible to limit the amount of special forms design and coding. Provide status report midway to completion.

E. Program the Project Summary reports and the Cash Flow reports for the system. These reports should include the capability of random access by several different keys, windowing and selective reporting. Capabilities must be included (fields provided for, windows allowed

for) to permit future programming of known desirable reports and interfaces.

F. System must be able to handle both revenue and expenditure information on actuals and estimates, on a detail as well as summary level. Information will be provided on ways to determine relationships between detail and summary data.

SED may elect to cancel or delay this project at this time if findings indicate the original time schedule cannot be met.

G. Provide documentation in operating instructions for all programs, screens and procedures developed by the Consultant. The system should allow non-technical personnel to inquire about, edit, and/or report on information in the system, with minimum confusion and/or delay. This should be accomplished through simple menu and direct access methods. This process should also have adequate safeguards to protect data and the programs.

H. This system should be expandable and allow non-technical people to extract data and create their own reports with special sequencing and total information.

I. Backup procedures for data and system programs will be developed.

J. Provide additional analysis/programming services as directed.

K. Attend weekly status meetings - December 1985 through January 1986 - to give status report and discussion of next milestones.

CONDUCT OF WORK - Except as otherwise provided herein, the Consultant shall with due diligence, furnish all necessary qualified

personnel and subconsultants, material, and equipment, managing and directing same to complete the work described in this Section within the schedule included in the TIME OF BEGINNING AND COMPLETION Section of this Agreement. In determining whether or not the Consultant has performed with due diligence hereunder, it is agreed and understood that the City may measure the amount and quality of the Consultant's effort against the representation, written or oral, made by the Consultant in negotiation of this Agreement. The work hereunder shall be performed under the project coordination of the Director of Engineering, or an authorized designee, an employee of the City, who may issue written or oral instructions to accomplish the work. Any subsequent instructions that affect the scope of work, price, period of performance, or any other provision of this Agreement must be by Supplemental Agreement between the parties.

III
ITEMS PROVIDED BY THE CITY

The City will provide the following information and services to the Consultant:

A. Samples of Reports required from the system.

B. A Dictionary of Report and data elements, their descriptions and source locations, probable size and data types.

C. Samples of reports envisioned for future implementation.

D. Samples of information from potential interface systems (record formats, file structures, etc.) where possible.

E. Samples of current data collection documents and proposed

data input documents.

F. The Engineering Department will provide time on IBM Micros as required for demonstration and testing-majority of development will be done by Consultant off-site on own equipment.

IV
TIME OF BEGINNING AND COMPLETION

The Consultant shall begin work as outlined in SCOPE OF WORK when authorized in writing by the City.

Work tasks outlined in the Scope of Work section shall adhere to the schedule attached as Exhibit A.

The completion date shall be on or before May 1, 1986.

Established completion times shall not be extended because of any unwarranted delays attributed to the Consultant but may be extended by the City because of delays caused by governmental action or other conditions beyond the control of the Consultant.

During the progress of the Consultant's work the Consultant may adjust the manpower to meet the schedule, but time adjustments may be made only upon prior written approval by the City.

Delays grossly affecting the completion of the work within the time specified for the completion, attributable to any or caused by the parties hereto, shall be considered as cause for the termination of this Agreement by the other party.

The City has the right of review and examination of the Consultant's work at all times. The City may require the Consultant to outline the completed work in detail so that the City can determine the Consultant's progress.

The Consultant's work shall be considered complete when the City acknowledges in writing the receipt of all documents which are required to be furnished to the City under the Agreement.

The City will prepare an evaluation of the Consultant's performance in connection with this Agreement. (See Payment Section)

V
PAYMENT

The Consultant will be paid monthly by the City for completed work and/or services rendered under this Agreement as provided hereinafter. Such payment shall be full compensation for work performed and/or services rendered and for all supervision, labor, supplies, materials, equipment or use thereof, and for all other incidentals necessary to complete the work.

The amount to be paid to the Consultant shall be computed as hereinafter set forth for work outlined in the SCOPE of Work Section of this Agreement. The amount due for all work will not exceed a maximum amount of Seven Thousand Five Hundred Dollars ($7,500) without further authorization by supplemental agreement between the City and the Consultant.

A. Salary. The City will reimburse the Consultant for the time personnel are directly utilized on work necessary to fulfill the terms

of this Agreement. Labor costs will be reimbursed at an hourly billing rate of Fifty Dollars ($50.00) per hour.

B. Overhead/Fringe Benefits. The hourly billing rates are set forth in paragraph "A" above included compensation for all labor-related and general office overhead and fringe benefits. No additional compensation shall be paid to the Consultant for overhead expenses or fringe benefits.

C. Fee Payment. The hourly biling rates as set forth in Paragraph "A" above include compensation for fee/profit.

D. Partial Payment. The Consultant shall submit invoices in quadruplicate to the City not more often than once a month during the progress of the work for partial payment for work completed to the date of the invoice. These invoices shall be for work performed subsequent to that work covered by all previous invoices and shall be computed pursuant to the rates and limitations set forth hereinabove. The Consultant will be paid 95% of the amount of the invoice, upon the City's approval of the amount. Payment will be made to the Consultant within sixty (60) days after receipt by the City of the invoice and required documentation. At no time shall the total cumulative payments plus the cumulative amounts retained exceed the total amount which would be due upon the completion of all work required under this Agreement multiplied by the percentage of the work actually accomplished. No payment shall be made for work begun prior to receipt of written notice from the City to begin work on any portion of the Consultant's assignment.

E. Performance Evaluation. After the Consultant has completed all work required under this Agreement, a performance evaluation meeting may be held at the request of the City or the Consultant prior to the City sending a letter of completion to the Consultant. The City will finalize the Consultant's Performance Review and Evaluation Report, provide a copy to the Consultant, and file it with the City Comptroller and the Board of Public Works within thirty (30) days after the City sends a termination letter or a letter of completion to the Consultant.

F. Payment of Retainage. After the Consultant has completed all work required under this Agreement, the Project Manager will send the Consultant a "Letter of Completion". Upon receipt of this letter, the Consultant shall submit a statement in quadruplicate to the City for the total amount of all retainage previously withheld.

G. Audit. The Consultant shall permit the City, from time to time as the City Comptroller or the Director of Engineering deems necessary (including after the expiration or termination of this Agreement), to inspect and audit at any and all reasonable times in King County, Washington, or at such other reasonable location as the City Comptroller selects, all pertinent books and records of the Consultant and any subconsultants or other person or entity that has performed work in connection with or related to the Consultant's services under this Agreement to verify the accuracy of accounting records including trust accounts; and shall supply the City with, or shall permit the City to make, a copy of any books and records and any

portion thereof, upon the City Comptroller's or the Director of Engineering's request. The Consultant shall ensure that such inspection, audit and copying right of the City is a condition of any subcontract, agreement or other arrangement under which any other person or entity is permitted to perform work in connection with or related to the Consultant's services under this Agreement.

H. Payment of Audit Findings. The City may audit the Consultant within three years after payment of retainage. Payment of any balance due the Consultant as determined by final audit, will be made promptly upon its ascertainment and verification by the City after completion of the work under this Agreement and the receipt and written acceptance by the City of the plans, maps, notes, reports, and other related documents which are required to be furnished under this Agreement. If it is determined that the Consultant has been over-paid during the life of the Agreement, the Consultant shall immediately refund to the City any excess paid the Consultant.

I. Consultant's Records. The Consultant shall keep complete and accurate time records with respect to all salaries paid as well as complete and accurate records in accordance with generally accepted accounting practices of all other reimbursable costs and expenses for purposes of audit and proper allocation of overhead expenses to this project. These records shall be made available for inspection by any authorized representatives of the City, State or the Federal Government for a period of three years following payment of retainage to the Consultant.

VI
EXTRA WORK

The City may desire to have the Consultant perform work or render services in connection with the project other than provided for by the expressed intent of this Agreement. This will be considered as Extra Work, supplemental to this Agreement. Work under Extra Work shall not proceed unless so authorized in writing by the City. Authorized Extra Work will be compensated for in accordance with a supplemental agreement between the Consultant and the City.

VII
COMPLIANCE WITH LAW

A. General Requirement. The Consultant, at its sole cost and expense, shall perform and comply with all applicable laws of the United States and the State of Washington; the Charter, Municipal Code, and ordinances of The City of Seattle; and rules, regulations, orders, and directives of their administrative agencies and the officers thereof.

B. Licenses and Similar Authorizations. The Consultant, at no expense to the City, shall secure and maintain in full force and effect during the term of this Agreement all required licenses, permits, and similar legal authorizations, and comply with all requirements thereof.

C. Taxes. The Consultant shall pay, before delinquency, all taxes, levies, and assessments arising from its activities and undertakings under this Agreement; taxes levied on its property, equipment and improvements; and taxes on the Consultant's interest in this

Agreement and any leasehold interest deemed to have been created thereby under CH. 82.29A RCW.

D. Nondiscrimination and Affirmative Action. During the performance of this Agreement, the Consultant agrees as follows:

1. The Consultant will not discriminate against any employee or applicant for employment because of race, religion, creed, color, sex, marital status, sexual orientation, political ideology, ancestry, national origin, or the presence of any sensory, mental or physical handicap, unless based upon a bona fide occupational qualification. The Consultant will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their creed, religion, race, color, sex, national origin, or the presence of any sensory, mental or physical handicap. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation and selection for training, including apprenticeship. The Consultant agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

2. The Consultant will, prior to commencement and during the term of this Agreement, furnish to the Director of Human

Rights (as used herein Director means Director of the Human Rights Department or his/her designee) upon his/her request and on such form as may be provided by the Director therefor, a report of the affirmative action taken by the Consultant in implementing the terms of these provisions, and will permit access to his/her records of employment, employment advertisements, application forms, other pertinent data and records requested by the Director for the purposes of investigation to determine compliance with this provision.

3. If, upon investigation, the Director finds probable cause to believe that the Consultant has failed to comply with any of the terms of these provisions, the Consultant and the Director of Engineering shall be so notified in writing. The Director of Engineering shall give the Consultant an opportunity to be heard, after ten days' notice. If the Director of Engineering concurs in the findings of the Director, it may suspend the Agreement and/or withhold any funds due or to become due to the Consultant, pending compliance by the Consultant with the terms of these provisions.

4. Failure to comply with any of the terms of these provisions shall be a material breach of this Agreement.

5. The foregoing provisions will be inserted in all subcontracts for work covered by this Agreement.

E. Women's and Minority Business Enterprise Utilization.

1. Reference. The provisions of Seattle Municipal Code 20.46 (Women's and Minority Business Enterprise Utilization Ordinance) are hereby incorporated by reference and made a part hereof as if fully set forth herein.

2. Compliance. During the term of this Agreement, the Consultant shall:

(a) Utilize both minority business enterprises ("MBEs") and women's business enterprises ("WBEs") at least to the extent specified below:

MBE 15% WBE 3%

of the Consultant's total compensation and expense reimbursement provided under this Agreement. Any failure to meet these commitments will be considered a material breach of contract, and may result in one or more of the following actions:

(i) Suspension of the contract;
(ii) Withholding of funds;
(iii) Recision of the contract; and
(iv) Disqualification of the Consultant from eligibility for providing services to the City for a period of not to exceed two (2) years;

(b) Continue to make every effort to utilize MBEs and WBEs;

(c) Require every subcontractor utilized by the Consultant for work under this Agreement to make every effort to utilize WBEs and MBEs; and

(d) Maintain records reasonably necessary for monitoring compliance with the provisions of Ordinance 109113, as amended.

The Consultant shall notify the Director of Engineering of any proposed changes in the WBEs or MBEs projected for use on the WMBE Information and Utilization Commitment form for this Agreement. The Director of Engineering shall request the Human Rights Department to

verify that any WBE or MBE firm projected for use is certified by the Director of the Human Rights Department and that the dollar value of the WBE and MBE participation equals or exceeds the set aside required for this Agreement.

In the event this Agreement is modified such that the total dollar value of this Agreement is increased by more than 10%, the Consultant shall maintain the same percentage level of WBE and MBE utilization as committed to in the original agreement or that which is required by the provisions of Seattle Municipal Code 20.46.

Inasmuch as the Seattle Human Rights Department is authorized and empowered by Seattle Municipal Code 20.46 to monitor compliance with the Consultant's women's and minority business enterprise utilization commitment during the term of this Agreement, the Consultant shall furnish to such department within a reasonable time after a request has been made for the same, whatever reports or other information is reasonably necessary to determine compliance.

F. Employment. The Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the Consultant, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person other than bona fide employees working solely for the Consultant, any fee, commission, percentage, brokerage fee, gifts or any other considerations contingent upon or resulting from the award or making of this Agreement. For breach or violation of the warranty, the City will have the right to annul this Agreement without liability, or in

its discretion to deduct from the Agreement price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

Any and all employees of the Consultant or other persons while engaged in the performance of any work or services required by the Consultant under this Agreement shall be considered employees of the Consultant only and not of the City, and any and all claims made by any third party as a consequence of any act or omission on the part of the Consultant's employees or other persons while so engaged in any of the work or services provided to be rendered herein shall be the sole obligation and responsibility of the Consultant.

The Consultant shall not engage, on a full or part time basis or other basis during the period of the Agreement, any professional or technical personnel who are or have been at any time during the period of the Agreement in the employ of the City except retired employees, without written consent of the City.

VIII
SUBLETTING OR ASSIGNING OF WORK

The Consultant shall not subcontract or assign any of the work covered by this Agreement without prior written approval by the Director of Engineering.

This Agreement is not assignable by the Consultant either in whole or in part.

The Consultant may employ outside specialists such as printers, etc., to enable the Consultant to complete work as defined under the SCOPE OF WORK Section of this Agreement: however, employment of such outside specialists shall not proceed without written approval by the City. Compensation for outside specialists will be made in accordance with the terms and rates agreed upon between the City and Consultant and will be included with the maximum amount payable described under the PAYMENT Section of this Agreement.

IX
MAINTENANCE OF OFFICE

In order to facilitate the work covered by this Agreement and the necessary conferences by and between the Consultant and the City, the Consultant shall maintain an office within the metropolitan area of the City of Seattle until the Consultant's work is completed, or until otherwise released from such obligation by the City due to termination of this Agreement, and shall retain at said location at all times during ordinary business hours either a principal of the consulting firm or an assistant who, with prior approval of the City, shall act as the Consultant's agent in consultation with the City. In addition, it shall be understood that a significant portion of the Consultant's work shall be performed by the Consultant's Seattle metropolitan area office to facilitate review as the work progresses.

X
LEGAL RELATIONS

A. Compliance with Laws. The Consultant shall comply with all Federal, State and local laws and ordinances applicable to the work to be done under this Agreement.

B. Applicable Law; Venue. This Agreement shall be construed and interpreted in accordance with the laws of the State of Washington. The venue of any action brought hereunder shall be in the Superior Court for King County.

C. Errors and Omissions: Correction. The Consultant shall be responsible for the professional quality, technical accuracy and other services furnished by or on the behalf of the Consultant under this Agreement. The Consultant, without additional compensation, shall correct or revise any errors or deficiencies in the Consultant services immediately upon notification by the City. The indemnification provided for in this section with respect to any acts or omissions during the term of this Agreement shall survive any termination or expiration of this Agreement.

The Consultant shall be further liable for added costs resulting from errors or deficiencies caused by negligence in the Consultant's services.

D. Indemnification. The Consultant hereby agrees to save harmless and defend the City from all claims and liability due to the negligent acts, errors, or omissions of the Consultant, its agents, and employees in performing the work required by this Agreement. The City shall not be obligated or liable to the Consultant or to any other party for any claim whatsoever arising in connection with this Agreement except for negligence that is solely and entirely the fault of the City. The indemnification provided for in this section with respect to any acts or omissions during the term of this Agreement shall survive any termination or expiration of this Agreement.

E. Remedies Cumulative. Rights under this Agreement are cumulative; the failure to exercise on any occasion any right shall not operate to forfeit such right on another occasion. The use of one remedy shall not be taken to exclude or waive the right to use another.

F. Captions. The titles of sections are for convenience only and do not define or limit the contents.

G. Invalidity of Particular Provisions. A judicial determination of any term, provision, condition, or other portion of this Agreement, or its application is inoperative, invalid, or unenforceable shall not affect the remaining terms, provisions, conditions, or other portions of this Agreement, nor shall such a determination affect the application of such term, provision, condition, or portion to persons or in circumstances other than those directly involved in the determination in which it is held to be inoperative, invalid, or unenforceable, and as to such other persons or in such other circumstances it shall continue in full force and effect.

H. No Waiver. No waiver of full performance by either party shall be construed, or operate, as a waiver of any subsequent default or breach of any of the terms, covenants, or conditions of this Agreement. The payment of compensation to the Consultant shall not be deemed a waiver of any right or the acceptance of defective performance.

I. Previous Agreements Superseded. The terms and conditions of this Agreement supersede the terms, obligations and conditions of any

existing or prior agreement between the parties regarding the subject matter of this Agreement.

J. Entire Agreement. This Agreement, including the exhibits and addenda attached hereto and forming a part hereof (if any), are all of the covenants, promises, agreements, and conditions, either oral or written, between the parties.

K. Professional Liability Insurance. Upon advice of the City's Law Department, the Professional Liability Insurance requirement has been waived.

L. General Liability Insurance: The City's Risk Manager has concluded there is little or no risk of personal injury or property damage, and consequently, little reason to require the Consultant to obtain general liability insurance protecting the City from loss or the claims of third parties.

Failure of the Consultant to comply with any of the terms of the above insurance provisions shall be considered a material breach of this Agreement and cause for its immediate termination.

XI
TERMINATION OF AGREEMENT

A. Termination of Agreement for Cause. Either party may terminate this Agreement in the event the other fails to perform its obligations as described in this Agreement, and such failure has not been corrected to the reasonable satisfaction of the other in a timely manner after notice of breach has been provided to such other party.

B. For Reasons Beyond Control of Parties. Either party may terminate this Agreement without recourse by the other where performance is rendered impossible or impracticable for reasons beyond such party's reasonable control such as but not limited to acts of nature; war or warlike operations; civil commotion; riot; labor dispute including strike, walkout, or lockout; sabotage; or superior governmental regulation or control.

C. Notice. Notice of termination pursuant to Subsections A and B of this TERMINATION OF AGREEMENT Section; shall be given by the party terminating this Agreement to the other not less than five (5) days prior to the effective date of termination.

XII
OWNERSHIP OF DOCUMENTS

All documents prepared or obtained under the terms of this Agreement shall become the property of the City. Any invention, improvement or discovery, together with all information, data, patent rights, and findings in connection with the performance of this Agreement or any subcontract hereunder, shall be made available to the public through dedication, assignment to the City, or such other means as the City may determine.

XIII
SPECIAL STIPULATIONS

A. General. The work under this Agreement shall at all times be subject to the general review of the City and shall be subject to its approval. The Consultant shall periodically, during the progress of

the work, confer with the City, and shall be subject to the direct administration of the City and shall prepare and present such information and materials as may be pertinent, necessary, or as may be requested by the City to determine the adequacy of the work as it progresses.

For the purposes of this Agreement, the "City" shall mean the Director of Engineering. However, the Director of Engineering delegates responsibility for project administration and management to the Project Coordinator. The Consultant shall work directly with the Project Coordinator even though the official relationship is with the Director of Engineering. In the event that the Project Coordinator becomes unavailable, the Consultant shall direct its communications to the Director of Engineering who will appoint a temporary replacement for the Project Coordinator.

