

Ordinance No. 122 686

Council Bill No. 116161

AN ORDINANCE relating to financing certain capital activities of Seattle Department of Transportation; increasing appropriations to the Department of Transportation in the 2008 Budget; and amending the 2008-2013 Capital Improvement Program; all by a three-fourths vote of the City Council.

Related Legislation File:

Date Introduced and Referred: <u>03-24-08</u>	To: (committee): <u>Transportation</u>
Date Re-referred:	To: (committee):
Date Re-referred:	To: (committee):
Date of Final Action: <u>MAY 12, 2008</u>	Date Presented to Mayor: <u>MAY 13, 2008</u>
Date Signed by Mayor: <u>5.20.08</u>	Date Returned to City Clerk: <u>5.20.08</u>
Published by Title Only <input checked="" type="checkbox"/> <u>5</u>	Date Vetoed by Mayor:
Published in Full Text	
Date Veto Published:	Date Passed Over Veto:
Date Veto Sustained:	Date Returned Without Signature

### The City of Seattle - Legislative Department

Council Bill/Ordinance sponsored by: Jan Drago

### Committee Action:

Date	Recommendation	Vote
<u>4</u> Final Vote:	<u>Pass as amended</u>	<u>6-1</u>
<u>CEG</u>	<u>J.D, T.E., P.C., R.M., J.G., B.H. - Yes</u>	
	<u>N.L. - NO</u>	
<u>1</u>	<u>Substitute version # 3.29 for #3</u>	<u>6-1 (NL-oppose)</u>
<u>2</u>	<u>Amended version # 3</u>	<u>6-1 (NL-In Favor)</u>
<u>3</u>	<u>This file is complete and ready for presentation to Full Council.</u>	
	<u>Amended V. 3</u>	<u>6-1 (NL-opposed)</u>

### Full Council Action:

Date	Decision	Vote
<u>MAY 12, 2008</u>	<u>PASSED AS AMENDED</u>	<u>8-1 (LICATA)</u>

*Law Department*

ORDINANCE 122686

1  
2 AN ORDINANCE relating to financing certain capital activities of Seattle Department of  
3 Transportation; increasing appropriations to the Department of Transportation in the 2008  
4 Budget; and amending the 2008-2013 Capital Improvement Program; all by a three-  
fourths vote of the City Council.

5 WHEREAS, Ordinance 122232 authorized a vote on a property tax levy for transportation  
6 improvements that was approved by the voters in November 2006, Ordinance 122191  
7 imposed an employee hours tax for transportation purposes, Ordinance 122192 imposed a  
8 commercial parking tax for transportation purposes, and Resolution 30915 collectively  
9 referred to these referenced funding sources and the transportation improvements for  
which the collected revenues will be used as the "Bridging the Gap" (BTG) transportation  
funding package; and

10 WHEREAS, the Mayor has proposed and the City Council has approved a 2008 Budget and  
11 2008-2013 Capital Improvement Program that includes the S Lander St. Grade Separation  
project; and

12 WHEREAS, the Mayor has proposed and the City Council has approved a 2008 Budget and  
13 2008-2013 Capital Improvement Program that includes the Spokane St. Viaduct project;  
14 and

15 WHEREAS, the Mayor has proposed and the City Council has approved a 2008 Budget and  
16 2008-2013 Capital Improvement Program that includes the Mercer Corridor Project; and

17 WHEREAS, due to the failure of Proposition 1, the roads and transit proposal, on the November  
18 2007 ballot, the 2008 Budget and 2008-2013 Capital Improvement Program do not  
19 include Regional Transportation Investment District (RTID) revenue, RTID-backed  
bonds, BTG revenue, or BTG-backed bonds for the S Lander St. Grade Separation  
project, the Spokane St. Viaduct project, and the Mercer Corridor Project; and

20 WHEREAS, it is in the City's best interest to fund and continue implementation of the Spokane  
21 St. Viaduct at this time, prior to initiation of the Alaskan Way Viaduct (AWV)  
22 replacement project because this project will help lessen the negative impact of the AWV  
replacement project during construction; and

23 WHEREAS, the City Council intends to give limited funding and approval to continue  
24 implementation of the Mercer Corridor Project at this time until demonstrated progress is  
25 made towards securing state, federal, and private funding; and



WHEREAS, the City Council agrees with the Executive proposal to not move forward with the S Lander St. Grade Separation project at this time; and

WHEREAS, the Department of Transportation has developed a revised finance plan for the Spokane St. Viaduct and the Mercer Corridor Project that does not include RTID revenue or RTID-backed bonds; and

WHEREAS, the revised finance plan for the Spokane St. Viaduct leaves a funding gap of \$40 million in currently unsecured funding anticipated from state and federal sources; and

WHEREAS, the revised finance plan for the Mercer Corridor Project leaves a funding gap of \$88 million in currently unsecured funding anticipated from private participation and state and federal sources; and

WHEREAS, it is the City's intention to work with WSDOT to create a 2-way Mercer Corridor from Dexter west to Elliott and 15th, and the Council supports that intention as our preference as we move forward with this additional project on the Mercer Corridor; and

WHEREAS, the City Council intends to consider future appropriation authority for the Mercer Corridor Project in the context of whether substantial progress is made toward closing this funding gap, NOW, THEREFORE,

**BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

Section 1. In order to pay for necessary capital costs and expenses incurred, or to be incurred, but for which insufficient appropriations were made, the appropriations for the following in the 2008 Budget are increased from the fund shown, as follows:

<i>Fund</i>	<i>Department</i>	<i>Budget Control Level</i>	<i>Amount</i>
Transportation Operating Fund (10310)	Seattle Department of Transportation	Major Projects (19002)	\$25,664,000
Transportation Operating Fund (10310)	Seattle Department of Transportation	General Expense (18002)	\$1,537,000



1 Section 2. The 2008-2013 Adopted Capital Improvement Program is hereby amended as  
2 shown in Exhibit A with respect to those projects or programs included in Exhibit A.