The working relationship as indicated herein, shall exist at the discretion of the Director of Engineering; it may be revised at any time upon written notice, at the sole discretion of the Director.

B. Contractual Relationship. This Agreement does not constitute the Consultant as the agent or legal representative of the City for any purpose whatsoever. The Consultant is not granted any express or implied right or authority to assume or create any obligation or responsibility on behalf of or in the name of the City or to bind the City in any manner or thing whatsoever.

C. Addresses for Notices and Deliverable Materials. All notices and other material to be delivered hereunder shall be in writing and shall be delivered or mailed to the following addresses:

If to City:

Director of Engineering
910 Municipal Building
600 4th Avenue
Seattle, Washington 98104

If to the
Consultant:

Market Street Computer Systems, Inc.
5516 17th Avenue Northwest
Seattle, Washington 98107

or such other respective addresses as may be specified herein or as either party may, from time to time, designate in writing.

D. Confidentiality. The Consultant shall instruct its employees to hold and maintain as confidential all information concerning its study findings and recommendation; the business of the City, its relations with its clientele and its employees, as well as any other information which may be specifically classified by the City in writing to the Consultant in the same manner as the City will hold and maintain which the Consultant regards as confidential. The Consultant shall have an appropriate agreement with its employees to that effect, PROVIDED, HOWEVER, that the foregoing shall not apply to:

1. Information which the City has released in writing from being maintained in confidence;

2. Information which at the time of disclosure is in the public domain by having been printed and published and available to

the public in libraries or other public places where such data is usually collected.

E. Consultant Registration. The Consultant agrees to, as it applies to this Agreement, complete registration with the City of Seattle Department of Licenses and Consumer Affairs for Business and Occupation license, the Washington State Board of Registration for Professional Engineers and Land Surveyors in accordance with RCW 18.43, and the Department of Revenue, General Administration Building, Olympia, Washington 98504 and/or with the Secretary of State, Olympia, Washington 98504, prior to the execution of this Agreement, if it has not already done so, and to pay such taxes, if required, as are established by law for the privilege of conducting business with the City of Seattle and in the State of Washington.

F. Sub-consultant Assistance. The Consultant shall fully cooperate with such sub-consultants as the City may authorize in accordance with the SUBLETTING OR ASSIGNING OF WORK Section of this Agreement, and to carefully fit the Consultant's work to complement the sub-consultant's work. The Consultant shall not commit or permit any act which will interfere with the performance of work by any sub-consultant.

G. Strict Compliance Required. Strict compliance with the terms of this Agreement is essential for the legal disbursement of public funds, for the purposes described herein. Deviation of any sort from the Agreement terms must be authorized formally in writing. No other authority for deviation from the Agreement will be recognized as proper and official.

H. Amendments. No modification or amendment of the provisions hereof shall be effective unless in writing and signed by authorized representatives of the parties hereto. The parties hereto expressly reserve the right to modify this Agreement, from time to time, by mutual agreement.

I. Executory Agreement. This Contract will not be considered valid until executed by the City and signed by the Director of Engineering.

J. Binding Effect. The provisions, covenants and conditions in this Agreement apply to bind the parties, their legal heirs, representatives, successors, and assigns.

XIV
ENDORSEMENT

The Consultant shall place its endorsement on all documents furnished to the City, including invoice billings and correspondence unless otherwise authorized by the City.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by having their representatives affix their signatures below.

MARKET STREET COMPUTER SYSTEMS, INC. THE CITY OF SEATTLE

By [signature] 12/2/85 By [signature] 12/2/85
Signature Date Signature Date

EUGENE V. AVERY, P.E.
Director of Engineering

RICHARD V. GAMBRELL, JR.
Type or Print Name

VICE PRESIDENT
Title

J 203 267-0-000
City of Seattle Business License Number

C 600 524 305
Washington State Certification of Registration Tax Number (Department of Revenue)

Authorized by Ordinance Number 112020
Funded by General Fund

BG
ag2/q22.0
11-27-85:4

EXHIBIT A

ESTIMATE OF CONSULTANT COST AND WORK
AND DELIVERABLE SCHEDULE

TASK		ESTIMATED HOURS	COMPLETION DATE	DELIVERABLE
A.	Preliminary Conceptual Design	32	12/12/85	Description of Preliminary Design (in report form)
B.	Software Recommendation	-	12/12/85	Discussion of software options and recommendations (in report form)
C. & F.	Detailed System Design	34	12/23/85	File structures & relationships
D.	Status Report on Project	-	12/23/85	Status Report (as a document)
D. & E.	Data Entry Screens & Report Programs	32	01/13/86	Program for Data Entry and Reports
G. & I.	System Procedures & Manuals Completed	32	01-27-86	Operations Manuals system overview. Backup Procedures
	Additional Programming as directed by SED	20		
		150 x $50.00/hour = $7,500.00		

ag2/q22.19
11-27-85:4

Capital Improvement Program

SEATTLE PUBLIC LIBRARY
1985 DEC 13 AM 9:25

December 12, 1985

Marcia Wagoner, Executive Secretary
Seattle Design Commission
09-03-02

RE: WAIVER FOR CIP PROJECTS

Dear Ms Wagoner:

Listed below are four projects from the Capital Improvement Program that are in various stages of design. Because these projects involve very little physical change in appearance, I am requesting that they be waived from review by the Seattle Design Commission. The projects are described as such:

McGilvra Boulevard Retaining Wall

The existing wall is showing signs of potential failure and the Engineering Department plans to install four tie-backs installed below ground to hold the wall in place. The tie-back system was designed during a previous repair of the wall in 1965 but was deleted from construction because of a lack of funds. The project is estimated to cost $18,000.

Easement North of Highland Drive

A temporary eight-inch corrugated steel sewer pipe was constructed to replace a permanent pipe damaged in a landslide. This project will install a new permanent pipe structure below ground and safe from vandalism and potential slide damage for a cost of $110,000. The pipe is located in a City owned greenbelt near Kinnear Park and is in the initial design stage.

1986 Arterial Asphalt Resurfacing

This project is a continuation of the Annual Asphalt Resurfacing Program. The scope of work for the project is limited to resurfacing and minor improvements related to drainage, surface castings, and curbs. No widening is included in the project. The list of streets nominated for the project is attached and the final decision as to which streets will be included will be made in early 1986. All these streets have been designed and award of a $1.4 million contract is anticipated for March 1986.

Information
Concurrence Prior to Signature
HWJ

1987 Arterial Asphalt Resurfacing

Again, this project continues the work of the annual program. The design is being done now on a number of streets to be included in the program. This list will not be finalized until late 1986 or early 1987. However, the scope of work is limited to resurfacing and other minor improvements. A list of candidate streets is attached.

I think that you will agree these four projects are limited in their influence on the appearance of our City's built environment. They all, however, do greatly improve the quality, safety, and condition of our existing infrastructure. Therefore, I request your approval of a waiver of Design Commission review of these projects.

Thank you for your cooperation.

Very truly yours,

John T. Doan
Project Manager

JTD:ts

Attachment

FILE

Capital Improvement Program

SEATTLE DEPT. OF ENGINEERING
1985 DEC -9 PM 5:57

MEMORANDUM

DATE: December 2, 1985

TO: E. V. Avery

FROM: for Barbara Graham Don Lucke

SUBJECT: Agreement Q85-22
CIP Automation Project

REQUEST: Please sign both copies of the attached Agreement Q85-22 for the CIP Automation Project. Consultant is Market Street Computer Systems, Inc.

BACKGROUND: Eight firms were contacted and "interviewed" via telephone Market Street Computer Systems Inc., a WMBE, was selected.

The Consultant will design and document a computerized system that will produce the annual CIP (Capital Improvement Project) Reports and the Cash Flow Projections for the Engineering Department.

Attachments to this letter are as follows:

- Two originals and one copy of Agreement No. Q85-22.
- Human Rights Approval Form.
- WMBE Utilization and Commitment Form.

A breakdown of the costs, including WMBE participation, for this project is as follows:

Prime	Agreement Q85-22	Total	Percent
Market Street Computer Systems, Inc. (MBE)	$ 3,750.00	$ 3,750.00	50
Market Street Computer Systems, Inc. (WBE)	3,750.00	3,750.00	50
TOTALS:	$ 7,500.00	$ 7,500.00	100%

FUNDING:
- o The maximum amount for this Agreement is $7,500.00.
- o The project is funded by General Fund.
- o Authorization is provided by Ordinance 112020.

BG:cmb

Attachment

cc: Ed Broz, Engineering Department
Human Rights Department
OMB

C.I.P.

file

Seattle
Engineering Department

SEATTLE HUMAN RIGHTS
1985 DEC -4 PM 4:12

Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

December 2, 1985

Earl Smith
Human Rights Department
105 - 14h Avenue
Seattle, Washington 98122

SUBJECT: Agreement Q85-22
CIP Automation Project

Gentlemen:

REQUEST: The Seattle Engineering Department requests approval of the attached Agreement Q85-22 for the CIP Automation Project. The Consultant is Market Street Computer Systems, Inc.

BACKGROUND: Eight firms were contacted and "interviewed" via telephone. Market Street Computer Systems Inc., a WMBE, was selected.

The Consultant will design and document a computerized system that will produce the annual CIP (Capital Improvement Project) Reports and the Cash Flow Projections for the Engineering Department.

Attachments to this letter are as follows:

- o A draft copy of Agreement No. Q85-22
- o Completed WMBE Utilization and Commitment Form.
- o Completed EEO Forms.

A breakdown of the costs, including WMBE participation, for this project is as follows:

Prime	Agreement Q85-22	Total	Percent
Market Street Computer Systems, Inc. (MBE)	$ 3,750.00	$ 3,750.00	50
Market Street Computer (Systems, Inc. (WBE)	3,750.00	3,750.00	50
TOTAL:	$ 7,500.00	$ 7,500.00	100%

m

FUNDING: o The maximum amount for this Agreement is $7,500.00.

o The project is funded by General Fund.

o Authorization is provided by Ordinance 112020.

Agreement Q85-22 will be processed through the Engineering Department. We would appreciate a Human Rights Approval Form by December 5, 1985. If there are questions, please call Barbara Graham at 625-2378.

Very truly yours,

Don Sucks

for BARBARA GRAHAM
Legislation and Contracts

BG:cma

Attachment

cc: Ed Broz, Engineering Department

The Association of Washington Cities presents . . .

Capital Improvement Program

Designing a

CAPITAL IMPROVEMENT PLAN

and Applying for

PUBLIC WORKS TRUST FUND MONIES

90

ROUTING	DATE	INITIAL
ACTION		
FILE		
INFORMATION		
EVA		
M-STAFF		
MEJ		

11-12-85

WORKSHOP

WORKSHOP CONTENT

This workshop is intended to provide information to city officials regarding the following:

Capital Improvement Planning (CIP)

With the limited financial resources available to cities and the decline of federal assistance, a capital improvement plan has become a must for the successful growth and development of a city. The majority of this one-day workshop will be spent providing participants with information which will assist them establish a capital improvement plan. Topics which will be discussed include:

- The need for capital improvement planning.
- Getting started in capital planning.
- Roles of elected and appointed officials, staff, and the public.
- The process of capital improvement planning.

Many other CIP related topics will be reviewed during the course of the day.

Public Works Trust Fund

The newly formed Public Works Trust Fund Program will soon run through its first funding cycle. The Department of Community Development (DCD) is administering the program and has recently sent you an application for Trust Fund monies. DCD staff will present this portion of the workshop and will explain the program. Their explanation will include a review of the application process, minimum eligibility criteria (which include a capital improvement plan) and other issues regarding the Trust Fund program.

WHO SHOULD ATTEND

This workshop is designed for elected and appointed officials. It will be of particular interest and help to city planners and other city officials involved in the city's planning process. City officials who represent cities which may apply for Public Works Trust Fund monies are also encouraged to attend.

LOCATION AND SCHEDULE

The workshop will be held at the Executive Inn, 5700 Pacific Highway East, Fife, (206) 922-0080, on Tuesday, November 12, 1985. Registration for the workshop will begin at 8:30 a.m. The workshop will run from 9:00 a.m. to 4:30 p.m.

85 NOV 18 AM 11:19
CITY OF FIFE
ADMINISTRATIVE DEPT.

28514

WORKSHOP FEE

If you are a city employee, a LGPI affiliate member, or an AWC associate member, you will pay the member fee of $20. All others will be charged the non-member fee of $30. The fee includes the cost of coffee, lunch and workshop materials. Please make checks payable to the Association of Washington Cities.

REGISTRATION

If possible, please return the registration form by November 8. Requests for refunds must also be made by this date. Registration may be sent in without payment. However, please send payment as soon as it is possible or request a bill. Telephone registrations will be accepted, please contact Jan Papiez at (206) 753-4137; SCAN 8-234-4137; or toll free 1-800-562-8982.

QUESTIONS

Call Jan Papiez or Jim Justin at (206) 753-4137; SCAN 8-234-4137; or toll-free 1-800-562-8982.

REGISTRATION FORM
Capital Improvement Planning/Public Works Trust Fund Program
Executive Inn, Fife

Name/Title _____

Name/Title _____

Organization _____

Address _____

Completed by _____ Phone (___)_____

Method of payment:

_____ Check enclosed. Please make check payable to the Association of Washington Cities.

_____ Purchase order enclosed.

_____ Please bill me.

Please return this form by November 8 to:

Association of Washington Cities
CIP/Trust Fund Workshop
1076 South Franklin Street
Olympia, WA 98501

City of Seattle Capital Improvement Program

Executive Department-Office of Management and Budget

Gary Zarker, Director
Charles Royer, Mayor

ACTION		
	✓	
INFORMATION		
9c EUA,		
M-STAFF		
	MEJ	

12-5-85

November 12, 1985

Honorable Councilmembers
City Council
City of Seattle

Dear Councilmembers:

In the third quarter CIP monitoring report for 1985, the sixth page of the DAS report was omitted from your packages. Please add this page as the last page of the DAS report. The projects are addressed in the narrative included with the original report.

If you have any questions, please contact Greg Kipp at 2551.

Sincerely,

GARY ZARKER
Budget Director

GZ/jc/baa

Enclosures

cc: Charles Royer, Mayor
Eugene Avery, SED
Ewen Dingwall, Seattle Center
Ronald Dubberly, SPL
Randall Hardy, SCL
Walter Hundley, Parks
Ken Lowthian, Water
David Moseley, DCD
George Pernsteiner, DAS

28441

ADMINISTRATIVE SERVICES

PROJECT	1985 CIP			1ST QUARTER MONITOR REPORT			2ND QUARTER MONITOR REPORT			3RD QUARTER MONITOR REPORT			YEAR END CHANGE		
	PG. #	BUDGET	COMPLETION DATE	BUDGET CHANGE	SCOPE CHANGE	COMPLETION DATE	BUDGET CHANGE	SCOPE CHANGE	COMPLETION DATE	BUDGET CHANGE	SCOPE CHANGE	COMPLETION DATE	BUDGET CHANGE	SCOPE CHANGE	COMPLETION DATE
1984 CIP PROJECTS UNCOMPLETED	84CIP														
BARRIER FREE ACCESS/RAMI BLDG	22	$44,000	4084	X	-	3085	-	-	-	-	-	4085			
MAJOR MAINTENANCE/1984	23	$60,000	4084	-	X	3085	-	-	-	-	-	2086			
PSB/RAMI/HVAC	23	$23,000	4084	-	-	3085	-	-	-	-	-	4085			
FREEWY MUG GARAGE IMPROV	23	$165,000	4084	-	-	3085	-	-	-	-	-	4085			
51ST & LED RADIO TOWER	24	$185,000	4084	-	-	4085	-	-	-	-	-	NOTE			

C.I.P.

Seattle
Engineering Department

SEATTLE ENG. DEPT.
1985 OCT -3 AM 11:46

Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

September 27, 1985

Douglas N. Jewett
City Attorney
City of Seattle

Attention: Mr. John Fritts

Re: Retaining Wall at 2351 Hobart Avenue Southwest

Dear Mr. Fritts:

Attached please find a copy of a memo by George Boyle dated August 19, 1985. This memo is in response to Richard Miller's memo of August 13, 1985 also attached.

It is the position of Street Use that the property owner is not liable for extra fill and rockery placed at the location. We will therefore place the retaining wall in our Capital Improvement Program for rehabilitation.

Sincerely,

J. G. RALPH
Director of Operations

RPM:mg

Att.

cc: R. J. Anderson
George Boyle

Concurrence Prior to Signature	
JGR	JGR
KTJ	
RJR	
Information	

"An Equal Employment Opportunity - Affirmative Action Employer"

Yellow

C.I.P.

Seattle
Engineering Department

SEATTLE ENG. DEPT.
1985 OCT -2 PM 1:59

Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

MEMORANDUM

DATE: September 17, 1985

TO: Gary Zarker, Director, Office of Management and Budget

FROM: John Okamoto, Assistant Director of Engineering

SUBJECT: Abandoning Certain Appropriations in the 1984 CIP from Various Funds

This is to request your concurrence in abandoning certain appropriations in the 1984 CIP from various funds. The enclosure references the proposed abandonments by fund.

It is my understanding that after you concur, you are to request that legislation be prepared by the City Attorney's Office.

Thank you for your assistance.

PJP:ge

Enclosure

cc: Mona Jarman-Hirsch
Peter J. Pere
Roger Brown

Concurrence Prior to Signature	
CB	CB
LF	LF
PJP	PJP
MA	MA
JDO	

Seattle City Council

CIP

Norman B. Rice
President of the City Council
625-2436

George E. Benson
Chair
Transportation Committee
625-2441

Virginia Galle
Chair
Environmental Management Committee
625-2445

Michael Hildt
Chair
Energy Committee
625-2443

Paul Kraabel
Chair
Urban Redevelopment Committee and Public Safety Committee
625-2447

Dolores Sibonga
Chair
Finance Committee
625-2451

Sam Smith
Chair
Housing, Recreation & Human Services Committee
625-2455

Jim Street
Chair
Land Use Committee
625-2438

Jeanette Williams
Chair
City Operations Committee
625-2453

ACTION ✓

INFORMATION

EWA
&
m-St ayt

8c

OCT 2 '85

September 13, 1985

Ms. Eunice Strand
9727 Lake City Way N.E.
Seattle, Washington 98115

Dear Ms. Strand:

Thank you for your letter of September 11, 1985 concerning our C.I.P. hearings. I will place your name on my list for notification of the Council's CIP hearing and forward your request to Councilmember Sibonga, Chair of the City Council Finance Committee who will also be sending out notice of the Council's hearings.

I very much appreciate your concern about N.E. 98th and the slide area. The Engineering Department is well aware of the community's concern as are all the members of the Council.

I hope that we can come to a mutually satisfactory solution to this problem.

Sincerely,

George E. Benson, Chair
Transportation Committee
Seattle City Council

GEB/bms

cc: Dolores Sibonga
✓Eugene Avery

SEATTLE WA 98104
1985 SEP 17 AM 8 05

City of Seattle

Executive Department-Office of Management and Budget
Gary Zarker, Director
Charles Royer, Mayor

Capital Improvement Program

August 27, 1985

ROUTING	DATE	INITIAL
ACTION		
		✓
FILE	✓	
INFORMATION		
EVA		
JDOI	GAB	
JMB	RJA	
WGV		

SEP 17 1985

The Honorable Douglas Jewett
City Attorney
City of Seattle

Dear Mr. Jewett:

The Mayor is proposing to the City Council that the enclosed legislation be adopted.

REQUESTING DEPARTMENT: Engineering

SUBJECT: Levy construction application.

Pursuant to the City Council's S.O.P. 100-014, the Executive Department is forwarding this request for legislation directly to your office for review and drafting.

After reviewing this request and drafting appropriate legislation:

(X) File the legislation with the City Clerk for formal introduction to the City Council as an Executive Request.

( ) Do not file with City Council but return the proposed legislation to OMB for our review. Return to _____.

Sincerely,

Charles Royer
Mayor

By

GARY ZARKER
Budget Director

GZ/eh/bb

Enclosure

cc: Director, SED ✓

85 AUG 29 AM 11:32

ENG. DEPT.

26323

Capital Improvement Projects

Seattle
Engineering Department

SEATTLE ENG. DEPT.
1985 AUG 23 AM 8 02

Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

MEMORANDUM

DATE: August 20, 1985

TO: Nancy Saari, Office of Management & Budget

FROM: John Okamoto, Assistant Director of Engineering
Management Support Division

SUBJECT: Excess Cost/"Z Line" Balances

You had asked me to prepare a brief statement on excess cost/Z line balances for the Engineering Department. The following information is provided in that regard.

Current Balances

While in previous months excess costs and Z lines have been recorded in total at more than $2 million, the current estimated balance is $680,000. The paperwork has been submitted to bring the balance to the approximately $200,000 level; because of processing time at SED and the Comptroller's Office, it will likely be some time before the proposed adjustments are reflected in CFMS reports. Additional excess cost problems that arise in the interim may raise the level somewhat.

Zuspen expenditures ("Z lines") total $686,000 at this time, a level comparable to that of previous years at this time.

Monitoring Efforts

In both cases, we continue our efforts to keep these balances down. For Z lines, we analyze monthly request work authorization detail reports, prepare a log of excess costs Z line items, and work with project analysis staff to eliminate and/or reduce the problems. Excess costs are displayed on the Authorized Maximum Amount Expended Report. We attach highest priority to the largest items, and then work on the smaller items.

Our monitoring efforts are scheduled within other priorities. While we periodically monitor the level of the problem, we work on solutions on a time available basis. Clearly, during the "high impact" times associated with budget and CIP preparation and review, this does not receive the priority it does in "less peak" periods.

Concurrence Prior to Signature	

Source of the Problem

CFMS requires manual intervention to switch to multiple funding sources. Projects themselves do not stop while in engineering and construction phases. Continuing cost build-ups therefore end up as a temporary drain on the operating fund, until there is a switch in funding source. The switch is usually not complicated; it is mostly time consuming and sometimes in conflict with other OMB or SED priorities.

There is a special problem during the first three to four months of the year. The carryover process makes it difficult to use CFMS reports to assess problems and correct them.

We are continuing to work on keeping the balances down, and will continue to make every reasonable effort to monitor and correct in a timely manner.

Potential Solutions

We are working on ways to reduce the ongoing excess cost problem. Our efforts to monitor CIP projects more closely and to ehance quarterly project status reviews will lead to the earlier identification of necessary funding changes. This proactive approach will ultimately minimize excess costs. We expect to continue our current manual intervention while we work on the quarterly reviews and CIP automation.

PJP:dd

cc: Mona Jarman-Hirsch
Tom Lorenz

City of Seattle

Executive Department-Office of Management and Budget
Gary Zarker, Director
Charles Royer, Mayor

CIP

ACTION
INFORM.
EWA
JDO/MEJ/RMB
RDO

AUG 30 '85

MEMORANDUM

Date: August 8, 1985

To: Gene Avery, Director, SED

From: Gary Zarker

Subject: 1985 Solid Waste Utility CIP and Operating Budget Hearing Results

This memorandum summarizes the results of your August 1 hearing and lists items that are still outstanding. If your understanding of the results differs from the items discussed here, please call Crystal Alexander, your budget analyst, as soon as possible.

I. Operating Budget

	Total Solid Waste Fund
Total Budget Request	$ 37,490,198
Reductions agreed to prior to the hearing:	
Landfill closures	(10,358,561)
Pilot collection study	(230,000)
Collection contracts	(1,000,000)
Machinery and Equipment	(60,000)
Environmental evaluator (energy recovery)	(75,000)
Recycling Survey	(12,000)
Data Processing	(91,250)
Line Items	(119,008)
Subtotal	$ 25,544,379
Additional OMB recommended reductions:	
Home Economist	(25,000)
Related Printing	(3,075)
OMB Recommended Budget	$ 25,516,304

- During the hearing, OMB agreed to consider the home economist request after receipt of information from the SWU concerning potential results from the program and how it fits with other SWU educational activities for waste reduction.

- OMB also requested a resolution to the issue regarding the new state tax. To ensure that enough money is allocated to pay the new tax, the SWU should use an estimate of 1986 revenue requirements as a base for figuring the tax.

25738

Materials on both of these items should be submitted before the Budget Director's appeals on August 12-13.

II. CIP

We agreed with your request regarding allocations for all three CIP projects. Actual appropriation through the budget for landfill closure will be limited to preliminary engineering and right-of-way acquisition ($948,000).

Discussion of the landfill closure financing will include mention of SW Fund, revenue bonds, higher rates, private and public third parties as potential funding sources. When the solid waste rate study is completed, it is expected to include recommendations regarding closure financing.

As in the past, there will be an opportunity to discuss all outstanding issues during the director's appeal.

GZ/ca/fb

Capital Improvement Program

ARC

Seattle
Engineering Department

SEATTLE ENGI. DEPT.
1985 AUG -8 AM 10: 23

Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

August 7, 1985

MEMORANDUM

TO: Joe Ralph, Operations
Ron Nieforth, Engineering Services
John Okamoto, Management Support
Ken Pausch, Sewer Utility
Pat Flynn, Engineering Services
Roger Brown, Financial Management
Charlie Shell, Financial Management
Bill Clendaniel, Sewer Utility
Wayne Greer, Engineering Services
Greg Harrington, Engineering Services

FROM: James M. Bourey, AICP, Director, Office for Planning JMB

SUBJECT: Long Range Sewer Plan

As you may know, Rick Lowthian has been appointed to the position of Senior Planner in the Office for Planning. As such, he is responsible for preparing the Long Range Sewer Plan (LRSP). OMB will be recommending funding the LRSP as proposed for the 1986 Budget.

Many of you have already done considerable work in defining the scope of the LRSP and in preparing other studies and reports that will become part of the LRSP. Rick will be refining the scope, schedule and estimates for the work. Your viewpoint and assistance will be an important part of this effort.

Rick will be contacting you in the coming weeks to use as much knowledge and information as already exists. He is looking forward to working with you to define and complete a usable LRSP that will meetall the needs of the Engineering Department in providing long-term sewer services to the city.

JMB:pjj

cc: ARC

Capital Improvement Projects

Seattle
Engineering Department

SEATTLE ENG. DEPT.
1985 JUL 30 AM 8 10

Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

July 26, 1985

Rosemary Walrod
Project Officer - Municipal Division
Department of Ecology
Mail Stop PV-11
Olympia, Washington 98504

Dear Ms. Walrod:

Please find attached a copy of the EPA construction grants payment request projection for EPA grant C53-0787-03.

Call me at (SCAN) 761-5512 if you have any questions.

Sincerely,

Charles W. Shell
Financial Resource Specialist
Financial Management Division

CWS:dah

Attachment

Concurrence Prior to Signature	

PROJECT SUMMARY FORMAT
EPA CONSTRUCTION GRANTS PAYMENT REQUEST PROJECTIONS

For schedules prepared between May 85 & May 86

Part A (Fill in all blanks)

1. Today's date 7/26/85
2. EPA Project Number C-53-0787-03
3. Grantee Name City of Seattle
4. Total eligible amount 2,950,000
5. EPA grant amount 2,213,216
6. Estimated completion date 10/1/85

Part B (Check one)

1. Initial payment schedule
2. Schedule revision, no payments yet received on this grant
3. Schedule revision, payments have been received on this grant (See Part C)

Part C (Fill in if checked box 3 in Part B)

Total cumulative EPA payments received to date on this grant $ 734,334

Part D (See instructions on reverse)

PROJECTED PAYMENT REQUEST SCHEDULE FOR EPA PAYMENTS

		Column 1 - Incremental Total EPA payment amount to be requested during each period (Include requests already made which no payment has been received).	Column 2 - Cumulative Cumulative EPA payments received and requested to end of period (incl. any EPA payments already received. (Part C).
1. 3rd Q FY-85	4/1/85 to 6/30/85	$ 500,000	to 6/30/85 $
2. 4th Q FY-85	7/1/85 to 9/30/85	$ 85,000	to 9/30/85 $
3. 1st Q FY-85	10/1/85 to 12/31/85	$ 1,000,000	to 12/31/85 $
4. 2nd Q FY-86	1/1/86 to 3/31/86	$	to 3/31/86 $
5. 3rd Q FY-86	4/1/86 to 6/30/86	$	to 6/30/86 $
6. 4th Q FY-86	7/1/86 to 9/30/86	$	to 9/30/86 $
7. 1st Q FY-87	10/1/86 to 12/31/86	$	to 12/31/86 $
8. 2nd Q FY-87	1/1/87 to 3/31/87	$	to 3/31/87 $
9. 3rd Q FY-87	4/1/87 to 6/30/87	$	to 6/30/87 $
10. 4th Q FY-87	7/1/87 to 9/30/87	$	to 9/30/87 $
11. FY-88	10/1/87 to 9/30/88	$	to 9/30/88 $
12. Beyond FY-88	Total beyond 9/30/88	$	after 9/30/88 $

Prepared by _____ (signature) Date 7/26/85

CG-10 (6/85)

Capital Improvement Projects

SEATTLE BMS. DEPT.
1985 JUL 29 AM 8 13

July 22, 1985

Mayor Charles Royer

Eugene V. Avery

CIP PROJECT SCHEDULES/BUDGETS

On June 20, 1985, the second quarter CIP Monitoring Report was transmitted from the Department to OMB for submittal to the City Council. This report modified the schedules and/or budgets for several CIP projects currently under design in the Engineering Services Division. The CIP revisions presented to the City Council are now official and provide new parameters for monitoring the progress of those projects. For this reason, those projects are now being monitored against their revised schedules/budgets as reflected in the attached Capital Improvement Program Status Report and graphs.

The second quarter CIP Monitoring Report revised the schedules and/or budgets for the following projects:

Information	
Concurrence Prior to Signature	
HWJ	HWJ
EFE	EFE
ABW	ABW

West Seattle Freeway, Phase 2
Monorail Rehabilitation
Arterial Concrete Rehabilitation
Second Avenue Concrete Rehabilitation
Areaway Restoration
Vashon Place Slide
N.E. 98th Street Slide
23rd Avenue West Bridge
Cowen Park Bridge
New Traffic Signals 1985
Lake Union Bikeway
Non-Arterial Concrete Rehabilitation
Hanford Street Sewer Separation
Emergency Manholes
Easement N. of Highland Sewer Rehabilitation
Bedford Court Pump Station
Calhoun Pump Station

EVA:REN:ts

Attachments

ARC

Capital Improvement Program

Seattle
Engineering Department

SEATTLE ENG. DEPT.
1985 JUN 26 AM 8 04

Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

CONCURRENCE PRIOR TO SIGNATURE		
ROUTING	DATE	INITIAL
NFS	6/20	NFS
PP	6/21	✓
DHC	[illegible]	6/26
PH	[illegible]	

via NFS

June 24, 1985

Mr. Jim Mizuki
Caldwell Bank
First Avenue South and South Lander Street
Seattle, Washington 98184

Subject: Capital Improvement Program (CIP)

Dear Mr. Mizuki:

Thank you for your telephone call June 19, 1985 requesting information about Seattle's street improvement plans. Enclosed at your request is a preliminary listing of the projects being considered for funding in the 1986 Transportation CIP.

Please note that this list does not become final until adopted by the Mayor and City Council at the end of this year. Changes in the list can occur before adoption.

You may call me at 625-5177 for details about specific projects or you may call Pete Pere at 625-5512 for information about the funding status of any particular project.

Sincerely,

Noel F. Schoneman, P. E.
Office for Planning

NFS:pjj;ad
Enclosure

1986 TRANSPORTATION CIP

PROGRAM AREA: Regional

CIP No.	PROJECT TITLE	THRU 1985	1986	1987	1988	1989	1990	1991	TOTAL
32485	Downtown Transit Project	850	450						1300
32540	Monorail Rehabilitation and Improvement	1097	3422	5073					9592
32287	Seattle Ridesharing Program	800	150	150	150	150	150	150	1700
32803	Surveillance Control and Driver Information	62	10	8					80
32031	West Seattle Freeway	153621	23084	22302	4000				203007
	Totals	156430	27116	27533	4150	150	150	150	215679

fm-y1/cb2.1
6-4-84:4

1986 TRANSPORTATION CIP

PROGRAM AREA: NEW IMPROVEMENTS

CIP No.	PROJECT TITLE	THRU 1985	1986	1987	1988	1989	1990	1991	TOTAL
32204	Arterial Street Lighting Program	418	100						518
	CBD Signal System								
32503	Phases 1 & 2	859	1896	3000	695				6450
32552	Phase III		107	419	819	325			1670
32003	South Graham Street Paving	89	325	54					468
32531	Harborfront Project	90	25						115
32386	High Hazard Correction Program	115	35	35	35	35	35	35	325
32495	Mercer Corridor/Seattle Center Access	408	150						558
32502	Mercer Street UAB	212	588	575	145				1520
32532	Metro Trolley Expansion Signal and Street Light Coordination	30	100	90					220
32003	Miscellaneous Unforeseen & Emergencies		250	250	250	250	250	250	1500
32361	New Traffic Signals Program	949	175	279	210	195	195	195	2198
32501	North 46th Street UAB	254	1066	533					1833

fm-y1/cb2.1
6-4-84:4

1986 TRANSPORTATION CIP

PROGRAM AREA: New Improvements

CIP No.	PROJECT TITLE	THRU 1985	1986	1987	1988	1989	1990	1991	TOTAL
32389	Sand Point Way Northeast Median	1402	50						1452
—	UAB Funding Reserve	65	209	1106	618				1998
32533	University Dist. Transportation Planning	233	10						243
32534	6th Avenue CBD-Conversion to 2-Way	25							25
	Totals	5129	5086	6341	2772	805	480	480	21093

fm-yl/cb2.1
6-4-84:4

1986 TRANSPORTATION CIP

PROGRAM AREA: Infrastructure

CIP No.	PROJECT TITLE	THRU 1985	1986	1987	1988	1989	1990	1991	TOTAL
32516	Areaway Restoration-Pioneer Square	220	220	220	207	33			900
32352	Arterial Concrete Street Rehabilitation	3640	920	645	950	700	700	700	8255
32247	Arterial Resurfacing Program	12221	1800	1725	1800	1800	1800	1800	22946
32200	Arterial Signal Modernization	5210	300						5510
32546	Ballard Bridge Resurfacing		86	930	481				1497
32549	Bascule Bridge Lighting		70	297	277				644
	CBD Light Poles and Bases								
32515	Phase I	300	450	450					1200
32550	Phase II		116	757	739				1612
32259	Crash Cushion Replacement Program	97	15	15	15	15	15	15	187
32487	Crosswalk/Lane Line Marker Repl. Program	185	100	100	100	100	100	100	785
32553	East Aloha Street Paving		30	68					98
32542	East Boston Terrace Bridge Resurfacing	15	105						120
32245	Guardrail Rehabilitation Program	375	125	125	125	125	125	125	1125
32544	Metro Steel Pole Replacement	46	174	100					320
32547	Pioneer Square Lighting Improvements		108	705	688				1501

fm-yl/cb2.1
6-4-84:4

1986 TRANSPORTATION CIP

PROGRAM AREA: Infrastructure

CIP No.	PROJECT TITLE	THRU 1985	1986	1987	1988	1989	1990	1991	TOTAL
32377	Restabilization and Resealing Program	1115	600	650	700	750	800	850	5465
32548	SCTP Street Lighting Revisions	49	285	283					617
	Street Light Rewire on City Structures								
32489	Phase I	285	157						442
32551	Phase II		75	490	478				1043
32511	Traffic Control and Spot Improvement Program	5293	730	730	730	730	730	730	9673
32521	Vashon Place et al Slide Correction	101	75						176
32543	5th Avenue Unit Pavers - Phase II		60	294	300				654
32522	Northeast 98th Street Slide Restoration	50	10						60
	Totals	29202	6611	8584	7590	4253	4270	4320	64830

fm-yl/cb2.1
6-4-84:4

1986 TRANSPORTATION CIP

PROGRAM AREA: Structures

CIP No.	PROJECT TITLE	THRU 1985	1986	1987	1988	1989	1990	1991	TOTAL
32379	Alaskan Way Seawall (Madison to Bay)	1684	1283						2967
32045	Alaskan Way Seawall & Promenade Wash.	500	452	3520	1325				5797
32523	Bascule Bridge Rehabilitation								
	Phase I	288	1544						1832
	Phase II		150	912					1062
32525	Beach Drive Southwest Retaining Wall (7100 Block)	114	480	656					1250
32524	Beach Drive Southwest Seawall (3300-3500 Block)	150	600	500					1250
32490	Bridge Painting Program	775	100						875
32541	Bridge Railing Analysis	20	40						60
32526	Halleck Avenue South Retaining Wall	100	100	800	526				1526
32555	West Howe Street Bridge Rail Replacement	10	25	100					135
32367	South Jackson Bridge (4th-5th)	461	3394	3094					6948
32003	Lakeside Avenue South Retaining Wall Repair	140	107						247
32527	Rip Rap Type A - Alaskan Way Seawall	147	56						203
32545	Seismic Load Analysis		75	75					150

fm-y1/cb2.1
6-4-84:4

1986 TRANSPORTATION CIP

PROGRAM AREA: Structures

CIP No.	PROJECT TITLE	THRU 1985	1986	1987	1988	1989	1990	1991	TOTAL
32491	Southwest Spokane Street Viaduct Extension Rail Replacement and Deck Rehabilitation	273	2417	624					3314
32528	1st Avenue South Bridge over the Duwamish	10	3						13
32414	1st Avenue South Viaduct over Argo Railroad Yards	503	280	153	3903	3915			8764
32366	Second Avenue Extension	448	300						748
32368	23rd Avenue West and Gilman Avenue West et al Bridge Replacement, etc.	1970	2110						4080
32365	Northwest 57th/36th Bridge Replacement	593	774						1367
	TOTALS	8186	14,290	10,434	5754	3915			42,579

fm-y1/cb2.1
6-4-84:4

1986 TRANSPORTATION CIP

PROGRAM AREA: Pedestrian

CIP No.	PROJECT TITLE	THRU 1985	1986	1987	1988	1989	1990	1991	TOTAL
32312	E&H Access/Ped Walkways Program	3003	772	305	400	400	400	400	5680
32359	Sidewalk/Tree Root Program	126	175	175					476
	Totals	3129	947	480	400	400	400	400	6156

fm-y1/cb2.1
6-4-84:4

1986 TRANSPORTATION CIP

PROGRAM AREA: Bicycle

CIP No.	PROJECT TITLE	THRU 1985	1986	1987	1988	1989	1990	1991	TOTAL
32419	Arboretum/Lakeside Bicycle Trail	105							105
32228	Bike Spot Safety Program	730	100	100	100	100	100	100	1330
32554	Duwamish Multi-Access Bicycle Trail		60	10					70
32274	Lake Union Bikeways	1175							1175
	Totals	2010	160	110	100	100	100	100	2680

fm-y1/cb2.1
6-4-84:4

1986 TRANSPORTATION CIP

PROGRAM AREA: Neighborhood

CIP No.	PROJECT TITLE	THRU 1985	1986	1987	1988	1989	1990	1991	TOTAL
32325	Neighborhood Traffic Control Program	1667	220	220	220	220	220	220	2987
32392	Non-Arterial Asphalt Resurfacing Program	311	100	100	100	100	100	100	911
32316	Non-Arterial Concrete Street Rehab.	1260	150	150	150	150	150	150	2160
32362	Preferential On-Street Parking Program	510	75	75	75	75	75	75	960
	Totals	3748	545	545	545	545	545	545	7018

fm-y1/cb2.1
6-4-84:4

1986 TRANSPORTATION CIP

PROGRAM AREA: Levy

CIP No.	PROJECT TITLE	THRU 1985	1986	1987	1988	1989	1990	1991	TOTAL
32352	Arterial Concrete Street Rehab. - Levy	200	800						1000
32247	Arterial Resurfacing - Levy	100	600						700
32200	Arterial Signal Modernization - Levy	800	200						1000
32538	Dr. Jose Rizal Bridge Deck Resurfacing	118	382						500
32537	Magnolia Bridge West Half Resurfacing	400	1400						1800
	Totals	1618	3382						5000

fm-y1/cb2.1
6-4-84:4

Office of the Comptroller
City of Seattle

Bond Issues
Tim Hill, Comptroller

Capital Improvement Program

MEMORANDUM

ROUTING	DATE	INITIAL
ACTION		
FILE		
INFORMATION		
EVA		
m-Staff		

9c

JUL 2 1985

85 JUN 14 A8:39

SEATTLE ENG. DEPT.