3 Section 3. In accordance with RCW 35.32A.060, the foregoing appropriations are made  
4 to meet actual necessary expenditures of the City for which insufficient appropriations have been  
5 made due to causes which could not reasonably have been foreseen at the time of the making of  
6 the 2008 Budget.

7 Section 4. Future appropriation authority related to the Mercer Corridor Project will not  
8 be granted until the City Council has had the opportunity to evaluate the Executive's progress  
9 toward closing the existing funding gap. To inform this evaluation, the Executive will provide  
10 the following information to the City Council:

- 11 1. A fully revised financing plan for both the Spokane St. Viaduct Project and  
12 Mercer Corridor Project that includes:

- 13 (a) Revised schedule for anticipated revenues and expenditures; and  
14 (b) Updated project cost estimates based on 100% design and further value  
15 engineering analysis; and  
16 (c) Documentation of anticipated revenues and supporting information from  
17 specific sources of funding that the Executive has characterized as "private  
18 participation" in their April 2008 financing plan for the Mercer Corridor  
19 Project. These sources should total the equivalent of \$36.2 million in  
20 funding for the project or reductions or off-sets in project costs. This  
21 documentation should verify the actual level of private participation  
22 funding realized through real estate acquisition for right of way needs; and  
23  
24  
25  
26  
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28



(d) Documentation of secured revenues or supporting information

1 demonstrating substantial progress toward securing funding in the amounts  
2 shown in the Executive's April 2008 financing plan for the Spokane St.  
3 Viaduct Project and Mercer Corridor Project from the following sources:

4 (i) State or regional funding from the Washington State Department of  
5 Transportation, King County Department of Transportation, Freight  
6 Mobility Strategic Investment Board and Transportation Improvement  
7 Board for both projects; and  
8

9 (ii) Federal funding from the Puget Sound Regional Council's distribution  
10 of the region's Surface Transportation / Congestion Management &  
11 Air Quality (STP/CMAQ) funds, annual earmark appropriations, Safe,  
12 Accountable, Flexible, Efficient Transportation Equity Act: A Legacy  
13 for Users (SAFETEA-LU) Reauthorization earmarks, and other federal  
14 grant sources.  
15

16 (iii) A revised assessment of potential sources for grant and partner agency  
17 funding and an updated schedule for anticipated revenues from the  
18 sources of funding noted in (i) and (ii) above; and  
19

20 (e) An assessment of potential need for interim financing in the event external  
21 revenues are not secured according to the project schedule; and  
22

23 (f) A contingency plan that identifies proposed alternative funding sources in  
24 the event that either project fails to secure all anticipated revenues.  
25  
26  
27  
28



2. Documentation of completed environmental review, including but not limited to the National Environmental Policy Act (NEPA) Environmental Assessment (EA), technical reports & memoranda, and Finding of No Significant Impacts (FONSI).

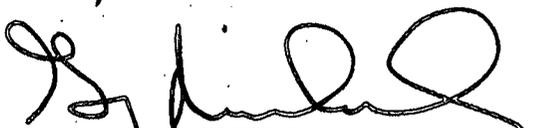
Section 5. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by a three-fourths vote of all the members of the City Council the 12<sup>th</sup> day of MAY, 2008, and signed by me in open session in authentication of its passage this

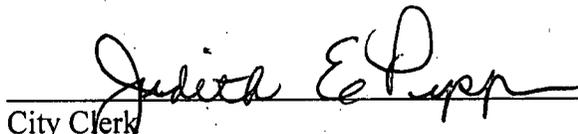
12<sup>th</sup> day of MAY, 2008.

  
\_\_\_\_\_  
President \_\_\_\_\_ of the City Council.

Approved by me this 20<sup>th</sup> day of May, 2008.

  
\_\_\_\_\_  
Gregory J. Nickels, Mayor

Filed by me this 20<sup>th</sup> day of May, 2008.

  
\_\_\_\_\_  
City Clerk

(Seal)

Exhibit A: 2008-2013 Capital Improvement Program Amendments



# Transportation

## Mercer Corridor Project

**BCL/Program Name:** Major Projects  
**Project Type:** New Facility  
**Project ID:** TC365500

**BCL/Program Code:** 19002  
**Start Date:** 1st Quarter 1999  
**End Date:** ((4th Quarter 2010))  
2nd Quarter 2012

**Location:** Mercer St/Fairview Ave N/Dexter Ave N  
**Neighborhood Plan:** South Lake Union  
**Neighborhood District:** Lake Union

**Neighborhood Plan Matrix:** Multiple  
**Urban Village:** In more than one Urban Village

This project, part of the Bridging the Gap funding package, implements a comprehensive package of transportation improvements in the Mercer Corridor in South Lake Union. Improvements include, but are not limited to, a widened two-way Mercer St., improved pedestrian safety and access to Lake Union Park, and enhanced neighborhood circulation for all modes. The project aims to use existing street capacity more efficiently and enhance all modes of travel, including pedestrian mobility. Council has granted limited approval of the project through 2008 appropriation authority to complete design, environment review and begin property acquisition for right-of-way needs. Appropriations beyond 2008 for this project are subject to Council approval and depend on the Executive's response to Section 4 of Council Bill 116161.