Date: June 11, 1985

To: City Councilmembers
City Department Heads

From: Tim Hill, Comptroller

Subject: CFMS Task Force Report

In 1984 at the request of Norm Rice, City Council President, and Charles Royer, Mayor, the Comptroller's Office addressed the issue of bond fund and Capital Improvement Program reporting. Since there were other issues needing attention, I asked that a CFMS Task Force be assembled to address the following:

Project reporting, including bond funds

Proprietary fund accounting

Long-range financial system planning

The final report of this Task Force, including both accomplishments and recommendations, is enclosed for your information.

To achieve better CIP and bond fund reporting, new CFMS reports have been designed and, if funded, should be implemented during the fourth quarter of 1985. These reports will provide a method of tracking CIP and bond projects from the Capital Improvement Program document authorized by the City Council through to project completion. I believe that this will provide the information requested for bond fund reporting, and in general, provide better project reporting City-wide. These reports necessitated several changes in the way departments utilized CFMS. The guidelines were prepared by the Task Force and implemented on January 1, 1985.

Another issue addressed by the Task Force was proprietary fund accounting. CFMS was designed as a governmental fund accounting and budgeting system and does not fully address the needs of our utilities and internal service funds. The Task Force proposes an enhancement to CFMS that will provide the basic data needed to address their accounting needs. I believe that these needs will be better addressed by the central system rather than departmentally designed systems.

23956

Capital Improvement Program

The Task Force also addressed some long-range financial system planning issues. They recommended that the City begin an integrated long-range planning effort as soon as possible. The Comptroller's Office and OMB have begun this project and will be making a proposal for the 1986 Budget. The Task Force also provided a list of accounting and systems issues that need to be addressed by these long-range planners.

I feel that the recommendations listed in the Task Force Report will, when implemented, do much to increase the utility and responsiveness of the Central Financial Management System. I hope that you share in my desire to see these recommendations implemented as soon as possible.

If you or your staff have any questions regarding the report or ordinance, please feel free to contact Judith Peterick at extension 2192.

Enclosure

LT2/JP154MDS1/2

Seattle Capital Improvement Prog
Engineering Department

Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

MEMORANDUM

DATE: May 30, 1985

TO: George Pernsteiner, Director
Department of Administrative Services

FROM: Eugene V. Avery, Director of Engineering

SUBJECT: 1986 Capital Improvement Program

The Engineering Department is requesting facility improvements to provide barrier-free access required by various local, state and federal codes.

I have attached a 1986 Capital Improvement Project Request for the four projects. The format is consistent with your memo dated May 17, 1985.

EVA/JDO:db
as-b/bud1.1

Attachment

SEATTLE ENG. DEPT.
1985 JUN -5 AM 8 16

Department of Administrative Services

1986 Engineering Department Capital Improvement Request

1. Facility Name

Engineering Department Traffic
Engineering Building

2. Facility Address

1010 - 8th Avenue South

3. Nearest Street Intersection

8th Avenue S. and S. Plummer

4. Name and Telephone Number - Department CIP Coordinator

Ernest G. Martin - 625-5512

5. Name and Telephone Number - Facility Supervisor or Manager

Robert L. Matthews - 625-4103

6. Department Priority

Number 1 of 4 requests

7. Reason for Request

Code Compliance - provide barrier-free access into the building

8. Project Description

Remove entry stairs and install a ramp; entry door as it exists opens inward and does not provide adequate clearance for wheelchair access.

9. Impact on Operations

The Engineering Department cannot consider wheelchair accommodation for employment at this location. The requested modifications will provide barrier-free access.

10. Alternatives

There is no other reasonable access to the dispatch area. The alternative would be to decline an interview to applicants confined to a wheelchair.

11. <u>Project Funding</u>

Cumulative Reserve Fund

as-b/bud1.2
5-30-85:9

Department of Administrative Services

1986 Engineering Department Capital Improvement Request

1. Facility Name

Seattle Municipal Building

2. Facility Address

9th Floor Information Counter - West of elevators

3. Nearest Street Intersection

4th and James Street

4. Name and Telephone Number - Department CIP Coordinator

Ernest G. Martin - 625-5512

5. Name and Telephone Number - Facility Supervisor or Manager

Elaine Ko - 625-2381

6. Department Priority

Number 2 of 4 requests

7. Reason for Request

Code Compliance - provide barrier-free access to public counters required by various local, state and federal codes.

8. Project Description

Lower a portion of the counter to a level which would be accessible to citizens confined in wheelchairs or small stature.

9. Impact on Operations

The Engineering Department provides a variety of public services from the counter. Individuals unable to reach the counter top are inconvenienced by the lack of writing and reading space.

10. Alternatives

There is no other reasonable access to the counter surface. The only alternative would be to place a desk in the walkway area which could impact safety considerations.

11. <u>Project Funding</u>

Cumulative Reserve Fund

as-b/bud1.3
5-30-85:9

Department of Administrative Services

1986 Engineering Department Capital Improvement Request

1. Facility Name

Seattle Municipal Building

2. Facility Address

5th Floor - Street Use Permit Counter - South of elevators

3. Nearest Street Intersection

4th and James Street

4. Name and Telephone Number - Department CIP Coordinator

Ernest G. Martin - 625-5512

5. Name and Telephone Number - Facility Supervisor or Manager

Kirk T. Jones - 625-2321

6. Department Priority

Number 3 of 4 requests

7. Reason for Request

Code Compliance - provide barrier-free access to public counters required by various local, state and federal codes.

8. Project Description

Lower a portion of the counter to a level which would be accessible to citizens confined in wheelchairs or small stature.

9. Impact on Operations

The Engineering Department provides a variety of public services from the counter. Individuals unable to reach the counter top are inconvenienced by the lack of writing and reading space.

10. Alternatives

There is no other reasonable access to the counter surface. The only alternative would be to place a desk in the walkway area which could impact safety considerations.

11. <u>Project Funding</u>

Cumulative Reserve Fund

as-b/bud1.4
5-30-85:9

Department of Administrative Services

1986 Engineering Department Capital Improvement Request

1. Facility Name

Seattle Municipal Building

2. Facility Address

7th Floor Traffic Permit Counter - Room 708 (South of elevators)

3. Nearest Street Intersection

4th and James Street

4. Name and Telephone Number - Department CIP Coordinator

Ernest G. Martin - 625-5512

5. Name and Telephone Number - Facility Supervisor or Manager

Richard Bruno - 625-2343

6. Department Priority

Number 4 of 4 requests

7. Reason for Request

Code Compliance - provide barrier-free access to public counters required by various local, state and federal codes.

8. Project Description

Lower a portion of the counter to a level which would be accessible to citizens confined in wheelchairs or small stature.

9. Impact on Operations

The Engineering Department provides a variety of public services from the counter. Individuals unable to reach the counter top are inconvenienced by the lack of writing and reading space.

10. Alternatives

There is no other reasonable access to the counter surface. The only alternative would be to place a desk in the walkway area which could impact safety considerations.

11. <u>Project Funding</u>

Cumulative Reserve Fund

as-b/bud1.5
5-30-85:9

C.I.P.

Seattle Engineering Department

SEATTLE ENG. DEPT.

1985 MAY 29 AM 8:07

MEMORANDUM

Date: May 24, 1985

To: Mayor Charles Royer

From: Eugene V. Avery

Subject: CIP Project Schedules/Budgets

On April 26, 1985, the first quarter CIP Monitoring Report was transmitted from OMB to the City Council. This report modified the schedules and/or budgets for several CIP projects currently under design in the Engineering Services Division. The CIP revisions presented to the City Council are now official and provide new parameters for monitoring the progress of those projects. For this reason, those projects are now being monitored against their revised schedules/budgets as reflected in the attached Capital Improvement Program Status Report and graphs.

The first quarter CIP Monitoring Report Revised the schedules and/or budgets for the following projects:

- Streetlight Rewire on City Structures
- Alaskan Way Seawall and Promenade
- Beach Drive S.W. Seawall
- Lake City Improvements
- North 46th Street UAB
- Lakeside Avenue Retaining Wall
- CBD Signals
- N.W. 57th/36th Bridge
- Metro Trolley Expansion
- Rainier Avenue S./S. McClellan Traffic Signal
- Mercer Street UAB
- Lake Union Mallard Cove Bikeway
- South Park - 7th Avenue S.
- Bedford Court Pump Station
- New Traffic Signals 1985
- Coast Guard Site
- Harborfront EIS
- S. Graham Street
- Harrison Street Sewer Rehabilitation
- 5th N.E./N.E. 178th Street Pump Station
- Emergency Manholes 1985

EVA[illegible]N:ljh

Attach[illegible]nts

Information

Concurrence Prior to Signature

CIP

SEATTLE ENG. DEPT.
1985 MAY -1 PM 3:23

ROUTING	DATE	INITIAL
ACTION		
FILE		
INFORMATION		
EWA		
JDO/MEJ/PSP/CWS		

MAY 17 1985

Your City, Seattle

Memorandum

CSS 25. 3

To Charlie Shell, SED From Crystal Alexander, OMB

Date 5-1-85 Subject 1st Qtr CIP Monitoring Report

For your information, attached is the SWU section of the CIP Monitoring Report. Please share this report with anyone in SED who needs to see it.

22411

City of Seattle

Executive Department-Office of Management and Budget

Gary Zarker, Director
Charles Royer, Mayor

April 26, 1985

Honorable Councilmembers
City Council
City of Seattle

Dear Councilmembers:

Enclosed is the first quarter CIP monitoring system report for 1985. This report identifies "exceptions" (amendments) to the adopted 1985 CIP and the third quarter 1984 monitoring report. This first quarter report also identifies projects that were anticipated for completion in 1984 but were not finished. The most recent project information is incorporated into this report.

The format of this quarterly report is significantly different from past monitoring reports. First, all the departments are divided into separate reports. Second, for each of the eight reporting departments, all 1985 CIP projects are listed in tabular fashion. The tables identify projects with budget, scope, or schedule exceptions for the preconstruction and construction phase of each project. Following the tables are narrative descriptions that briefly describe the reasons for each project exception. With this new format, at a quick glance you can see if projects have any exceptions and turn to the written explanation if they do. Also, since the same table will be used each quarter, a project's progress throughout the year can be easily monitored. We believe these changes will make the monitoring report a more useful tool and historic document for you, the departments, and OMB to use in reviewing the CIP.

The enclosed table aggregates the information contained in this report for each department. It readily shows how the City's total construction effort is progressing.

OMB and department staff are prepared to discuss these exceptions with the Council. If you need additional information or have questions, please contact Evan Hundley.

Sincerely,

GARY ZARKER
Budget Director

GZ/ca/da

Enclosures

FIRST QUARTER 1985 CIP MONITORING REPORT SUMMARY

			Projects With Budget Changes				Projects With Scope Changes		Projects With Schedule Changes			
Department	% Of 1985 CIP Projects*	Total Projects In Report*	# Under	% Under	# Over	% Over	#	%	# Ahead	% Ahead	# Behind	% Behind
DAS	26	31	-	-	2	6	1	3	-	-	9	29
SCL	77	79	2	2	1	1	7	9	1	1	7	9
DCD	12	12	2	17	3	25	2	17	5	42	2	17
Library	20	23	0	0	0	0	0	0	0	0	5	22
Parks	105	107	2	2	3	3	1	1	0	0	8	7
Seattle Center	29	39	3	8	5	13	4	10	0	0	13	33
Sewer/Drainage	32	32	0	0	1	3	0	0	0	0	1	3
Solid Waste	3	3	0	0	0	0	0	0	0	0	3	100
Transportation	78	78	4	5	3	4	3	4	2	3	8	10
Water	23	23	5	22	5	22	1	4	1	4	4	17
Total	405	427	18	4	23	5	19	4	9	2	60	14

* Includes Seattle 1-2-3 Projects.
** Includes 1984 CIP Projects Not Completed.

EH/dbb
4/25/85

ENGINEERING: SOLID WASTE

PROJECT	1985 CIP PG. #	1985 CIP BUDGET	1985 CIP COMPLETION DATE	1ST QUARTER MONITOR. REPORT BUDGET CHANGE	1ST QUARTER MONITOR. REPORT SCOPE CHANGE	1ST QUARTER MONITOR. REPORT COMPLETION DATE	2ND QUARTER MONITOR. REPORT BUDGET CHANGE	2ND QUARTER MONITOR. REPORT SCOPE CHANGE	2ND QUARTER MONITOR. REPORT COMPLETION DATE	3RD QUARTER MONITOR. REPORT BUDGET CHANGE	3RD QUARTER MONITOR. REPORT SCOPE CHANGE	3RD QUARTER MONITOR. REPORT COMPLETION DATE	YEAR END CHANGE BUDGET CHANGE	YEAR END CHANGE SCOPE CHANGE	YEAR END CHANGE COMPLETION DATE
ENERGY RECOVERY															
TOTAL	122	$1,727,000	4 QTR 90	---	---	ON HOLD									
HIGHWAY LANDFILL CLOSURE	122														
PRECONSTRUCTION		$1,158,000	2 QTR 85	---	---	4 QTR 85									
CONSTRUCTION		$10,963,000	4 QTR 86	---	---	---									
TOTAL		$12,121,000		---											
KENT HIGHLANDS LANDFILL CLOSURE	123														
PRECONSTRUCTION		$998,000	2 QTR 85	---	---	4 QTR 85									
CONSTRUCTION		$8,396,000	4 QTR 87	---	---	---									
TOTAL		$9,394,000		---											

Solid Waste Utility

Quarterly CIP Monitoring Report Exceptions

Project	Describe Exception, and Provide Reasons	Impact on Source Fund, or Impact on Other Projects	Next Major Milestone
Energy Recovery	The City Council has placed the Energy Recovery project on hold until the comprehensive plan is completed. Work will be completed on the study analyzing the feasibility of busing shredded garbage from the North Transfer Station to University of Washington boilers. When this study is completed, no further work will be done on this project.	None.	None.
Midway Landfill Closure	Negotiations with the consultants continued through the fourth quarter and a final agreement was not available until mid-December. The agreement with the consultant was signed in January and work began in mid-February. Due to increased safety requirements for gas protection and the need for several permits to drill on public property, the time required to complete geotechnical investigations has increased from one month to three months. These two delays have extended the Environmental Impact Statement (EIS) completion date into the fourth quarter of 1985 and may extend the construction date into 1987. The total consultant cost for EIS work in 1984 and 1985 will be $320,368. The EIS cost does not include consultant costs which were incurred prior to 1984, during a time when the project was combined with the Kent Highlands Landfill Closure project.	None.	Complete EIS.

Kent Highlands Landfill Closure	Negotiations with the consultants continued through the fourth quarter and a final agreement was not available until mid-December. The agreement with the consultant was signed in January and work began in mid-February. Due to increased safety requirements for gas protection and the need for several permits to drill on public property, the consultant indicated the time required to complete geotechnical investigations has increased from one month to three months. These two delays have extended the Environmental Impact Statement (EIS) completion date into the fourth quarter of 1985. The total consultant cost of EIS work in 1984 and 1985 will be $409,315. The EIS cost does not include consultant costs which were incurred prior to 1984, during a time when the project was combined with the Midway Landfill Closure project.	None.	Complete EIS.

Capital Improvements Programs.

Yellow

Seattle Engineering Department

SEATTLE ENG. DEPT.
1985 MAY -3 AM 8:05

Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

MEMORANDUM

DATE: April 29, 1985

TO: Evan Hundley, Office of Management and Budget

FROM: Pete Pere
Roger Brown

SUBJECT: **CIP Forms**

Our CIP process for 1986 began in February, some time before OMB's new forms were submitted to departments. We request authorization to use some of the existing forms for the 1986 submittal:

--- Old OMB Form 10b will include project location, cross-street and NSA number 0-98. A second page will be added to cover the following items, as may be appropriate:

- Future operating or maintenance costs, and any impacts on City's operating budget.
- If grant funded, has grant been received, approved, or is anticipated.
- Community group awareness - support or oppose project.
- If project is ongoing, identify any carryover and surplus funds from the previous year's programs. New funds not appropriated until these fund balances have been identified.

We will use the following new forms:

- OMB Form 10d, "New Project Prioritization", will be filled out for all new projects.
- OMB Form E, Previous Year's Accomplishments
- OMB Form 10f, "Expenditure Schedule by Fund Source", will be filled out for each fund source.

- OMB Form 10g, "Unfunded Project Priority List", can be completed in part. Project and cost estimates will be very preliminary; absence of complete master plans precludes a comprehensive treatment of this issue at this time.

- OMB Form 10i, "Capital Projects Resources Analysis", is essentially completed each year for each fund. We will follow the format used in previous years.

PJP/RMB:dah

Attachment

cc: Mona Jarman-Hirsch
Charlie Shell
Connie Bottjer

CIP

SEATTLE ENG. DEPT.

1985 APR 18 PM 4:08

City of Seattle

ROUTING	DATE	INITIAL
ACTION		
FILE		
INFORMATION		
Eva & M-Staff		

MAY 7 1985

Executive Department-Office of Management and Budget

Gary Zarker, Director
Charles Royer, Mayor

MEMORANDUM

4/18

Date: April 17, 1985

To: Ron Nieforth, Assistant Director, SED
John Okamoto, Assistant Director, SED

From: Ken Bounds, Assistant Director

Subject: Coordination of CIP Legislation and Early Warning Letters to the Council

We discussed a number of issues in early March regarding the relationship between the Engineering Department and OMB. I thought I would summarize for the record the conclusion of that meeting and subsequent discussions with you, and John Okamoto's staff.

Most of our discussion focused on three mutual areas of concern: early warning system, appropriation legislation, and questions OMB will generally ask the department to respond to for projects which have exceeded budget, are off schedule, or have significant scope changes.

First, we agreed that the early warning letters to the City Council will be handled quickly by OMB (no more than a two day turnaround). Early warning memos should simply notify the Council of the problem and that OMB and SED are reviewing alternative solutions. A recommended solution should not be included in the transmittal. At the time the letter is being drafted, you or your staff will contact the appropriate CIP analyst (Evan Hundley for Transportation and Sewer projects, and Chris Alexander for Solid Waste projects) and schedule a meeting to discuss the problem and alternative solutions. Either a copy of the letter or a pre-attached return memo will be transmitted to SED when the letter is logged out of OMB.

Second, the early warning system frequently will result in legislation which will not be consistent with the CIP. We agreed that such legislation should be submitted to OMB at least 10 days prior to the file date, unless OMB has the opportunity to review the draft cover letter and the ordinance prior to the time it is formally submitted. If the OMB analyst has the opportunity to review draft materials, then a shorter OMB review period may be negotiated between the analyst and SED. Presumably, once an early warning letter has been submitted to the Council, our staff will be working with your staff to develop the alternatives and a recommended course of action. Depending on the complexity of the project, we may need time to involve the Mayor's Office. Also, any disagreements between OMB and Engineering staff may require resolution at the department head level.

Third, legislation which is consistent with the CIP in budget, scope, and schedule should be submitted to OMB at least the Friday before the Wednesday filing deadline. Additional review time may be necessary for complex ordinances with detailed cover letter material. Nonetheless, most straightforward appropriation ordinances for projects consistent with the CIP can be reviewed and handled quickly by OMB. One suggestion that was made at the meeting was for SED's legislative services section at the beginning of each month to send a list to OMB of upcoming legislation. This will help us manage our workload and will improve our ability to be responsive.

.22034

Finally, we identified several questions we will likely ask with every appropriation request for projects which we anticipate will exceed their original budgets. We recognize the difficulty you may have in fully responding to the second and third questions. Nonetheless, we intend to ask these questions and in turn expect your "best" answers until such time as your systems are fully automated.

- What funds will be used to cover the additional appropriation request? Identify specific project abandonments, fund balances, or other anticipated revenues.
- What impact will this additional appropriation have on the funds status?
- What other potential project funding shortfalls are likely to occur during the year?
- If the project's scope has changed, has the change been discussed with the appropriate community groups? What impact will the change have on the community?
- What are the workload impacts? Will this result in lower priority projects being delayed?
- If bid prices have caused the cost overrun, be prepared to discuss the specific changes.
- What are the consequences of not completing the project?
- What alternative solutions have you considered (e.g., reducing scope, redesigning project, developing bid alternates, or staging the project)?

There will be times when either SED or OMB will not be able to meet the timeframes outlined above. However, I believe these timeframes are reasonable and will greatly improve the flow of legislation and communications between the Engineering Department, the Executive, and the City Council.

KB/lcd

cc: Gary Zarker
Eugene Avery, Director, SED
Chris Alexander, OMB
Dick Anderson, SED
Ed Engle, SED
Evan Hundley, OMB
Greg Kipp, OMB
Joe Ralph, SED
Nancy Saari, OMB
W.G. Van Gelder, SED

CIP

SEATTLE ENG. DEPT.
1985 APR 17 AM 8:07

April 15, 1985

Mr. Roy A. Avent, P.E.
President
The Avent Associates
1116 Plaza 600
Seattle, Washington 98101

Dear Mr. Avent:

My staff informs me you had a productive meeting with them last Tuesday. They were able to obtain valuable information about the present staffing level and capabilities of your firm.

Enclosed is a copy of the City's 1985 to 1990 Capital Improvement Program, as you requested.

Very truly yours,

Eugene V. Avery, P.E.
Director of Engineering

ABW:jh

Attachment

Information

Concurrence Prior to Signature

ABW
REN

Capitol Improvement Program

ARC (perm file)

Seattle Engineering Department

SEATTLE ENG. DEPT.
1985 APR 11 AM 8:15

CONCURRENCE PRIOR TO SIGNATURE

ROUTING	DATE	INITIAL
NFS	4/4	NFS
OHC	4/6	4/4
RJA		
PH		
JJ	4/10	

MEMORANDUM

Date: April 10, 1985

To: David Moseley, Director, Department of Community Development

From: Eugene V. Avery, P.E., Director of Engineering

Subject: Shilshole Avenue N.W.

I understand from staff-level discussions between our departments that DCD has committed to spend $10,000 to hire a consultant to study CIP needs for Shilshole Avenue N.W.

I am very interested in being involved in the study development and direction if the results of the study will recommend changes in the street. Also, if funding sources for arterial improvements are being considered, then the criteria we use for design and for funding prioritization must be considered in the study. I don't believe we want to develop a list of improvements and raise community expectations to find out that suggestions don't meet funding criteria.

I would like to meet with you to learn of the objective and scope for the proposed study. Also we could discuss any other studies that are in your work plan in which we may be of assistance and thus avoid any problems with differing expectations.

Also, I think it would be a good idea to sit down and discuss our individual Department's work plans to 1986. We can provide mutual benefits if our funded activities are coordinated and such coordination will help us do a better job in planning Seattle's future. I will set up a meeting with you and appropriate staff in the near future to discuss these issues.

I look forward to working on this with you.

EVA/NFS:boa

cc: John Okamoto, Engineering Department
Richard Anderson, Engineering Department
Elaine Ko, Engineering Department
Ron Nieforth, Engineering Department
William van Gelder, Engineering Department
Joe Ralph, Engineering Department

(IRC #21021

Capitol Improvement Project

Seattle
Engineering Department

SEATTLE ENGINEERING
1985 APR 10 AM 8 05

MEMORANDUM

Date: April 8, 1985

To: Ken Bounds, OMB

From: Ron Nieforth, Engineering Services

Subject: Coordination of CIP Legislation and Early Warning Letters to the Council

We have reviewed your memorandum which captures the essence of the discussion we had regarding coordination of CIP legislation and early warning letters. We believe that you have covered our discussion quite well. During our review we asked John Okamoto in Financial Management to also give us his comments on your memorandum. I am attaching a copy of his response. We believe the memorandum can be finalized with the recognition that we do not currently have the ability to provide full information on fund balance or status each time an additional appropriation request is needed.

We would also have some difficulty with providing OMB information on all potential shortfalls which might occur during the year. These two items should receive some additional discussion and consideration at future meetings.

The Engineering Department will be looking further into the possibility of providing a monthly list of upcoming legislation. Between Financial Management and the knowledge of the Project Managers, we may be able to provide this.

We appreciate your meeting with us and hope that our conversation will be beneficial in a smoother flow of information and correspondence between our two Departments.

REN:ljh

Attachment

cc: EVA
JDO
EFE

Capital Improvement Program

ENG DEP.

City of Seattle

MAR 26 A8:16

Executive Department-Office of Management and Budget

Gary Zarker, Director
Charles Royer, Mayor

MEMORANDUM

ROUTING	DATE	INITIAL
ACTION		
FILE	✓	
INFORMATION		
EVA		
M-Staff		
MES/RMB/CWS		

MAR 26 A8:15

ENG DEP.

APR 11 1985

3/26

Date: March 22, 1985

To: Eugene Avery, SED
Ewen Dingwall, Seattle Center
Ronald Dubberly, Library
Randall Hardy, SCL
Walter Hundley, Parks
Kenneth Lowthian, Water Department
George Pernsteiner, DAS
Barbara Taber, BPW

From: Gary Zarker GZ

Subject: CIP Project Coordination: Follow-up to the Mayor's Cabinet Retreat

During the cabinet retreat, we discussed the need to coordinate our capital planning better. The Mayor expressed his desire to examine ways to coordinate multi-departmental project construction schedules, especially for the Seattle 1-2-3 projects, within a given neighborhood. We also discussed strengthening our policies regarding aesthetic investments, with a conscious eye toward improving the appearance of our public assets. Subsequent to the retreat, Barbara Taber prepared a memorandum discussing ways to disseminate information to the community regarding project construction schedules, and Ken Bounds prepared a brief implementation plan for CIP coordination, which he presented to the cabinet. I would like to schedule a meeting with you to discuss these issues and other capital project planning, budgeting, and implementation issues of mutual concern.

I have asked my staff to prepare a work program to be discussed at the meeting. Included in the work program will be a proposal to collect and disseminate project information to neighborhoods, improvements to the monitoring system in order to keep the Mayor up to speed on the status of projects, the development of CIP policies for the 1986 CIP, and the review of Cumulative Reserve Fund policies and the Annual Maintenance Plan. We have already taken steps to automate CIP project budget, scope, and schedule information on our microcomputers. This information will be used to keep the Mayor informed and to communicate quarterly to neighborhood organizations. This year OMB will be revising the City's debt capacity analysis and CRF policies, and with the assistance of the non-utility CIP departments, OMB will be updating the Annual Maintenance Plan. Your review and participation in these processes will be beneficial.

I also would like to discuss improvements to the 1986 CIP process. My staff are reviewing with your CIP managers changes in the 1986 CIP process and we will have their comments by the end of next week. In addition, I would like to be able to identify one or two mutually agreed upon impediments to project implementation that could be examined and potentially resolved this year.

I look forward to our meeting and to a productive work effort this year.

21234

GZ/kb/ec

Capitol Improvement Program

City of Seattle

Executive Department-Office of Management and Budget

Gary Zarker, Director
Charles Royer, Mayor

MEMORANDUM

3/25

Date: March 22, 1985

To: Department CIP Managers

From: Ken Bounds, Assistant Director KB

Subject: Proposed Changes to the 1986 CIP Budget Instructions

Attached is a draft cover memo and the draft 1986 proposed budget instruction changes. We have scheduled a meeting to discuss the new instructions at 9:00 a.m., Monday, March 25. I apologize for the short review time, but we would like your input before the final instructions are distributed in April.

Since these changes have been made after you have started your work for the 1986 submittal, we realize you will not be able to incorporate some of the new information requests this year. However, most of these requests were in the previous year's instructions, but in a different format. Instead of asking you to provide certain information on attached appendices, we have created forms for the same information.

If you have any questions before the meeting or are unable to attend, please contact your OMB CIP analyst or Evan Hundley, at X2551.

KB/eh/ne

Attachments

85 MAR 25 A10:36

SEATTLE ENG. DEPT.

ROUTING	DATE	INITIAL
ACTION		
FILE	✓	
INFORMATION		
EVH		
JDD/MEJ/RMD/CWS		

Fc

Attachments were not enclosed.

APR 10 1985

21205

Capital Improvement Program

SEATTLE ENG. DEPT.
1985 MAR 19 AM 8:51

3/19

ROUTING	DATE	INITIAL
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REN		
FILE	✓	
INFORMATION		
EVA & M-Staff		

APR 4 1985

Your City, Seattle

Memorandum

CS 25.3

To Ron Nelson From Ken Bounds

Date _____ Subject _____

Attached is a draft of a memo describing the conclusions of our meeting last week. Please review & suggest revisions before I finalize it & send it to Tolles.

Thanks.

21021

City of Seattle

Executive Department-Office of Management and Budget
Gary Zarker, Director
Charles Royer, Mayor

MEMORANDUM

Date: March 15, 1985

To: Ron Nieforth, Assistant Director
Seattle Engineering Department

From: Ken Bounds, Assistant Director

Subject: Coordination of CIP Legislation and Early Warning Letters to the Council

We discussed a number of issues last week regarding the relationship between the Engineering Department and OMB. I thought I would summarize the conclusion of that meeting for the record.

Most of our discussion focussed on three mutual areas of concern: early warning system, appropriation legislation, and questions OMB will generally ask the department to respond to for projects which have exceeded budget, are off schedule, or have significant scope changes.

First, we agreed that the early warning letters to the City Council will be handled quickly by OMB (no more than a two day turnaround). Early warning memos should simply notify the Council of the problem and that OMB and SED are reviewing alternative solutions. A recommended solution should not be included in the transmittal. At the time the letter is being drafted, you or your staff will contact the appropriate CIP analyst (Evan Hundley for Transportation and Sewer projects, and Chris Alexander for Solid Waste projects) and schedule a meeting to discuss the problem and alternative solutions. Either a copy of the letter or a pre-attached return memo will be transmitted to SED when the letter is logged out of OMB.

Second, the early warning system frequently will result in legislation which will not be consistent with the CIP. We agreed that such legislation should be submitted to OMB at least 10 days prior to the file date, unless OMB has the opportunity to review the draft cover letter and the ordinance prior to the time it is formally submitted. If the OMB analyst has the opportunity to review draft materials, then a shorter OMB review period may be negotiated between the analysts and SED. Presumably, once an early warning letter has been submitted to the Council, our staff will be working with your staff to develop the alternatives and a recommended course of action. Depending on the complexity of the project, we may need time to involve the Mayor's Office. Also, any disagreements between OMB and Engineering staff may require resolution at the department head level.

Third, legislation which is consistent with the CIP in budget, scope, and schedule should be submitted to OMB at least the Friday before the Wednesday filing deadline. Additional review time may be necessary for complex ordinances with detailed cover letter material. Nonetheless, most straight forward appropriation ordinances for projects consistent with the CIP can be reviewed and handled quickly by OMB. One suggestion that was made at the meeting was for SED's legislative services section at the beginning of each month to send a list to OMB of upcoming legislation. This will help us manage our workload and will improve our ability to be responsive.

Finally, we identified several questions we will likely ask with every appropriation request for projects which we anticipate will exceed their original budgets. The questions are:

- What funds will be used to cover the additional appropriation request? Identify specific project abandonments, fund balances, or other anticipated revenues.
- What impact will this additional appropriation have on the funds status?
- What other potential project funding shortfalls are likely to occur during the year?
- If the project's scope has changed, has the change been discussed with the appropriate community groups? What impact will the change have on the community?
- What are the workload impacts? Will this result in other lower priority projects being delayed?
- If bid prices have caused the cost overrun, be prepared to discuss the specific changes.
- What are the consequences of not completing the project?
- What alternative solutions have you considered (e.g., reducing scope, redesigning project, developing bid alternates, or staging the project)?

There will be times when either SED or OMB will not be able to meet the timeframes outlined above. However, I believe these timeframes are reasonable and will greatly improve the flow of legislation and communications between the Engineering Department, the Executive, and the City Council.

KB/db

cc: Gary Zarker
Gene Avery
John Okamoto
Dick Anderson
Ed Engle
Evan Hundley
Chris Alexander

Solid Waste

GEOGRAPHIC CODING FOR 1985 CIP
AND SEATTLE 1-2-3 PROJECTS

Project Location For each of your department's CIP projects, please indicate the street location (cross streets nearest to the project or address) and the neighborhood statistical area (NSA) number (0-98). NSA boundaries are shown on the attached map. If a project crosses a NSA boundary, list the project by primary and secondary NSA locations. The primary location is where the majority of the project is located. Projects with unknown or undefined citywide locations will be given the 0 NSA designation until such time as a definite location is known.

[redacted]

CIP

Your City, Seattle

SEATTLE E Memorandum

CS 25.3

3/15

To Charlie Shell 85 MAR 15 AM 8:05 From Crystal Alexander, OMB

Date 3-13-85 Subject Geo-coding for CIP Projects

ROUTING	DATE	INITIAL
ACTION		
JDO	MEJ	RMB	CWS
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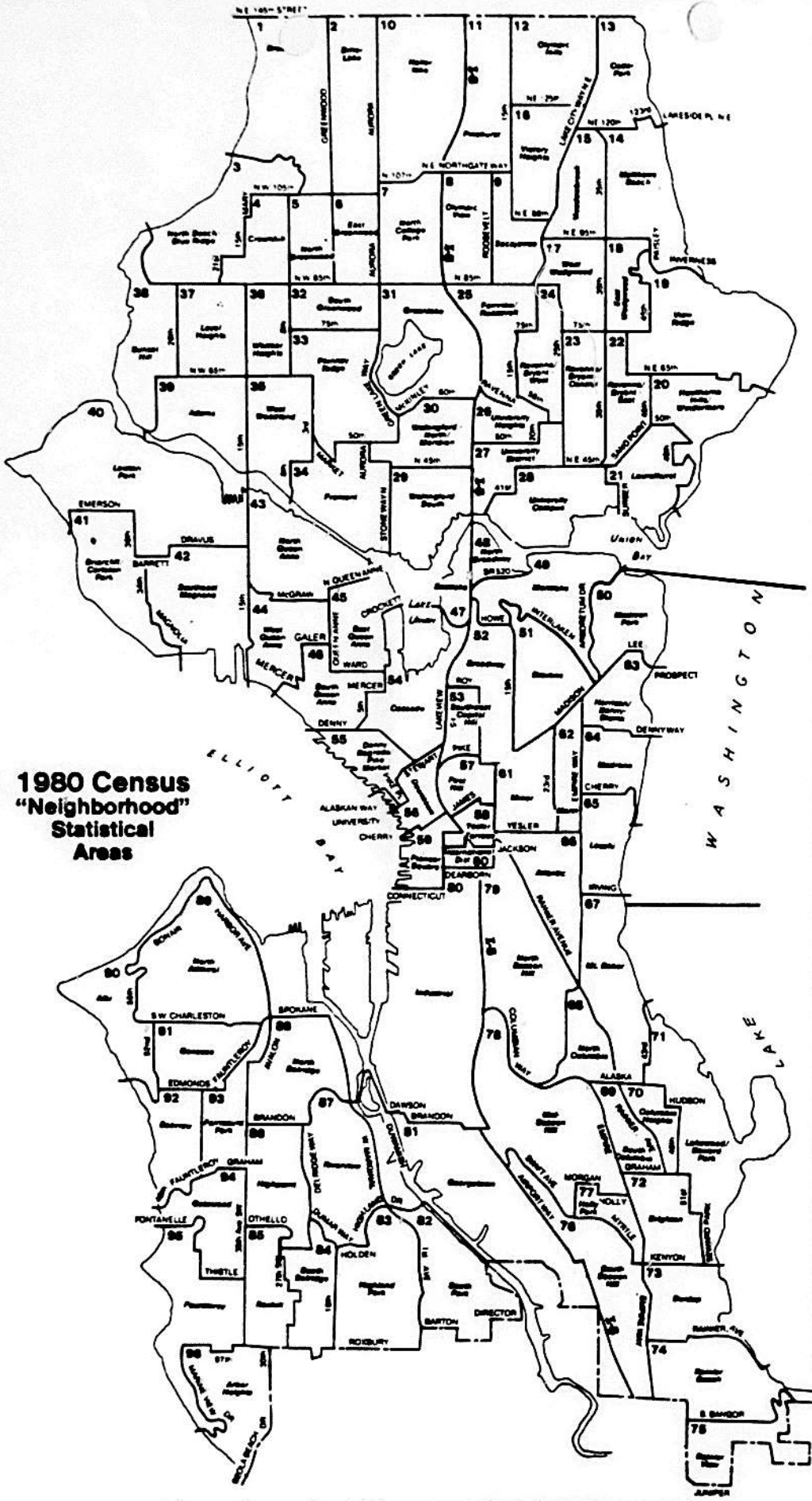
ENA		
JDO		

3-29-85

Ever striving to further sophisticate our way of presenting data, OMB wants to geographically code the location of all our CIP projects. I'd appreciate it if you could provide the information described in the attachment no later than COB, March 29. If perchance the Transfer Station project is not completed, you should also code its location.