	LTD	2007	2008	2009	2010	2011	2012	2013	Total
<b>Revenue Sources</b>									
2002B LTGO Bond	400	0	0	0	0	0	0	0	400
2003 LTGO Bond	600	0	0	0	0	0	0	0	600
2005 LTGO Bond	1,912	0	0	0	0	0	0	0	1,912
2006 LTGO Bond	891	1,609	0	0	0	0	0	0	2,500
2008 Multipurpose LTGO Bond Fund	0	3,241	0	0	0	0	0	0	3,241
Real Estate Excise Tax II	361	0	0	0	0	0	0	0	361
South Lake Union Property Sale Proceeds	50	0	0	0	0	0	0	0	50
Transportation Bond Funds	4,560	0	0	0	0	0	0	0	4,560
<del>((Federal Grant Funds</del>	<del>1,866</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>1,866</del>
General Subfund Revenues	164	12	18	0	0	0	0	0	194
State Gas Taxes - Arterial City Street Fund	576	208	0	0	0	0	0	0	784
State Gas Taxes - City Street Fund	200	0	0	0	0	0	0	0	200
Transportation Funding Package - Parking Tax	0	2,912	0	0	0	0	0	0	2,912
<u>Federal Grant Funds</u>	<u>1,866</u>	<u>0</u>	<u>0</u>	<u>5,000</u>	<u>5,000</u>	<u>6,000</u>	<u>2,500</u>	<u>0</u>	<u>20,366</u>
<u>Private Partnerships</u>	<u>0</u>	<u>0</u>	<u>1,450</u>	<u>12,800</u>	<u>6,000</u>	<u>6,000</u>	<u>10,000</u>	<u>0</u>	<u>36,250</u>
<u>State Grant Funds</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,500</u>	<u>2,500</u>	<u>2,500</u>	<u>700</u>	<u>0</u>	<u>8,200</u>
<u>WSDOT</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>12,500</u>	<u>12,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>25,000</u>
<u>City Light Fund Revenues</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5,000</u>	<u>5,000</u>	<u>10,000</u>	<u>0</u>	<u>0</u>	<u>20,000</u>
<u>Drainage and Wastewater Rates</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,000</u>	<u>2,000</u>	<u>2,000</u>	<u>0</u>	<u>0</u>	<u>6,000</u>
<u>Transportation Funding Package - Bonds</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>38,933</u>	<u>6,100</u>	<u>6,000</u>	<u>0</u>	<u>0</u>	<u>51,033</u>
<u>2007 LTGO Bond Fund</u>	<u>0</u>	<u>0</u>	<u>12,583</u>	<u>3,717</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>16,300</u>
<del>((Project Total:</del>	<del>11,580</del>	<del>7,982</del>	<del>18</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>19,580</del>
<b>Project Total:</b>	<b>11,580</b>	<b>7,982</b>	<b>14,051</b>	<b>82,450</b>	<b>39,100</b>	<b>32,500</b>	<b>13,200</b>	<b>0</b>	<b>200,863</b>

\*This detail is for information only. Funds are appropriated in the budget at the Budget Control Level. Amounts in thousands of dollars.

### 2008-2013 Adopted Capital Improvement Program

# Transportation

**Fund Appropriations/Allocations**

Cumulative Reserve Subfund - Real Estate Excise Tax II Subaccount	361	0	0	0	0	0	0	0	361
Cumulative Reserve Subfund - South Lake Union Property Proceeds Subaccount	50	0	0	0	0	0	0	0	50
<del>((Transportation Operating Fund</del>	<del>11,169</del>	<del>7,982</del>	<del>18</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>19,169))</del>
Transportation Operating Fund	11,169	7,982	14,051	82,450	39,100	32,500	13,200	0	200,452
<del>((Appropriations Total*</del>	<del>11,580</del>	<del>7,982</del>	<del>18</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>19,580))</del>
<b><u>Appropriations Total*</u></b>	<b><u>11,580</u></b>	<b><u>7,982</u></b>	<b><u>14,051</u></b>	<b><u>82,450</u></b>	<b><u>39,100</u></b>	<b><u>32,500</u></b>	<b><u>13,200</u></b>	<b><u>0</u></b>	<b><u>200,863</u></b>
<b><u>Spending Plan</u></b>	<b><u>11,580</u></b>	<b><u>4,483</u></b>	<b><u>17,550</u></b>	<b><u>82,450</u></b>	<b><u>39,100</u></b>	<b><u>32,500</u></b>	<b><u>13,200</u></b>	<b><u>0</u></b>	<b><u>200,863</u></b>
O & M Costs (Savings)			0	0	0	0	0	0	0

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**2008-2013 Adopted Capital Improvement Program**



# Transportation

## Spokane St. Viaduct

**BCL/Program Name:** Major Projects  
**Project Type:** Improved Facility  
**Project ID:** TC364800

**BCL/Program Code:** 19002  
**Start Date:** 2nd Quarter 1994  
**End Date:** ~~((4th Quarter 2010))~~  
2nd Quarter 2011

**Location:** S Spokane St/6th Ave S/E Marginal Wy S  
**Neighborhood Plan:** Morgan Junction (MOCA)  
**Neighborhood District:** In more than one District

**Neighborhood Plan Matrix:** Multiple  
**Urban Village:** Duwamish

This project, part of the Bridging the Gap funding package, builds a new structure that will be parallel and connected to the existing one, and will widen the existing viaduct by about 41 feet. The project also includes construction of new ramps at First Avenue South and an eastbound Fourth Ave. off-ramp. ~~((Phase 1 activities include, but are not limited to widening from east of First Avenue South west to the terminus at the Harbor Island off-ramps and construction of the new ramps at First Avenue S. Phase 2 activities include, but are not limited to widening the structure from First Avenue South to the I-5 interchange, the eastern terminus of the project. Phase 3 activities include construction of the Fourth Ave. off-ramp.))~~ This ~~((multi-phased))~~ project improves the safety of the Spokane Street Viaduct through the addition of shoulders, a wider median, and a westbound "weave-lane."