20940

0 Unknown, undefined citywide locations



GREENWOOD
1 Broadview
2 Bitter Lake
3 North Beach/Blue Ridge
4 Crown Hill
5 North Greenwood
6 East Greenwood

NORTHGATE
7 North College Park
8 Olympic View
9 Seattle Hills
10 Haller Lake
11 Pinehurst

LAKE CITY
12 Olympic Hills
13 Cedar Park
14 Matthews Beach
15 Meadowbrook
16 Victory Heights

NORTHEAST
17 West Wedgwood
18 East Wedgwood
19 View Ridge
20 Hawthorne Hills/Windermere
21 Laurelhurst
22 Ravenna/Bryant - East
23 Ravenna/Bryant - Central
24 Ravenna/Bryant - West
25 Fairview/Roosevelt

UNIVERSITY
26 University Heights
27 University District
28 University Campus

GREENLAKE
29 Wallingford - South
30 Wallingford - North/Meridian
31 Greenlake
32 South Greenwood
33 Phinney Ridge
34 Fremont

BALLARD
35 West Woodland
36 Whittier Heights
37 Loyal Heights
38 Sunset Hill
39 Adams

MAGNOLIA
40 Lawton Park
41 Briercliff/Carleton Park
42 Southeast Magnolia

QUEEN ANNE
43 North Queen Anne
44 West Queen Anne
45 East Queen Anne
46 South Queen Anne

CAPITOL HILL
47 Eastlake
48 North Broadway
49 Montlake
50 Madison Park
51 Stevens
52 Broadway
53 Southeast Capitol Hill

DOWNTOWN
54 Cascade
55 Denny Regrade/Pike Market
56 Downtown
57 Fifth Hill
58 Yesler Terrace
59 Pioneer Square
60 International District

CENTRAL AREA
61 Minor
62 Mann
63 Harrison/Denny-Blaine
64 Madrona
65 Leschi
66 Atlantic

RAINIER VALLEY
67 Mt. Baker
68 North Columbia
69 South Columbia
70 Columbia Heights
71 Lakewood/Seward Park
72 Brighton
73 Dunlap
74 Rainier Beach
75 Rainier View

BEACON HILL
76 South Beacon Hill
77 Holly Park
78 Mid-Beacon Hill
79 North Beacon Hill

SOUTH CENTRAL
80 Industrial
81 Georgetown
82 South Park

DELRIDGE
83 Highland Park
84 South Delridge
85 Roxhill
86 Highpoint
87 Riverview
88 North Delridge

WEST SEATTLE
89 North Admiral
90 Alki
91 Genesee
92 Sealview
93 Fairmount Park
94 Gatewood
95 Pigeon Ridge
96 Arbor Heights

97. King County, outside Seattle city limits

98. Washington State, outside King County limits

Department of Community Development
City of Seattle

revised 2/84

Capital Improvement Program

SEATTLE ENG. DEPT.

85 MAR 13 AM 10:10

ROUTING	DATE	INITIAL
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JDO/MEJ/PJP/CWS		
FILE ✓		
INFORMATION		

4C + att

MAR 29 1985

3/13

Your City, Seattle

Memorandum

CS 25.3

To Charlie Shell, SED From Crystal Alexander, OMB

Date 3-11-85 Subject CIP Monitoring Report

Attached you will find the appropriate instructions and forms for completing your CIP Monitoring Report. Your report is due to OMB by April 1, 1985. If you have any questions, please give me a call.

20843

3-5-85

New Format and Instructions for the CIP Monitoring Report

I. Summary Sheet

A summary section will be used for each department to provide a brief analysis for each monitoring report. The narrative will be prepared by OMB analysts and will be one or two paragraphs. It will identify the following:

- Number of projects in the CIP and any new projects funded since the previous report;
- Number of project exceptions, and number of exceptions compared to the previous report;
- The date of the information that departments used for completing the reports;
- Any major implementation problems.

II. Monitoring Report

A. OMB Analyst Responsibilities

- OMB CIP analysts will complete the first four columns. After they have been completed, departments will sign off after all the information is correct.
- 1985 preconstruction and construction budgets will be listed. (This applies only if it is listed in this format in the current CIP.) All activities prior to construction will be grouped under preconstruction. If a project is defined as a study, the term "study" will be used.
- All projects in the 1985 CIP will be listed in numerical order, with page number, and projected completion date.

B. Department Responsibilities

- Each CIP department will fill out the report for the appropriate monitoring period.
- A form will be attached to the monitoring report which must be filled out for all project exceptions.
- For each report, indicate any budget, scope, or schedule change.
  - A budget change should indicate for example, $10,000 for an increase or ($10,000) for a decrease. Scope changes will be shown by placing an "X" in the appropriate column. A schedule change should show the new anticipated completion date. If information is pending, indicate a "P" in the appropriate column.
- If no changes have occurred, indicate "---" in the appropriate column.

C. New Projects

- New projects that were not in the 1985 CIP will be listed separately. The departments will provide new project information.

D. Bond and Levy Projects

- For 1985, bond and levy projects will also be listed in this report. OMB analysts will fill out the first four columns.

III. Monitoring Report Schedule

The Monitoring Report Schedule will consist of four reports. They are as follows:

A. First Report: First Interim Budget Review

- Department submittal date to OMB: three weeks before the First Interim Budget Review (April 1, 1985)

- OMB submittal to Council: one week before the First Interim Budget Review. (April 15, 1985)

C. Second Report: Second Interim Budget Review

- Department submittal date to OMB: three weeks before the Second Interim Budget Review (June 24, 1985)

- OMB submittal to Council: one week before the Second Interim Budget Review. (July 8, 1985)

C. Third Report: Third Quarter Monitoring Report

This report will resemble the prior November's "Exceptions to the CIP" report. All projects that were in the 1985 CIP, with budget, scope, or schedule changes (since the previous monitoring report), will be listed. There will be an addendum report for 1986 CIP projects, with any new information since the CIP was sent to the printer.

- Department submittal date to OMB: end of the first week in October (October 4, 1985)

- OMB submittal to Council: end of the third week in October (October 18, 1985)

D. Fourth Report: Year-End Changes

This report will reflect cumulative year-end changes for all scope, budget, and schedule project exceptions.

- Department submittal date to OMB: end of the first week in February*

- OMB submittal to Council: end of the third week in February

* Departments that do not have year-end date available should submit the latest available data and indicate the period that it covers.

Attachment A

Project Exception Sheet

A project must be identified in the appropriate monitoring report if any of the following conditions exist:

1. The budget has or will change more than 10 percent of the total project cost in the current CIP or the latest monitoring report.

2. The scope has changed significantly from the description in the current CIP or the latest monitoring report.

3. The schedule is anticipated to change one quarter or more from the current CIP or the latest monitoring report.

4. New projects which became active in 1985 and were not reflected in the 1985 document.

5. Projects which were supposed to be completed by the end of 1984, but were not completed.

6. Projects which were loosely defined in the 1985 CIP (i.e., unknown budget or schedule), which are now at a point where they can be defined more precisely.

Please follow these instructions when completing the Project Exception Sheet.

1. In the first column, list the projects in the same order as they appear in column one of the monitoring report.

2. In the second column, describe reasons for changes in the budget, scope and schedule, if they have changed. Be explicit and thorough.

3. In the third column, indicate what impact the cost overrun or scope change will have on the source fund. For example, state if an additional appropriation, emergency funds, outside grants, project abandonments, etc. will be needed to fund the difference. Also, indicate if other projects will be affected due to a budget, scope, or schedule change. For example, if a lower priority project will fall behind at a later date, this should be noted. Other impacts may include; community reactions, interdepartmental conflicts, etc.

4. In the fourth column, indicate a new decision date or the next milestone, if projects are pending, or you expect to receive new information.

3/4/85

PROJECT	1985 CIP			1ST INTERIM BUDGET REVIEW			2ND INTERIM BUDGET REVIEW			3RD QUARTER MONITOR REPORT			YEAR END CHANGE		
	PG. #	BUDGET	COMPLETION DATE	BUDGET CHANGE	SCOPE CHANGE	COMPLETION DATE	BUDGET CHANGE	SCOPE CHANGE	COMPLETION DATE	BUDGET CHANGE	SCOPE CHANGE	COMPLETION DATE	BUDGET CHANGE	SCOPE CHANGE	COMPLETION DATE
ENERGY RECOVERY															
TOTAL	122	$1,727,000	4 QTR 90												
NIMMY LANDFILL CLOSURE	122														
PRECONSTRUCTION		$1,128,000	2 QTR 85												
CONSTRUCTION		$10,963,000	4 QTR 86												
TOTAL		$12,121,000													
NEWT HIGHLANDS LANDFILL CLOSURE	123														
PRECONSTRUCTION		$998,000	2 QTR 85												
CONSTRUCTION		$8,396,000	4 QTR 87												
TOTAL		$9,394,000													

Quarterly CIP Monitoring Report Exceptions

Project	Describe Exception, and Provide Reasons	Impact on Source Fund, or Impact on Other Projects	Next Major Milestone

2/28/85

City of Seattle SEATTLE ENG. DEPT.

Executive Department-Office of Management and Budget
Gary Zarker, Director
Charles Royer, Mayor

85 MAR 6 A 9: 42

Capital Improvement Project

MEMORANDUM

ROUTING	DATE	INITIAL
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INFORMATION		
EVA		
JRC/WES/RTP/LB		

MAR 22 1985

Date: March 5, 1985

To: Walter Hundley, Superintendent, Parks Department
David Moseley, Director, DCD
Eugene Avery, Director, SED
Randall Hardy, Superintendent, SCL
George Pernsteiner, Director, DAS
Ronald Dubberly, City Librarian
Kenneth Lowthian, Superintendent, SWD

3/6

SC + all

From: Gary Zarker

Subject: New Monitoring Report Format, Schedule, and Procedures

A few weeks ago, our CIP analysts met with your staff to discuss proposed changes to the CIP monitoring report. Attached is the final product. Although some refinements may need to be made, please follow the instructions for the new format.

Information regarding the first quarter report must be submitted to our office by April 1, 1985. By March 13, we will send your CIP managers a monitoring report form with the first four columns completed by OMB analysts. This should save your staff time filling out the report. If you have any questions about the new procedures, contact your OMB CIP analyst or Evan Hundley at extension 2551.

Thank you for your assistance. We feel these changes will significantly improve our quarterly monitoring reports.

GZ/eh/dc

Attachment

20659

New Format and Instructions for the CIP Monitoring Report

I. Summary Sheet

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- Any major implementation problems.

II. Monitoring Report

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B. Department Responsibilities

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C. New Projects

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- Department submittal date to OMB: three weeks before the Second Interim Budget Review (June 20, 1985)

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This report will reflect cumulative year-end changes for all scope, budget, and schedule project exceptions.

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* Departments that do not have year-end date available should submit the latest available data and indicate the period that it covers.

Attachment A

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3. The schedule is anticipated to change one quarter or more from the current CIP or the latest monitoring report.

4. New projects which became active in 1985 and were not reflected in the 1985 document.

5. Projects which were supposed to be completed by the end of 1984, but were not completed.

6. Projects which were loosely defined in the 1985 CIP (i.e., unknown budget or schedule), which are now at a point where they can be defined more precisely.

Please follow these instructions when completing the Project Exception Sheet.

1. In the first column, list the projects in the same order as they appear in column one of the monitoring report.

2. In the second column, describe reasons for changes in the budget, scope and schedule, if they have changed. Be explicit and thorough.

3. In the third column, indicate what impact the cost overrun or scope change will have on the source fund. For example, state if an additional appropriation, emergency funds, outside grants, project abandonments, etc. will be needed to fund the difference. Also, indicate if other projects will be affected due to a budget, scope, or schedule change. For example, if a lower priority project will fall behind at a later date, this should be noted. Other impacts may include; community reactions, interdepartmental conflicts, etc.

4. In the fourth column, indicate a new decision date or the next milestone, if projects are pending, or you expect to receive new information.

3/4/85

Quarterly CIP Monitoring Report Exceptions

Project	Describe Exception, and Provide Reasons	Impact on Source Fund, or Impact on Other Projects	Next Major Milestone

2/28/85

PROJECT	1985 CIP			1ST INTERIM BUDGET REVIEW			2ND INTERIM BUDGET REVIEW			3RD QUARTER MONITOR REPORT			YEAR END CHANGE		
	PG. #	BUDGET	COMPLETION DATE	BUDGET CHANGE	SCOPE CHANGE	COMPLETION DATE	BUDGET CHANGE	SCOPE CHANGE	COMPLETION DATE	BUDGET CHANGE	SCOPE CHANGE	COMPLETION DATE	BUDGET CHANGE	SCOPE CHANGE	COMPLETION DATE

Seattle
Department of
Parks and Recreation

Memorandum

ROUTING	DATE	INITIAL
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FILE ✓		
INFORMATION		
EVA		
REN/EKE		

MAR 25 1985

Capital Improvement Program

Date: March 4, 1985

To: Eugene V. Avery, Director, Seattle Engineering Department

From: TC Walter R. Hundley, Superintendent

Subject: C.I.P. Impacts on Park Facilities

Thank you for your memorandum of January 29, regarding early involvement by project managers for SED projects of potential park interest. Michael Draper (x2982, Park Planning Office) has been assigned as the initial contact person for SED project managers whose projects are in the planning stage.

3/7

For routine BPW circulation of project plans in the construction document stage, the Park Engineer's office will continue to be our contact point for plan review.

The attached list of SED capital projects (from the 1985 CIP) includes items which may have some impact on park facilities or park planning activities. Please ask the appropriate staff persons of your Department to contact Mr. Draper regarding each of these projects.

We have enjoyed working with your staff on many projects of mutual concern, such as I-90 and the Duwamish River corridor, and look forward to improving our coordination in the advance planning of future projects.

WRH:mdk

Attachment

cc: Edward Engel, SED
D. M. Harris
Fritz Hedges
Frank Hungate
Rosemary Wills
John Spencer

SEATTLE ENG. DEPT.
1985 MAR -7 AM 8 13

20672

1985 ENGINEERING DEPARTMENT CIP PROJECTS OF POTENTIAL CONCERN TO PARKS

33056 Telemetering System Upgrade - Several pump stations are on or adjacent to Parks property. Some may have overflow impacts.

33502 Easement West at 46th Avenue South Sewer Rehabilitation - Impacts Genesee Park.

33519 NE 38th Sewer Relocation - Non-specific location. Which "City Department" property?

33522 Easement North of Highland Drive - Abuts north end of Kinnear Park. Parks review required.

33529 Combined Sewer Backup Program - Parks review necessary (could be on Parks property).

33550 Lee Street Sewer Rehabilitation - Impacts Queen Anne Boulevard in two places.

33553 SW Dawson Street Outfall Rehabilitation - Indirectly impacts Emma Schmitz Memorial Overlook Beach.

34511 I-90 Utilities Relocation - Parks review required.

33472 Lake Washington Beaches South, Combined Sewer Overflow - Parks review required.

33473 Lake Washington Beaches North, Combined Sewer Overflow - Location not specifically defined.

33474 Puget Sound Beaches, Combined Sewer Overflow - Parks review required.

33528 Hanford Street Tunnel Separation - Non-specific. Parks review required.

33559 Queen Anne West Sewer Separation - Non-specific. Parks review required.

32031 West Seattle Freeway - Landscaping concerns and input from Parks.

32247 Arterial Resurfacing Program - Parks review required (may impact Parks property access temporarily).

32352 Arterial Concrete Street Rehabiliation Program - Parks review required (may temporarily impact Parks property access, etc.).

32516 Areaway Restoration/Pioneer Square - Parks review required (may have some impact on Parks property/jurisdiction - Occidental Square, Pioneer Square).

32521 Vashon Place et al Slide Correction - Parks review required.

32045 Alaskan Way Seawall and Promenade (Washington to Madison) - Parks review required (may impact Washington Street Public Landing).

32369 31st Avenue South/South King Street Retaining Wall - Some impact on Frink Park.

32379 Alaskan Way Seawall (Madison Street to Bay Street) - Parks review required.

32410 Cowen Park Bridge - Parks review required.

32524 Beach Drive Southwest Seawall - Parks review required.

32525 Beach Drive Southwest Retaining Wall - Where? Parks review required if adjacent to Parks property.

32527 Rip Rap Type A/Alaskan Way Seawall - Parks review required.

32204 Arterial Street Lighting - Parks review required if Park boulevards involved.

32336 North Pacific Street/Phase II - Continuing concern through final construction inspection.

32381 Alaskan Way Ferry Terminal/Access Improvement - Parks review required.

1985 ENGINEERING DEPARTMENT CIP PROJECTS OF POTENTIAL CONCERN TO PARK - Page 2

32389 Sand Point Way Northeast Median - Parks review required (may temporarily impact access to Magnuson Park and CSO may impact Parks property).

32450 Mithun Place Northeast (formerly Coast Guard Site Access Road) - Parks review required.

32495 Mercer Corridor/Seattle Center Access - Parks review required.

32531 Harborfront Project/SED EIS Support - Parks review required if impacts Harborfront Park, etc.

35800 South Park Seventh Avenue Improvement - Parks review required (may impact South Park Playground).

32312 Pedestrian Walkways/Elderly and Handicapped Access - Parks review required at Parks locations.

32274 Lake Union Bikeway - Parks review required.

32419 Arboretum/Lakeside Bike Trail - Parks review required.

32316 Non-Arterial Concrete Street Rehabilitation Program - Parks review required when adjacent to any Parks property.

32392 Non-Arterial Asphalt Resurfacing - Parks review required for temporary access concerns adjacent to Parks property.

MAD/JS/ald
3/1/85

Capitol Improvement Program

SEATTLE ENG. DEPT.
1985 MAR -5 AM 11:49

March 1, 1985

Councilmember George Benson

Eugene V. Avery

CAPITAL IMPROVEMENT PROGRAM STATUS REPORT

Attached is the first 1985 report on the status of the Capital Improvement Program. In future months, we plan to show a full year's background information on the graphs which indicate schedule, budget, and program cost/total appropriations. We are accumulating the necessary data on a month-by-month basis so that, by later in 1985, we will be able to maintain a rolling twelve months of historical data.

The last graph in the package is the actual vs. projected completion of projects through preconstruction. These are in accordance with the 1985 Capital Improvement Program, adjusted by the last CIP Monitoring Report. This graph of projects to be advertised for construction in 1985 includes both those on which design started in 1984, as well as new projects planned for 1985 start-up.

REN:jh

Attachment

Information

Concurrence Prior to Signature

The Capital Improvement Program Status Report has been individually sent to the following individuals:

Mayor Charles Royer
Gary Zarker, OMB
Mitch Baker, Mayor's Office
Larry Meierotto, Deputy Mayor
Carol Lewis, Deputy Mayor
Diana Gale, Council Policy Director
Councilmember George Benson
Councilmember Michael Hildt
Councilmember Jim Street
Councilmember Jeanette Williams
Councilmember Dolores Sibonga
Councilmember Paul Kraabel
Councilmember Sam Smith
Councilmember Norm Rice
Councilmember Virginia Galle

SED M-Staff: EVA, REN, JDO, JGR, RJA, RDO, WVG, EK

SED E-Staff: EFE, ABW, DJH, LFC

Other SED Personnel: KTJ, HHA, HWJ

RT:ljh
(2/27/85)

ARC - perm file

Capital Improvement Program

Seattle Engineering Department

Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

owl CONCURRENCE PRIOR TO SIGNATURE		
ROUTING	DATE	INITIAL
SAL	2/22	SAL
NB	2/22	NB
DHC		DHC
RTA	2/25	
GK	2/25	GK (MET)
MET	2/25	
SUB	2/25	
PJJ	2/26	

CH (omitted signature)

LETTER SENT TO ATTACHED LIST

February 25, 1985

Ronald J. Tober, Director
METRO
99-01-01

SUBJECT: 1986 TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM (T-CIP)

Dear Mr. Tober:

The Engineering Department is in the process of developing its T-CIP for 1986. We will not be making a general appeal for new project ideas this year because that activity was recently and thoroughly covered by the Seattle Comprehensive Transportation Program (SCTP).

METRO participated in developing SCTP project lists and priorities through your technical advisory committee representative, Dave Thomson. Attached for your information is a copy of the high and medium priority capital projects recommended by the SCTP for consideration in the T-CIP.

If you have identified any additional critical transportation needs since the September 1984 adoption of the SCTP, please send them to me by March 6, 1985.

Since our funding for new projects will be very limited for 1986, only those suggestions that would address serious transportation problems can be considered. Any project proposals should include the following information:

1. A description of the project proposal.
2. A statement of the needs, objectives, and specific problems to be addressed by the proposal.
3. A statement of community support.

Thank you for past assistance and consideration of this request.

Sincerely,

EUGENE V. AVERY, P.E.
Director of Engineering

EVA/NFS:dah

Attachments

1985 FEB 27 AM 8 25
SEATTLE ENGI. DEPT.

David Moseley
Director, Department of Community Development, 09-03-02
City of Seattle

Susan Appel

William J. Justen
Director, Department of Construction and
Land Use, 01-04-03
City of Seattle

Ann Ormsby

Chief Robert L. Swartout
Seattle Fire Department, 04-44-04
City of Seattle

Chief John Church

Walter R. Hundley
Superintendent, Department of Parks
and Recreation, 01-02-10
City of Seattle

Rae Tufts

Chief Patrick S. Fitzsimons
Chief of Police, Seattle Police Department, 02-04-01
City of Seattle

Captain Clark Elster

James D. Parsons
Director, Land Use and Transportation Project,
01-02-06
City of Seattle

Rich Yukubousky

Dorothy Hollingsworth
Acting Director, Department of Human Resources,
09-01-01
City of Seattle

Patty Whisler

Ronald Bockstruck
District Administrator
Washington State Department of Transportation
6431 Corson Avenue South
Seattle, WA 98108

John Klasell

Paul Hooper
Head, County Road Engineer
King County Administration Building
Department of Public Works
500 James Street
Seattle, WA 98104
King County

B'Young Ahn

Mart Kask
Executive Director
Puget Sound Council of Governments
Grand Central on the Park
216 First Avenue South
Seattle, WA 98104

Wes Frystacki

Ronald J. Tober
Director, Transit Department
METRO
99-01-01

Dave Thomson

CHAPTER II - PHYSICAL IMPROVEMENT RECOMMENDATIONS

The physical improvement recommendations are divided into three sections - improvements to be considered in the Transportation Capital Improvement Program (TCIP) process, improvements to be considered by existing programs, and improvements to be coordinated with other agencies or jurisdictions. The recommendations which require programming of new funds are listed by high, medium, or low priority.

IMPROVEMENT RECOMMENDATIONS FOR TCIP CONSIDERATION

The recommendations within this category consist of design studies and/or specific projects. They are grouped into high, medium, and low priority improvements. These improvements will be submitted to the TCIP for funding consideration. They will remain as viable projects until they are funded or are deemed unnecessary and/or undesirable. Some may be eliminated following the completion of design/feasibility studies - depending on the results of these studies.

High Priority Improvements

University District (#217)
Conduct a traffic study to evaluate various roadway, transit, HOV alternatives including upgrading signal systems, one-way couplets, contraflow transit lanes, transit/pedestrian malls, bicycle improvements, and HOV lanes; policy options; parking management; and remote park-n-ride lots. Boundary of the area to be I-5 on the west, N.E. 65th on the north, 35th N.E. on the east and SR 520 on the south

Northgate Way - 15th N.E. to Lake City Way (#104)
Widen existing roadway to provide two full width travel lanes; install curbs, gutters, sidewalks; provide drainage improvements

Pacific St. - Stone Way to N.E. 40th (#202)
Install curbs, gutters, sidewalks on both sides of street; improve access to the Burke-Gilman Trail (Latona to Meridian section, south side only, to be constructed in 1984)

Pacific St. at Montlake Blvd. (#213)
Widen Pacific St. on the south side between Pacific Place and Montlake Blvd. to provide a transit/HOV lane; consider providing signal pre-emption for transit/HOV to bypass queues at the Pacific Street/Montlake Blvd. intersection

N. 130th - Aurora to Greenwood (#101)
Improve sidewalks; install curbs, gutters, landscaping; provide drainage improvements; stripe roadway for three lane section (five lanes at Aurora and Greenwood)

E. John - 14th Ave. E. to 15th Ave. E. (#411)
Conduct a preliminary design study to determine the costs and impacts of realigning E. John to intersect with E. Thomas at 15th Ave. E.

W. Emerson Pl. - 21st Ave. W. to viaduct (#320)
Widen roadway to provide additional travel lanes; install curbs, gutters, sidewalks, landscaping; provide drainage improvements

South Park Traffic Circulation Study
Develop a comprehensive traffic circulation plan and street classification system that will reflect the recently completed neighborhood planning, the SCTP, and coordinate the transportation impacts of major Metro and WSDOT projects in the area. Local concerns include improving access to industrial areas and removing truck traffic from residential streets

Greenwood Ave. N. - Holman Rd. to N. 145th (#161)
Conduct a preliminary design study to determine cost and impacts of improvements such as widening to provide a two way left turn lane or landscaped median and left turn pockets; installing curbs, gutters, sidewalks; relocating traffic signals; improving street lighting; drainage improvements

Medium Priority Improvements

N. 85th at Aurora Ave. N. (#242)
Conduct a preliminary design study to determine cost and impacts of grade separating this intersection

N.E. 145th - 1st N.E. to Lake City Way (#113)
Conduct a preliminary design study to determine cost and impacts of improvements in this corridor such as widening roadway between 24th Ave. N.E. and 32nd Ave. N.E. to provide a two way left turn lane; providing sidewalks, curbs, gutters as needed (1st N.E. to Lake City Way); improving signals and lighting; providing drainage improvements

N. 85th - Greenwood to I-5 (#160)
Conduct a preliminary design study to determine cost and impacts of widening roadway for left turn pockets or a two way left turn lane; check structural adequacy of roadway between Aurora and I-5

Beacon Ave. S. - S. Othello to Carkeek Drive S. (#719)
Widen existing travel lanes; install landscaped median, construct pathway (phase III of Beacon Ave. project)

Denny Way at Stewart (#309)
Conduct a preliminary design study to determine cost and impacts of grade separating this intersection

N. 130th - Aurora to I-5 (#106)
Conduct a preliminary design study to determine cost and impacts of reconstructing roadway; installing curbs, gutters; improving sidewalks and drainage; providing landscaping; improving signals and lighting

Sylvan Way - S.W. Holly to Delridge Way; Dumar Way - Delridge Way to 16th Ave. S.W. (#512)
Conduct a preliminary design study to determine cost and impacts of widening existing travel lanes; installing curbs, gutters, sidewalks; improving lighting and drainage

N.W. Market St. - 15th N.W. to 20th N.W. (#220)
Provide curb bulb extensions and landscaping to extend the existing streetscape treatment to the east of 20th N.W.; spot concrete panel replacement

Harvard E. - E. Allison to Eastlake; Eastlake Ave. E. - Harvard Ave. E. to Fairview; Fairview - Harvard to Mercer (#425)
Provide spot sidewalk improvements; modernize signal system

E. Marginal Way S. - 1st Ave. S. to South City Limits
Modernize and interconnect signal system; provide pedestrian, bicycle, drainage improvements;

Capital Improvement Projects

2/20

Your City, Seattle

Memorandum

CS 25.1

To Eugene Avery, Director Engineering

From Jim Street, City Councilmember

Date 2/19/85

Subject Capital Improvement Program

I find the new format on CIP very useful and look forward to future reports.

SEATTLE ENG. DEPT.
85 FEB 20 AM: 05

ROUTING	DATE	INITIAL
ACTION		
FILE	✓	
INFORMATION		
EVA		
JDD/MEJ/RJP		

4c

MAR 8 1985

20229

Capital Improvement Projects

DUANE BERENTSON
Secretary

STATE OF WASHINGTON

DEPARTMENT OF TRANSPORTATION

Office of District Administrator • D-1, 6431 Corson Ave. So., C-81410 • Seattle, Washington 98108

2/13

February 8, 1985

ROUTING	DATE	INITIAL
ACTION		
FILE		
INFORMATION		
EVA		
JJD / MEJ		
WGV		

7c

Mr. Eugene V. Avery
Director of Engineering
910 Municipal Building
600 Fourth Avenue
Seattle, Washington 98104

City of Seattle
Thermoplastic Pavement Marking
Program: 1985
1/2¢ Gas Tax

MAR - 4 1985

Dear Mr. Avery:

Enclosed herewith is one (1) approved copy of your Individual Project Prospectus relative to the improvement of pedestrian and vehicular safety through the use of teermoplastic pavement marking, with the use of 1/2¢ Gas Tax Funds.

We have reviewed the project in the field and checked it for conformance with the intent of RCW 46.68.110(2) and 46.68.115 which authorizes these funds to be used for construction, improvement, or repair of city streets. We have also ascertained that the proposed project is included in your current Six-Year Comprehensive Street Program.

It is requested that the final construction costs of each project completed within the current year be reported to the District State Aid Engineer at the close of each calendar year.

In addition, it is requested that the approved copy of the Prospectus be filed in the records of the city or town for use of the State Auditor upon auditing the cost records of each completed project.

Sincerely,

JOHN A. KLASELL, P.E.
District State Aid Engineer

85 FEB 13 AM 10:08

SEATTLE ENG. DEPT.

AJB:nc
Enc.
cc: B. Draeger (w/attach.)

20016

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

ONE-HALF CENT FUND PROJECT PROSPECTUS

CITY/TOWN OF: Seattle

DATE: January 23, 1985

TO:
DISTRICT STATE AID ENGINEER
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
6431 Corson Avenue South
Seattle, WA 98108

PROJECT LOCATION: (STREET NAME(S) AND TERMINI)
1985 Crosswalk/Lane Line Marker Replacement - Various spot locations throughout the City.

SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
19 85 TO 19 90 Item Number 32487

PROJECT LENGTH: N/A

RAILROAD INVOLVEMENT: ☐ YES ☒ NO

FUNCTIONAL CLASSIFICATION:
☒ Principal Arterial ☒ Collector Arterial ☒ Minor Arterial ☐ Access Street

EXISTING ROADWAY WIDTHS (FEET):
Right of Way N/A Pavement N/A Shoulders N/A

EXISTING TYPE OF SURFACE (CHECK ONE):
☒ Cement Concrete ☒ Asphalt Concrete ☐ Light Oil ☐ Gravel

TYPE OF PROPOSED WORK (CHECK ONE)
☐ Construction ☒ Improvement ☐ Repair

DESCRIPTION OF PROPOSED WORK (INCLUDES CHANGES TO PAVEMENT AND SHOULDER WIDTHS):
This program will be used to install new thermoplastic pavement marking lines at various places where the lines no longer exist. In addition this program will be used to install 4-inch traffic line markers on arterial streets carrying high volumes of traffic and where safety of the street users require the best possible lane definition at all times.

ESTIMATED PROJECT COSTS:
TOTAL $ 100,000 1/2 cent Gas Tax $ 100,000

PROJECT WILL BE ACCOMPLISHED BY:
☐ Contract ☒ Day Labor ☐ County Forces

WILL WORK COMPLY WITH WASHINGTON STATE CITY DESIGN STANDARDS?
(IF "NO", ATTACH REQUEST FOR DEVIATION TOGETHER WITH JUSTIFICATION) ☒ YES ☐ NO

ADDITIONAL COMMENTS:
Installing the thermoplastic eliminates the need to do frequent painting of pavement markings. Thermoplastic markings are superior to painted markings from the standpoint of durability, visibility, and safety. Thermoplastic markers provide added safety during inclement weather by standing above the film of rainwater on the roadway surface and have a longer marking life.

APPROVED: 2-8-85
District State Aid Engineer — Date

SUBMITTED BY: John D. Okamoto
Asst. Director of Engineering - Mgmt. Support
Title

NOTE: 1. Attach Vicinity Map (8 1/2" x 11")
2. Attach Proposed Roadway Section
3. Submit in Triplicate

DOT FORM 140-007A
9/81

Capital Improvement Program

Seattle Engineering Department

SEATTLE ENG. DEPT.
1985 FEB 15 AM 10: 16

Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

MEMORANDUM

DATE: February 7, 1985

TO: Mayor Charles Royer

FROM: Eugene V. Avery, Director

SUBJECT: CAPITAL IMPROVEMENT PROGRAM - STATUS SUMMARY

The attached summary and graphs indicate the status of the Capital Improvement Program within the Seattle Engineering Department as of December 31, 1984.

This is a newly formatted report to provide you ongoing information of our Capital Improvement Program accomplishments. The statistical data on which it is based is available to us through various budget and schedule reports which we receive approximately three weeks after the previous month closeout.

I will be sending you this Status Summary the week immediately following receipt of this data on each of the upcoming months. I believe the information contained in the Summary is self explanatory and hope it will be useful to you. If you have any questions please contact me or Ron Nieforth directly at x2354.

EVA:REN:ljh

Attachments

Information

Concurrence
Not to Signature

The Capital Improvement Program Status Report has been individually sent to the following individuals:

Mayor Charles Royer
Gary Zarker, OMB
Mitch Baker, Mayor's Office
Larry Meierotto, Deputy Mayor
Carol Lewis, Deputy Mayor
Councilmember George Benson
Councilmember Michael Hildt
Councilmember Jim Street
Councilmember Jeanette Williams
Councilmember Dolores Sibonga
Councilmember Paul Kraabel
Councilmember Sam Smith
Councilmember Norm Rice
Councilmember Virginia Galle

SED M-Staff: EVA, REN, JDO, JGR, RJA, RDO, WVG, EK

SED E-Staff: EFE, ABW, DJH, LFC

Other SED Personnel: KTJ, HHA, HWJ

RT:ljh
(2/7/85)

18445
pns
1/2
BWB

Seattle
Engineering Department
Capital Improvement Programs
MEMORANDUM

Date: February 4, 1985

To: Carl J. Petrick, Executive Secretary, Seattle Arts Commission

From: Eugene V. Avery, Director of Engineering

Subject: 1% FOR ART - SEWER AND SOLID WASTE PROJECTS

Enclosed is our report on 1% for art on sewer and solid waste projects for the fourth quarter of 1984.

We will transfer $2,859.57 to the Municipal Arts Fund with our next regular weekly fund transfers.

EVA/BWB:pna

Enclosure

cc: J. D. Okamoto
C. W. Shell
T. R. Lorenz
P. J. Pere
B. W. Butterworth
K. W. Pausch
R. D. Owing
R. R. Williams
W. R. North

CONCURRENCE PRIOR TO SIGNATURE

Routing	Date	Initial
BWB	2/6	BWB
[illegible]	2/-	[illegible]
CWS	2/[illegible]	[illegible]
RTP	2/14	[illegible]
JDO	2/14	[illegible]
MRN	2/19	MRN
[illegible]	[illegible]	[illegible]

REPORT OF PROJECT COSTS ELIGIBLE

FOR 1% FOR MUNICIPAL ARTS PER ORDINANCE 102210 AS OF DECEMBER 31, 1984

Project Name	Project Costs To Date (Constr.)	1% of Project Costs	Less Previous Payments to Arts Fund	Balance Due Mun Arts Fund
Rehab/Repl Sewers - E. Lynn Street	35,843.00	358.43	358.43	---
Telemetering Upgrade	115,666.00	1,156.66	1,024.44	132.22
Jersey St. Trestle	68,771.49	687.71	687.71	---
Yesler Way Sewer Rehab	123,679.00	1,236.79	1,070.61	166.18
Bedford Court Pump Station	74,881.00	748.81	658.46	90.35
Calhoun Pump Station	49,770.00	497.70	341.46	156.24
East Shelby St. Pump Station	169,665.00	1,696.65	1,651.47	45.18
Montlake Pump Station	1,027.00	10.27	10.27	---
35th St. N.E. Pump Station	48,695.00	486.95	381.60	105.35
5th NE/NE 178th Pump Station	135,150.00	1,351.50	1,295.06	56.44
Emergency Impr/Pump Station	138,259.84	1,382.60	1,382.60	---
Downtown Sewer Replace	253,334.00	2,533.34	2,517.89	15.45
Easement E. of 25th Rehab	155,808.00	1,558.08	578.74	979.34
12th West & W. Howe St.	122,483.00	1,224.83	357.28	867.55
28th W/W Ruffner	83,226.00	832.26	752.75	79.51
Emerg Facil/Sewer Lift Station	86,131.00	861.31	775.73	85.58
Harrison St. Sewer Rehab.	23,324.00	233.24	178.83	54.41
N & S Transf Sta (Sld Waste)	483,096.00	4,830.96	4,805.19	25.77
TOTAL DUE MUNICIPAL ARTS FUND				2,859.57

ac-y/bwb.al
rev2-5-84:2

Capital Improvement Program

Seattle Arts Commission

305 HARRISON, SEATTLE, WASHINGTON 98109 (206) 625-4223 / CARL J. PETRICK, EXECUTIVE SECRETARY / CITY OF SEATTLE, CHARLES ROYER, MAYOR

COMMISSIONERS
Carol R. Washington
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Vice Chair
Russel Barsh
Joan Ross Bloedel
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Sibyl James
Sherry Markovitz
John A. Moga
Robert Ohashi
Alberto Rafols
Ann Sheffer Reich
Barbara Alston Swift
Shawn Wong

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Claudio Arenas
Alfredo Arreguin
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Richard Blessing
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Dr. Stanley Chapple
Irving M. Clark, Jr.
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Anne Gerber
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Solomon Katz
Hattie Kauffman
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Martha Kingsbury
Christopher Kirk
H. Dewayne Kreager
Mark Levine
Peter LeSourd
Ilsley B. Nordstrom
Tommer Peterson
Lawney Reyes
Lorna Richards
Jerome Sanford
Mrs. K. A. Sanwick, Jr.
Norie Sato
Paul E. S. Schell
Linda Spoerl
Floyd Standifer, Jr.
Walter Straley
Samuel N. Stroum
Virginia Warlick
Judith A. Whetzel
Bernie Whitebear
Mrs. Bagley Wright
Howard S. Wright

ROUTING	DATE	INITIAL
ACTION		
JDD	MES	KMB/CLB
FILE		
INFORMATION		
EVA		
	TRL	

JAN 7 1985

December 14, 1984

Mr. Eugene Avery, Superintendent
Seattle Engineering Department
1015 Third Avenue
Seattle, WA 98104

Dear Mr. Avery:

This is to request a report of your Department's expenditures from the Sewer Fund on Capital Improvement Program projects eligible for 1% for Art during the fourth quarter of 1984, and deposit of an amount equal to 1% of these expenditures into the Municipal Art Fund, per the attached coding instructions.

Thank you for your assistance.