	LTD	2007	2008	2009	2010	2011	2012	2013	Total
<b>Revenue Sources</b>									
2008 Multipurpose LTGO Bond Fund	0	4,742	0	0	0	0	0	0	4,742
Real Estate Excise Tax II	1,362	102	0	0	0	0	0	0	1,464
City Light Fund Revenues	52	315	100	0	0	0	0	0	467
Drainage and Wastewater Rates	45	531	0	0	0	0	0	0	576
<del>((Federal Grant Funds</del>	<del>10,780</del>	<del>4,110</del>	<del>9,840</del>	<del>5,300</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>30,030))</del>
General Subfund Revenues	3,890	0	9	0	0	0	0	0	3,899
Port of Seattle Funds	0	1,200	0	500	1,700	0	0	0	3,400
Private Funding/Donations	0	0	0	0	2,250	0	0	0	2,250
Public Works Trust Fund Proceeds	456	0	0	0	0	0	0	0	456
State Gas Taxes - Arterial City Street Fund	401	199	0	0	0	0	0	0	600
<del>((State Grant Funds</del>	<del>750</del>	<del>625</del>	<del>9,875</del>	<del>14,500</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>25,750))</del>
<u>Federal Grant Funds</u>	<u>10,780</u>	<u>4,110</u>	<u>7,913</u>	<u>10,300</u>	<u>1,927</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>35,030</u>
<u>State Grant Funds</u>	<u>750</u>	<u>625</u>	<u>0</u>	<u>375</u>	<u>13,600</u>	<u>10,400</u>	<u>0</u>	<u>0</u>	<u>25,750</u>
<u>King County Metro</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5,000</u>	<u>2,500</u>	<u>2,500</u>	<u>0</u>	<u>0</u>	<u>10,000</u>
<u>WSDOT</u>	<u>0</u>	<u>0</u>	<u>23,433</u>	<u>6,567</u>	<u>10,000</u>	<u>10,000</u>	<u>0</u>	<u>0</u>	<u>50,000</u>
<u>Transportation Funding Package - Bonds</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>12,042</u>	<u>32,808</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>44,850</u>
<del>((Project Total:</del>	<del>17,736</del>	<del>11,824</del>	<del>19,824</del>	<del>20,300</del>	<del>3,950</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>73,634))</del>
<b><u>Project Total:</u></b>	<b><u>17,736</u></b>	<b><u>11,824</u></b>	<b><u>31,455</u></b>	<b><u>34,784</u></b>	<b><u>64,785</u></b>	<b><u>22,900</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>183,484</u></b>

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### 2008-2013 Adopted Capital Improvement Program



# Transportation

**Fund Appropriations/Allocations**

Cumulative Reserve Subfund - Real Estate Excise Tax II Subaccount	1,362	102	0	0	0	0	0	0	1,464
<del>(Transportation Operating Fund</del>	<del>16,374</del>	<del>11,722</del>	<del>19,824</del>	<del>20,300</del>	<del>3,950</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>72,170</del>
Transportation Operating Fund	<u>16,374</u>	<u>11,722</u>	<u>31,455</u>	<u>34,784</u>	<u>64,785</u>	<u>22,900</u>	0	0	<u>182,020</u>
<del>((Appropriations Total*</del>	<del>17,736</del>	<del>11,824</del>	<del>19,824</del>	<del>20,300</del>	<del>3,950</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>73,634</del>
<b>Appropriations Total*</b>	<u>17,736</u>	<u>11,824</u>	<u>31,455</u>	<u>34,784</u>	<u>64,785</u>	<u>22,900</u>	0	0	<u>184,484</u>
O & M Costs (Savings)				0	0	0	0	0	0
<del>((Spending Plan</del>	<del>5,678</del>	<del>24,770</del>	<del>21,500</del>	<del>3,950</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>55,898</del>
<b>Spending Plan</b>		<u>2,970</u>	<u>40,309</u>	<u>34,784</u>	<u>64,785</u>	<u>22,900</u>	0	0	<u>165,784</u>

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**2008-2013 Adopted Capital Improvement Program**

# Transportation

## S Lander St. Grade Separation

**BCL/Program Name:** Mobility-Capital  
**Project Type:** New Facility  
**Project ID:** TC366150

**BCL/Program Code:** 19003  
**Start Date:** 1st Quarter 2001  
**End Date:** ((4th Quarter 2011))  
To Be Determined

**Location:** S Lander St/1st Ave S/4th Ave S  
**Neighborhood Plan:** Duwamish  
**Neighborhood District:** Greater Duwamish

**Neighborhood Plan Matrix:** TP-2  
**Urban Village:** Not in an Urban Village

This project develops a grade separation of the S Lander St. roadway and the Burlington Northern mainline railroad tracks between First Ave. S and Fourth Ave. S. Previously, City staff evaluated traffic conditions and identified an initial design concept. During the preliminary engineering phase of the project, a consultant conducted a Type, Size and Location study to develop more detailed plans and cost estimates. The project design recommenced in November of 2006, and in January of 2007, survey, geotechnical and scoping of the design work began. The project was put on hold in March 2008 until further funding becomes available.

	LTD	2007	2008	2009	2010	2011	2012	2013	Total
<b>Revenue Sources</b>									
2008 Multipurpose LTGO Bond Fund	0	9,533	0	0	0	0	0	0	9,533
Federal Grant Funds	100	0	0	0	0	0	0	0	100
Port of Seattle Funds	0	0	0((3,115))	0	0	0	0	0	0((3,115))
Private Funding/Donations	0	0	0((1,335))	0	0	0	0	0	0((1,335))
State Gas Taxes - Arterial City Street Fund	14	46	0	0	0	0	0	0	60
State Gas Taxes - City Street Fund	125	0	0	0	0	0	0	0	125
Vehicle Licensing Fees	35	0	0	0	0	0	0	0	35
<del>((Project Total:</del>	<del>274</del>	<del>9,579</del>	<del>0</del>	<del>4,450</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>14,303))</del>
<b><u>Project Total:</u></b>	<b><u>274</u></b>	<b><u>9,579</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>9,853</u></b>
<b>Fund Appropriations/Allocations</b>									
<del>((Transportation Operating Fund</del>	<del>274</del>	<del>9,579</del>	<del>0</del>	<del>4,450</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>14,303))</del>
<u>Transportation Operating Fund</u>	<u>274</u>	<u>9,579</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9,853</u>
<del>((Appropriations Total*</del>	<del>274</del>	<del>9,579</del>	<del>0</del>	<del>4,450</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>14,303))</del>
<b><u>Appropriations Total*</u></b>	<b><u>274</u></b>	<b><u>9,579</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>9,853</u></b>
<b>O &amp; M Costs (Savings)</b>			0	0	0	0	0	0	0

\*This detail is for information only. Funds are appropriated in the budget at the Budget Control Level. Amounts in thousands of dollars.

### 2008-2013 Adopted Capital Improvement Program



**FISCAL NOTE FOR CAPITAL PROJECTS ONLY**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>DOF Analyst/Phone:</b>
Legislative	Michael Fong, 615-1675	Stephen Barham, 733-9084

**Legislation Title:** AN ORDINANCE relating to financing certain capital activities of Seattle Department of Transportation; increasing appropriations to the Department of Transportation in the 2008 Budget; and amending the 2008-2013 Capital Improvement Program; all by a three-fourths vote of the City Council.

**Summary and background of the Legislation:**

The Bridging the Gap (BTG) transportation funding package included funding for three major transportation projects, the Spokane St. Viaduct, Mercer Corridor Project, and S Lander St. Grade Separation. In developing the BTG package, SDOT anticipated leveraging a large portion of the funding for completing these projects from the Regional Transportation Investment District (RTID) that went before the voters last November.

Passage of Proposition 1 would have provided \$323 million to the city for the Spokane Street Viaduct, Mercer Corridor and Lander Street Grade Separation projects. Due to the failure of Proposition 1 on the November 2007 ballot, \$50.4 million in SDOT revenue and appropriation authority from BTG and RTID-supported bond proceeds was not included in the 2008 Adopted Budget for the Spokane St. Viaduct, Mercer Corridor Project, and S Lander St. Grade Separation projects as described in Council Greensheet 107-1-A-2.

A revised finance and spending plan for these three projects has been developed that reprograms the BTG revenue stream, resulting in revised budgets for the Mercer Corridor Project and the Spokane St. Viaduct. The S Lander St. project will be stopped until additional funding becomes available. This revised long-term use of BTG tax revenue in no way affects any other BTG commitment. This legislation increases 2008 appropriations for the Mercer Corridor Project by \$14,033,000 and the Spokane St. Viaduct project by \$11,631,000 for a net increase from the Adopted Budget Major Projects Budget Control Level (BCL) of \$25,664,000. Any unused appropriations for the S Lander St. Grade Separation Project will be abandoned through the 2008 year-end legislation.

This legislation also amends the 2008-2013 Capital Improvement Program (CIP) for all three projects as delineated in Exhibit A to the accompanying Ordinance. This legislation will enable the Spokane St. Viaduct project to be completed prior to initiation of the Alaskan Way Viaduct (AWV) replacement project in 2012. Council has granted limited approval of the Mercer Corridor project through 2008 appropriation authority in this legislation to complete design.



environmental review and begin property acquisition for right-of-way needs. Appropriations beyond 2008 for the Mercer Corridor project are subject to Council approval and depend on the Executive's response to Section 4 of Council Bill 116161.

The legislation reflects significant additional contributions already made or expected to be made by the state and other entities to the Spokane and Mercer projects. The legislation also recognizes the economic benefits that the Mercer Street project will provide for private developers in South Lake Union, and calls for the private sector to contribute \$36 million to the Mercer Street project.

Project Name:	Project I.D.	Project Location:	Start Date:	End Date
Spokane St. Viaduct	TC364800	S Spokane St/6 <sup>th</sup> Ave S/E Marginal Wy S	2Q 1994	2Q 2011
Mercer Corridor Project	TC365500	Mercer St/Fairview Ave N/Dexter Ave N	1Q 1999	2Q 2012

- Please check any of the following that apply:

     **This legislation creates, funds, or anticipates a new CIP Project.** (Please note whether the current CIP is being amended through this ordinance, or provide the Ordinance or Council Bill number of the separate legislation that has amended/is amending the CIP.)

     **This legislation does not have any financial implications.** (Stop here and delete the remainder of this document prior to saving and printing.)

  X   **This legislation has financial implications.** (Please complete all relevant sections that follow.)

**Appropriations:** This table should reflect appropriations that are a direct result of this legislation. In the event that the projects associated with this ordinance had, or will have, appropriations in other legislation, please provide details in the Notes section below. If this legislation does not directly change an appropriation, but results in budget authority being moved within a Budget Control Level, or to another Budget Control Level (up to 10%), please explain in the Notes section below.

Fund Name and Number	Department	Budget Control Level*	2008 Appropriation	2009 Anticipated Appropriation
Transportation Operating Fund (10310)	Seattle Department of Transportation	Major Projects (19002)	25,664,000	96,934,000
Transportation Operating Fund (10310)	Seattle Department of Transportation	General Expense (18002)	1,537,000	TBD



<b>TOTAL</b>			<b>27,201,000</b>	<b>96,934,000</b>
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*\*See budget book to obtain the appropriate Budget Control Level for your department.*

**Notes:**

The appropriations listed in the table above are allocated as follows and as further described in Exhibit A to the accompanying Ordinance.