Sincerely,

Carl J. Petrick
Executive Secretary

CJP:NJ:nj

cc: Ken Nishimura

18475

Seattle Arts Commission Memo

DATE December 14, 1984

TO Engineering Department

FROM Nancy Joseph

SUBJECT Coding Instructions for 1% for Art payment

Please prepare an Interfund Transfer Voucher (T/C 34) with the following coding on the receipt side, for deposit of the fourth quarter 1984 1% for Art payment:

	Org	Account	Project	Receipt Amount
R	1040	37691	104201	$_____

(Fund Cross Reference: 626)

Thank you for your assistance.

nj

305 HARRISON, SEATTLE, WASHINGTON 98109 (206) 625-4223 / CARL J. PETRICK, EXECUTIVE SECRETARY / CITY OF SEATTLE, CHARLES ROYER, MAYOR

Capital Improvement Program

Seattle Arts Commission

305 HARRISON, SEATTLE, WASHINGTON 98109 (206) 625-4223 / CARL J. PETRICK, EXECUTIVE SECRETARY / CITY OF SEATTLE, CHARLES ROYER, MAYOR

COMMISSIONERS
Carol R. Washington
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Vice Chair
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Tom Dunn
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Sibyl James
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Shawn Wong

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Richard Blessing
Mrs. John Bowen
Bob Camuso
Dr. Stanley Chapple
Irving M. Clark, Jr.
Michele D. Clise
Anne Focke
Donald I. Foster
Anne Gerber
Mea Hartman
Anne Gould Hauberg
Norm Hoagy
Donald Horowitz
Solomon Katz
Hattie Kauffman
Andrew Keating
Martha Kingsbury
Christopher Kirk
H. Dewayne Kreager
Mark Levine
Peter LeSourd
Bisley B. Nordstrom
Tommer Peterson
Lawney Reyes
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Jerome Sanford
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Paul E. S. Schell
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Virginia Warlick
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Howard S. Wright

ROUTING	DATE	INITIAL
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EVA		
	TRL	

JAN 7 1985

December 14, 1984

6C 1.0th

Mr. Eugene Avery, Superintendent
Seattle Engineering Department
1015 Third Avenue
Seattle, WA 98104

Dear Mr. Avery:

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Thank you for your assistance.

Sincerely,

Carl J. Petrick
Executive Secretary

CJP:NJ:nj

cc: Ken Nishimura

ACTION
Due.
Amount:
Done

18475

Seattle Arts Commission Memo

DATE December 14, 1984

TO Engineering Department

FROM Nancy Joseph

SUBJECT Coding Instructions for 1% for Art payment

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(Fund Cross Reference: 626)

Thank you for your assistance.

nj

305 HARRISON, SEATTLE, WASHINGTON 98109 (206) 625-4223 / CARL J. PETRICK, EXECUTIVE SECRETARY / CITY OF SEATTLE, CHARLES ROYER, MAYOR

Capital Improvement Program

Seattle Arts Commission

305 HARRISON, SEATTLE, WASHINGTON 98109 (206) 625-4225 · CARL J. PETRICK, EXECUTIVE SECRETARY / CITY OF SEATTLE, CHARLES ROYER, MAYOR

COMMISSIONERS
Carol R. Washington
Chair
Joyce Moty
Vice Chair
Russel Barsh
Joan Ross Bloedel
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Martha Kingsbury
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H. Dewayne Kreager
Mark Levine
Peter LeSourd
Ilsley B. Nordstrom
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Loma Richards
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Linda Sporrl
Floyd Standifer, Jr.
Walter Straley
Samuel N. Stroum
Virginia Warlick
Judith A. Whetzel
Bernie Whitebear
Mrs. Bagley Wright
Howard S. Wright

ROUTING	DATE	INITIAL
ACTION		
JDO	MES	ME
		TA
FILE		
INFORMATION		
EVA		
	TRL	

JAN 7 1985

CWS

please get original & change when if necessary — thanks

December 14, 1984

Mr. Eugene Avery, Superintendent
Seattle Engineering Department
1015 Third Avenue
Seattle, WA 98104

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Carl J. Petrick
Executive Secretary

CJP:NJ:nj

cc: Ken Nishimura

DEC 18 A 8:22

18475

Seattle Arts Commission Memo

DATE December 14, 1984

TO Engineering Department

FROM Nancy Joseph

SUBJECT Coding Instructions for 1% for Art payment

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(Fund Cross Reference: 626)

Thank you for your assistance.

nj

Capital development program

Seattle Engineering Department

SEATTLE ENG. DEPT.

1985 FEB 26 AM 8:11

Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

MEMORANDUM

TO: Gary Zarker, Director
Office of Management and Budget

FROM: Eugene V. Avery, Director **DATE:** January 31, 1985

SUBJECT: Neighborhood Traffic Control Program (NTCP)

This memo recommends an approach to both financial and program requirements of the annual Neighborhood Traffic Control Program (NTCP). The recommendation is based on public commitments to build 28 traffic circles in 1985, to rehabilitate traffic beacons in high priority locations and to provide visible evidence of the Mayor's Kidsplace program. The recommendation makes full use of available resources for NTCP and the Traffic Control Spot Improvement (TCSI) programs, but limits the Department's flexibility to meet any additional expectations of these programs beyond what is described below. Please let me know if this recommendation meets the Mayor's expectations since additional funds or transfers would be necessary to expand beyond the described program service levels.

CURRENT FUNDING: The Council approved the requested $110,000 for NTCP and an additional $100,000 for Kidsplace and additional traffic control improvements. Staff discussions with the Mayor's Office and Kidsplace Coordinator led to the identification of $8,000 of Kidsplace Improvements out of the $28,000 set aside for this purpose. Remaining funds from the extra $100,000 were slated for traffic control improvements. An additional $100,000 was added to the TCSI program which provides some similar services to NTCP (traffic control improvements for pedestrian safety).

RECOMMENDED ACTION: We recommend keeping our public commitment to construct 28 traffic circles in 1985, to provide Kidsplace improvements estimated to cost about $8,000 and to correct priority beacon safety problems through the TCSI program. We can do this within the current appropriations for NTCP and TCSI.

CONCURRENCE: If you agree with this recommendation and feel that it meets the Mayor's expectations, we will implement it through internal actions. Please call me if you have any questions or concerns. I would appreciate knowing your position soon so that staff can take appropriate action.

JDO/MEJ:jal
cc: John Okamoto, SED
Bill van Gelder, SED
Mona Jarman-Hirsch, SED
Barry Fairfax, SED
Evan Hundley, OMB
Nancy Saari, OMB

Capital Improvement Projects

Seattle
Engineering Department

SEATTLE ENG. DEPT.
1985 JAN 28 AM 9:43

MEMORANDUM

Date: January 24, 1985

To: William Stafford, Office of Intergovernmental Relations
Gary Zarker, Office of Management and Budget

From: Eugene V. Avery, P.E.
Director of Engineering

Subject: Issue Paper on Secondary Treatment

The following information is provided for your use in response to questions raised by Councilmember Rice in his memo to you dated January 3, 1985.

Councilmember Rice's letter pointed out that $30 million remained in the Sewer Improvement Fund at year end 1983. It should also be noted that these funds are all committed to sewer separation and other combined sewer overflow control projects through the Council approved Sewer CIP. Most of these projects are underway and all are programmed for completion by 1989.

With regard to the questions on the impact of sewer separation on:

- sizing decisions for secondary plant(s)
- thirty year operating costs of new secondary facility(ies).
- water quality and sewer overflows
- ongoing sewer maintenance costs and rates
- sewer CIP and a list of financing options

there will undoubtedly be a stronger emphasis on sewer separation and infiltration/inflow control projects as a result of secondary treatment. We will need to weigh reduced capital and operating costs of new secondary plants and reduced overflows against the capital costs of sewer separation and pollutants carried in storm water runoff. This will be accomplished by the City and Metro this year in a cooperative planning effort addressing CSO's. Metro has expressed an intent to have this information available for use in the decision making process on secondary treatment.

EVA:JJT:mrv

cc: John Spencer, Director of Water Quality
Metro

CONCURRENCE PRIOR TO SIGNATURE

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RMB	1/23	
JJT	1/24	
MAN	1/23	
TDU	TDU 1	24
DJJ		

Seattle City Council

Memorandum

Date: January 3, 1985

To: William Stafford, OIR
Gary Zarker, OMB

From: Norm Rice, Council President

Subject: Issue Paper on Secondary Treatment

JAN 29 1985

Thank you for forwarding the paper entitled "Siting Secondary Treatment Facilities for Metro Sewage." I found it helpful.

I would much appreciate additional information on one aspect of the issue which has not yet been discussed in depth.

In 1968 Seattle voters approved $70 million in General Obligation Bonds for sewer improvements. The funds were intended primarily for separation of combined sewers and construction of new sanitary sewers. By 1977 the economics of sewer separation indicated that other sewer improvement strategies would be more cost effective and the funds were subsequently reprogrammed. At year end 1983 some $30 million remained in the fund.

The denial of the secondary treatment waiver, as your paper points out, changes many of the planning assumptions under which Metro and the City had been operating. In light of this development, I would like a review of the environmental, health and financial impacts of the separation of Seattle's sanitary and storm sewer systems. In particular I would like to know the impace of separation on:

- o sizing decisions for secondary plan(s).
- o thirty year operating costs of new secondary facility(ies).
- o water quality and sewer overflows.
- o ongoing sewer maintenance costs and rates.
- o sewer CIP and a list of financing options.

Please indicate by January 14 when this information will be available to the City Council.

Following Metro Council's decision on the Duwamish pipeline, I suggested to the chair of the City Council's Environmental Management Committee that Seattle could learn a lesson from the citizens of Seahurst. I recommended establishment of a Seattle Water Quality Advisory Citizen's Committee. This level of citizen participation would be particularly valuable in light of the rapidly changing planning environment we now face.

NBR:ec

cc: Honorable Virginia Galle, Councilmember
Gene Avery, Director of Engineering
John Spencer, Director of Water Quality, Metro

RECEIVED
JAN 14 1985
OFFICE FOR PLANNING

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CS #203

Capital Improvement Projects

City of Seattle

SEATTLE ENG. DEPT.

Executive Department-Office of Management and Budget

Gary Zarker, Director
Charles Royer, Mayor

85 JAN 29 AM: 21

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FEB 15 1985

MEMORANDUM

1/29

4-2

Date: January 24, 1985

To: John Okamoto

From: Ken Bounds KB

Subject: Council SLINTS Regarding Maintenance Plan

As you are aware, as part of the 1985 budget, the Council adopted a number of intent statements (SLINTS) related to the Maintenance Plan and Maintenance Management Systems Development. Although some of the SLINTS do not apply to the Engineering Department, I would like to meet with you soon to discuss our approach to those SLINTS that are relevant to the department's portion of the Maintenance Plan and preparation of the 1986 budget. I have listed each SLINT below, noting my comments and concerns under each statement.

1. "In approving the departmental maintenance requests, the Council intends that OMB/DAS should review and coordinate departmental proposals for automated maintenance tracking systems. OMB/DAS should complete this review by the end of the first quarter 1985 and report on their efforts at the First Interim Budget Review session. Additionally in their report at the First Interim Budget Review session, OMB/DAS should present a schedule for implementing each automated maintenance tracking system."

Our present schedule is for a joint OMB/DAS/SED report to be submitted to the Council by mid-February regarding the implementation schedule and budget for IMPS. Given this earlier report, I anticipate that a one-page status report on the project, filed with OMB's report covering the other participating departments, should suffice to meet the First Interim Budget Review requirement.

2. "In approving the departmental maintenance requests, the Council intends that the automated maintenance tracking systems developed by departments should produce a common set of management level reports which identify completed maintenance activities and record the time and resources used for these activities. OMB should develop a set of standard reporting requirements by year-end 1984, so that departments can begin collecting appropriate information beginning January 1, 1985."

There are two tasks that I want to talk with you about in relation to this SLINT. First, if at all possible, the department should set up a recordkeeping system that identifies the new positions added in the 1985 budget, and that ties those positions to MMS tasks and work accomplishments. We need to be able to report to the Council, with documentation, maintenance levels achieved as a result of 1985 budget increases. Second, we need to better define the task categories (preventive, routine, demand, major) to make certain that the classification scheme used in the plan is appropriate. We are open to changes in the classification scheme used last July.

19589

3. "In approving additional maintenance positions, the Council intends that these positions be filled as quickly in 1985 as possible. OMB and the departments should report on progress in filling the approved new positions at the First Interim Budget Review session."

4. "In approving the departmental maintenance requests, it is the Council's intent that the Personnel Department recruits members of protected groups for the new positions and that the departments use the selective certification process, where appropriate, in filling these positions to meet affirmative action goals. The Executive Department should report to the Council by March 1 on its progress in accomplishing these activities."

The Personnel Department is collecting these statistics. Crystal Alexander will compile the requisite reports. Filling these positions as quickly as possible remains a Mayoral priority.

5. "In approving the departmental maintenance requests, the Council intends that cross-departmental technical issues be addressed by a technical review committee composed of departmental representatives, outside experts, and representatives of the Council. At First Interim Budget Review, a scope of work would be presented to Council; by Second Interim Budget Review, a committee would be formed."

This SLINT applies only to the facilities departments.

6. "In approving the departmental maintenance requests, the Council intends that work standards used by departments should be as consistent as possible. OMB should review the standards used by departments and, where appropriate, resolve inconsistencies. OMB should report on its efforts at the Council's Second Interim Budget Review session."

I have identified two work components in this SLINT. Nancy Saari will work with Lanny Shuman to identify the relatively few common tasks and work standards between the Engineering Department and other departments, such as Parks and Seattle Center. As part of this exercise, I would like to talk with you about the department's standard for an FTE, that is, how many hours are available each year for direct labor for a full-time position. This has become an issue with the facilities departments.

The second component of this exercise will be to develop more meaningful work standards for some of the tasks included in the Maintenance Plan. As an example, a number of MMS standards are expressed in total person hours/year. A more meaningful standard to the Council would be the frequency desired for each task. I realize this does not work in all instances; although where possible we should concentrate on measures of frequency rather than personhours.

7. "In approving the departmental maintenance requests, the Council intends that future maintenance plans be developed in conjunction with the budget and CIP. The Executive should submit a Preventive and Major Maintenance Plan with the 1986 budget and CIP. This Preventive and Major Maintenance Plan should include the following:

- Revised estimates of the optimal levels of annual and major maintenance for each department.

- Refined estimates of the current levels of annual (using OMB's differentiation between demand and preventive maintenance) and major maintenance.

- Refined estimates on the backlog of unmet deficiencies and recommendations for how to fund these deficiencies.

- Information on the maintenance activities accomplished by departments in 1985 and identification of time and resources used to complete these tasks.

- Identification of the annual maintenance activities funded in the 1986 budget and major maintenance activities funded in 1986 CIP. The 1986 annual major maintenance expenditures should be compared with the optimal levels identified in the 1986 Preventive and Major Maintenance Plan.

- Identification of the status of the automated maintenance management systems in the Preventive and Major Maintenance Plan."

Under this SLINT, we need to talk specifically about the information requirements and the format for the department's 1986 budget submittal. I also want to talk more with the department about optimal levels of maintenance, specifically in relation to sign replacement schedules. Also, as part of addressing this SLINT, OMB will spend some time discussing the definition for major maintenance which the department should use in the preparation of its CIP submittal. Finally, I would like to develop a draft of the revised Maintenance Plan by the end of April.

I have asked Nancy to arrange a meeting with you next week to talk about the Council SLINTS. In the meantime, please feel free to give me a call if you want to discuss any of these items further.

KB/ns/ea

cc: Gary Zarker, OMB
Evan Hundley, OMB
Crystal Alexander, OMB
Joe Ralph, SED
William Van Gelder, SED
Dick Anderson, SED

Capital Improvement Program

City of Seattle

Executive Department-Office of Management and Budget

Gary Zarker, Director
Charles Royer, Mayor

ROUTING	DATE	INITIAL
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FEB 5 1985

MEMORANDUM

Date: January 15, 1985

To: Eugene Avery, SED
David Moseley, DCD
Walter Hundley, Parks
Ewen Dingwall, Seattle Center
George Pernsteiner, DAS
Randall Hardy, SCL
Ron Dubberly, SPL
Ken Lowthian, Water

1/17

From: Gary Zarker

Subject: Development of a New Capital Improvement Program Manual

In the very near future, our office will begin to develop a CIP instruction manual. To assist us, we have hired a consulting firm, the Urban Institute, to make recommendations for improving quarterly monitoring reports, CIP budget manual instructions, citizen participation process, and format for the printed CIP.

While the consultant's analysis will focus on combining a number of other cities' processes to formulate an ideal or model CIP manual, our office will conduct an in-house analysis. Evan Hundley will be working with your staff to identify strengths and weaknesses of our present system and will be asking for their input on these issues. Once the Urban Institute has finished, we will use their analysis, your staff's comments, and our recommendations to produce a draft CIP manual. The draft manual will be given to your department for final comments before a final is developed. Evan and your OMB/CIP analyst will be contacting your staff shortly to discuss how your department can be of assistance, and will also provide more details on the project.

We are very excited about this project, and with your help, the development of this manual will greatly improve the CIP development, monitoring, and implementation processes.

GZ/eh/fc

SEATTLE ENG. DEPT.
1985 JAN 17 AM 9 19

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Capital Improvement Program

yellow

SEATTLE ENG. DEPT.
1985 JAN 10 AM 9:27

Seattle Engineering Department

MEMORANDUM

Date: January 8, 1985

To: Ken Bounds, OMB

From: John D. Okamoto, Assistant Director of Engineering

Subject: CIP and PPA Reporting Schedules

In order to establish our 1985 monitoring and reporting schedules for both CIP and Policy Planning Agenda items, we would appreciate identification of specific due dates for these reports.

If you could identify these timelines by Friday, January 18, we can integrate this information into our department work plans.

JDO/MK:jal

cc: Mona Jarman-Hirsch
Roger M. Brown
M. Tamura

P.H.
1-9-85

Capital Improvement Program

Seattle Arts Commission

305 HARRISON, SEATTLE, WASHINGTON 98109 (206) 625-4223 / CARL J. PETRICK, EXECUTIVE SECRETARY / CITY OF SEATTLE, CHARLES ROYER, MAYOR

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EVA

JAN 28 1985

January 2, 1984

Mr. Eugene Avery
Seattle Engineering Department
600 Fourth Avenue
Seattle, WA 98104

RE: Memorandum of Understanding for the 1985 One Percent for Art Allocation

Dear Mr. Avery:

Our signatures below will indicate our approval of this memorandum of understanding between the Seattle Arts Commission and the Seattle Engineering Department in compliance with Ordinance 102210, as amended by Ordinance 105389, and Standard Operating Procedure 400-004, Allocation of Funds for Art.

The Engineering Department, in accordance with the documents cited above, shall allocate an amount equal to 1% of the total costs of all in-City construction projects contained in the Department's 1985 Capital Improvement Program, for expenditures for art through the Municipal Art Plan.

Sincerely,

Carl J. Petrick
Executive Secretary

CJP:nj

Approved:

Eugene Avery
Seattle Engineering Dept.

Date:

SEATTLE ENG. DEPT.
85 JAN 9 AM 10:06

19019

MEMORANDUM OF UNDERSTANDING

1% FOR ART

Department: Engineering Date:_____

The Seattle Engineering Department and the Seattle Arts Commission agree that the following proposed CIP projects are eligible for the 1% for Art allocation in 1985:

Project	Source of Funds	Completion Date	'85 1% for Art Allocation

Signed:_____
Department Head

_____
Executive Secretary
Seattle Arts Commission