SDOT Budget Control Level	Project	2008 Allocation	2009 Anticipated Allocation
Major Projects/19002	Spokane St. Viaduct (TC364800)	11,631,000	14,484,000
Major Projects/19002	Mercer Corridor Project (TC36550)	14,033,000	82,450,000
<b>TOTAL</b>		<b>25,664,000</b>	<b>96,934,000</b>

**Spending Plan and Future Appropriations for Capital Projects:** Please list the timing of anticipated appropriation authority requests and expected spending plan. In addition, please identify your cost estimate methodology including inflation assumptions, the projected costs of meeting applicable LEED standards, and the percent for art and design as appropriate.

Spending Plan and Budget	2008	2009	2010	2011	2012	2013	Total
Spending Plan							
Current Year Appropriation							
Future Appropriations							

**Notes:**

See Exhibit A for amended spending plans.

**Funding source:** Identify funding sources including revenue generated from the project and the expected level of funding from each source.

Funding Source (Fund Name and Number, if applicable)	2008	2009	2010	2011	2012	2013	Total
<b>TOTAL</b>							

**Notes:**



See Exhibit A for amended funding sources.

**Bond Financing Required:** *If the project or program requires financing, please list type of financing, amount, interest rate, term and annual debt service or payment amount. Please include issuance costs of 3% in listed amount.*

Type	Amount	Assumed Interest Rate	Term	Timing	Expected Annual Debt Service/Payment
LTGO		5.0%	20 Years	2008	
<b>TOTAL</b>					

To support some of the appropriations, separate legislation amends the 2008 bond sale ordinance and redirects 2007 Limited Tax General Obligation bond funds that were issued for the Zoo garage. This project has been terminated so the 2007 bonds funds will be appropriated for these transportation projects and repaid over time from BTG revenue sources.

**Uses and Sources for Operation and Maintenance Costs for the Project:** *Estimate cost of one-time startup, operating and maintaining the project over a six year period and identify each fund source available. Estimate the annual savings of implementing the LEED Silver standard. Identify key assumptions such as staffing required, assumed utility usage and rates and other potential drivers of the facility's cost.*

O&M	2008	2009	2010	2011	2012	2013	Total
Uses							
Start Up							
On-going							
Sources (itemize)							

**Notes:**

**Periodic Major Maintenance costs for the project:** *Estimate capital cost of performing periodic maintenance over life of facility. Please identify major work items, frequency.*

Major Maintenance Item	Frequency	Cost	Likely Funding Source
<b>TOTAL</b>			

**Funding sources for replacement of project:** *Identify possible and/or recommended method of financing the project replacement costs.*



**Total Regular Positions Created, Modified, Or Abrogated Through This Legislation, Including FTE Impact:** *This table should only reflect the actual number of positions created by this legislation. In the event that positions have been, or will be, created as a result of previous or future legislation or budget actions, please provide details in the Notes section below the table.*

Position Title and Department*	Position # for Existing Positions	Fund Name & #	PT/FT	2008 Positions	2008 FTE	2009 Positions **	2009 FTE **
<b>TOTAL</b>							

\* List each position separately

\*\* 2009 positions and FTE are total 2009 position changes resulting from this legislation, not incremental changes. Therefore, under 2009, please be sure to include any continuing positions from 2008.

**Notes: No positions will be created or modified as a result of this legislation.**

- **Do positions sunset in the future?** (If yes, identify sunset date):
- **What is the financial cost of not implementing the legislation:** (Estimate the costs to the City of not implementing the legislation, including estimated costs to maintain or expand an existing facility or the cost avoidance due to replacement of an existing facility, potential conflicts with regulatory requirements, or other potential costs if the legislation is not implemented):

It is in the City's best interest to fund and continue implementation of the Spokane St. Viaduct project at this time, prior to initiation of the AWV replacement project in 2012 because these capital improvement projects will help lessen the negative impact of the AWV replacement project during construction. Effective alternate routes are essential to the economic well-being of the region. The City Council believes it is in the City's best interest to grant limited funding and approval to continue implementation of the Mercer Corridor Project at this time.

If this legislation is not implemented, the cost of implementing these projects will increase rapidly. Delaying construction of these projects will increase the impacts to the Center City and the Puget Sound region of Alaskan Way Viaduct construction and potentially create cumulative construction impacts. In turn these impacts could make it difficult for people and goods to move to and through Seattle, threatening our local economy.



- **What are the possible alternatives to the legislation that could achieve the same or similar objectives** *(Include any potential alternatives to the proposed legislation, including using an existing facility to fulfill the uses envisioned by the proposed project, adding components to or subtracting components from the total proposed project, contracting with an outside organization to provide the services the proposed project would fill, or other alternatives):*

None.

- **Is the legislation subject to public hearing requirements:** *(If yes, what public hearings have been held to date, and/or what plans are in place to hold a public hearing(s) in the future?)*

No.

- **Other Issues** *(including long-term implications of the legislation):*

**Please list attachments to the fiscal note below:**

t



# City of Seattle

Gregory J. Nickels, Mayor

## Office of the Mayor

March 11, 2008

Honorable Richard Conlin  
President  
Seattle City Council  
City Hall, 2<sup>nd</sup> Floor

Dear Council President Conlin:

I am pleased to transmit the attached proposed council bill that provides funding for several critical transportation projects. This bill proposes a financial plan for the Spokane Street and Mercer Corridor projects in response to failure of the Roads and Transit ballot (Proposition 1) last November.

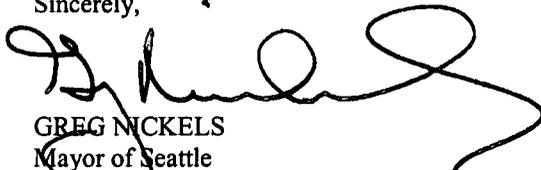
Passage of Proposition 1 would have provided \$323 million to the City for the Spokane Street Viaduct, Mercer Corridor and Lander Street Grade Separation projects. The City's goal was to complete all three projects before commencement of the Alaskan Way Viaduct construction project in 2012. All three projects would keep people, goods, and transit moving to and through the Center City during replacement of the central portion of the Viaduct.

As a result of the loss of expected Proposition 1 revenue, the city has evaluated the comparative importance of these and other large capital projects balanced with the availability of funds. The Spokane Street Viaduct and Mercer Corridor projects were given the highest priority rankings because they will provide the best connections between SR-99 and alternative north-south routes during the time when the central waterfront portion of the Viaduct will be closed. Although the Lander Street Grade Separation project would offer important benefits at the south end of the Viaduct, the Spokane Street Viaduct was given a higher ranking given the connections it provides between West Seattle, the Port, and I-5. As such, this bill recommends placing the Lander Street Grade Separation project on hold until additional funding can be identified.

The proposed council bill fully funds both the Spokane Street Viaduct and Mercer Corridor projects in three primary ways. First, it takes advantage of the long-term revenue streams provided by the Bridging the Gap (BTG) parking and employee hours taxes. Separate legislation proposes to issue bonds supported by these revenues. Importantly, this long-term use of BTG tax revenue in no way affects any other BTG commitments. Second, the bill reflects significant additional contributions already made or expected to be made by the state and other entities to these projects. Finally, the bill recognizes the positive impacts that the Mercer Corridor Project will provide for the neighborhood and local property owners in South Lake Union, and anticipates that the private sector will contribute over \$36 million to the Mercer Corridor project.

The passage of this council bill will allow the city to begin construction on the Spokane Street Viaduct by summer 2008, and on the Mercer project by early 2009. This bill adjusts total estimated project costs due to increases in construction and property acquisition costs for both projects, which are inflationary factors affecting all capital projects in Seattle at present. However, moving to construction as quickly as possible will allow the City to avoid additional cost increases and keep Seattle moving throughout the Viaduct replacement project. Thank you for your consideration of this legislation. Should you have questions, please contact Dorinda Costa at 615-0765.

Sincerely,



GREG NICKELS  
Mayor of Seattle

cc: Honorable Members of the Seattle City Council

600 Fourth Avenue, 7<sup>th</sup> Floor, P.O. Box 94749, Seattle, WA 98124-4749

Tel: (206) 684-4000, TDD: (206) 615-0476 Fax: (206) 684-5360, Email: [mayors.office@seattle.gov](mailto:mayors.office@seattle.gov)

An equal employment opportunity, affirmative action employer. Accommodations for people with disabilities provided upon request.



**ORDINANCE** \_\_\_\_\_

1  
2 AN ORDINANCE relating to financing certain capital activities of Seattle Department of  
3 Transportation; increasing appropriations to the Department of Transportation in the 2008  
4 Budget; and amending the 2008-2013 Capital Improvement Program; all by a three-  
fourths vote of the City Council.

5 WHEREAS, Ordinance 122232 authorized a vote on a property tax levy for transportation  
6 improvements that was approved by the voters in November 2006, Ordinance 122191  
7 imposed an employee hours tax for transportation purposes, Ordinance 122192 imposed a  
8 commercial parking tax for transportation purposes, and Resolution 30915 collectively  
9 referred to these referenced funding sources and the transportation improvements for  
10 which the collected revenues will be used as the "Bridging the Gap" (BTG) transportation  
11 funding package; and

12 WHEREAS, the Mayor has proposed and the City Council has approved a 2008 Budget and  
13 2008-2013 Capital Improvement Program that includes the S Lander St. Grade Separation  
14 project; and

15 WHEREAS, the Mayor has proposed and the City Council has approved a 2008 Budget and  
16 2008-2013 Capital Improvement Program that includes the Spokane St. Viaduct project;  
17 and

18 WHEREAS, the Mayor has proposed and the City Council has approved a 2008 Budget and  
19 2008-2013 Capital Improvement Program that includes the Mercer Corridor Project; and

20 WHEREAS, due to the failure of Proposition 1, the roads and transit proposal, on the November  
21 2007 ballot, the 2008 Budget and 2008-2013 Capital Improvement Program do not  
22 include Regional Transportation Investment District (RTID) revenue, RTID-backed  
23 bonds, BTG revenue, or BTG-backed bonds for the S Lander St. Grade Separation  
24 project, the Spokane St. Viaduct project, and the Mercer Corridor Project; and

25 WHEREAS, it is in the City's best interest to fund and continue implementation of the Spokane  
26 St. Viaduct at this time, prior to initiation of the Alaskan Way Viaduct (AWV)  
27 replacement project because this project will help lessen the negative impact of the AWV  
28 replacement project during construction; and

WHEREAS, the City Council intends to give limited funding and approval to continue  
implementation of the Mercer Corridor Project at this time until demonstrated progress is  
made towards securing state, federal, and private funding; and



WHEREAS, the City Council agrees with the Executive proposal to not move forward with the S Lander St. Grade Separation project at this time; and

1 WHEREAS, the Department of Transportation has developed a revised finance plan for the  
2 Spokane St. Viaduct and the Mercer Corridor Project that does not include RTID revenue  
or RTID-backed bonds; and

3 WHEREAS, the revised finance plan for the Spokane St. Viaduct leaves a funding gap of \$40  
4 million in currently unsecured funding anticipated from state and federal sources; and

5 WHEREAS, the revised finance plan for the Mercer Corridor Project leaves a funding gap of \$88  
6 million in currently unsecured funding anticipated from private participation and state and  
7 federal sources; and

8 WHEREAS, it is the City's intention to work with WSDOT to create a 2-way Mercer Corridor  
9 from Dexter west to Elliott and 15th, and the Council supports that intention as our  
preference as we move forward with this additional project on the Mercer Corridor; and

10 WHEREAS, the City Council intends to consider future appropriation authority for the Mercer  
11 Corridor Project in the context of whether substantial progress is made toward closing  
12 this funding gap, NOW, THEREFORE,

13 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

14 Section 1. In order to pay for necessary capital costs and expenses incurred, or to be  
15 incurred, but for which insufficient appropriations were made, the appropriations for the  
16 following in the 2008 Budget are increased from the fund shown, as follows:  
17

<i>Fund</i>	<i>Department</i>	<i>Budget Control Level</i>	<i>Amount</i>
Transportation Operating Fund (10310)	Seattle Department of Transportation	Major Projects (19002)	\$25,664,000
Transportation Operating Fund (10310)	Seattle Department of Transportation	General Expense (18002)	\$1,537,000



1 Section 2. The 2008-2013 Adopted Capital Improvement Program is hereby amended as  
2 shown in Exhibit A with respect to those projects or programs included in Exhibit A.

3 Section 3. In accordance with RCW 35.32A.060, the foregoing appropriations are made  
4 to meet actual necessary expenditures of the City for which insufficient appropriations have been  
5 made due to causes which could not reasonably have been foreseen at the time of the making of  
6 the 2008 Budget.

7 Section 4. The City Council anticipates that future appropriation authority related to the  
8 Mercer Corridor Project will not be granted until the City Council has had the opportunity to  
9 evaluate the Executive's progress toward closing the existing funding gap. To inform this  
10 evaluation, the Executive will provide the following information to the City Council:

- 11 1. A fully revised financing plan for both the Spokane St. Viaduct Project and  
12 Mercer Corridor Project that includes:

- 13 (a) Revised schedule for anticipated revenues and expenditures; and  
14 (b) Updated project cost estimates based on 100% design and further value  
15 engineering analysis; and  
16 (c) Documentation of anticipated revenues and supporting information from  
17 specific sources of funding that the Executive has characterized as "private  
18 participation" in their April 2008 financing plan for the Mercer Corridor  
19 Project. These sources should total the equivalent of \$36.2 million in  
20 funding for the project or reductions or off-sets in project costs. This  
21 documentation should verify the actual level of private participation  
22 funding realized through real estate acquisition for right of way needs; and  
23  
24  
25  
26

(d) Documentation of secured revenues or supporting information

demonstrating substantial progress toward securing funding in the amounts shown in the Executive's April 2008 financing plan for the Spokane St.

Viaduct Project and Mercer Corridor Project from the following sources:

(i) State or regional funding from the Washington State Department of Transportation, King County Department of Transportation, Freight Mobility Strategic Investment Board and Transportation Improvement Board for both projects; and

(ii) Federal funding from the Puget Sound Regional Council's distribution of the region's Surface Transportation / Congestion Management & Air Quality (STP/CMAQ) funds, annual earmark appropriations, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Reauthorization earmarks, and other federal grant sources.

(iii) A revised assessment of potential sources for grant and partner agency funding and an updated schedule for anticipated revenues from the sources of funding noted in (i) and (ii) above; and

(e) An assessment of potential need for interim financing in the event external revenues are not secured according to the project schedule; and

(f) A contingency plan that identifies proposed alternative funding sources in the event that either project fails to secure all anticipated revenues.

2. Documentation of completed environmental review, including but not limited to the National Environmental Policy Act (NEPA) Environmental Assessment (EA), technical reports & memoranda, and Finding of No Significant Impacts (FONSI).

Section 5. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by a three-fourths vote of all the members of the City Council the \_\_\_\_ day of \_\_\_\_\_, 2008, and signed by me in open session in authentication of its passage this \_\_\_\_ day of \_\_\_\_\_, 2008.

\_\_\_\_\_  
President \_\_\_\_\_ of the City Council

Approved by me this \_\_\_\_ day of \_\_\_\_\_, 2008.

\_\_\_\_\_  
Gregory J. Nickels, Mayor

Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2008.

\_\_\_\_\_  
City Clerk

(Seal)

Exhibit A: 2008-2013 Capital Improvement Program Amendments



**ORDINANCE**

1  
2 AN ORDINANCE relating to financing certain capital activities of Seattle Department of  
3 Transportation; increasing appropriations to the Department of Transportation in the 2008  
4 Budget; and amending the 2008-2013 Capital Improvement Program; all by a three-  
fourths vote of the City Council.

5 WHEREAS, Ordinance 122232 authorized a vote on a property tax levy for transportation  
6 improvements that was approved by the voters in November 2006, Ordinance 122191  
7 imposed an employee hours tax for transportation purposes, Ordinance 122192 imposed a  
8 commercial parking tax for transportation purposes, and Resolution 30915 collectively  
9 referred to these referenced funding sources and the transportation improvements for  
which the collected revenues will be used as the "Bridging the Gap" (BTG) transportation  
funding package; and

10 WHEREAS, the Mayor has proposed and the City Council has approved a 2008 Budget and  
11 2008-2013 Capital Improvement Program that includes the S Lander St. Grade Separation  
project; and

12 WHEREAS, the Mayor has proposed and the City Council has approved a 2008 Budget and  
13 2008-2013 Capital Improvement Program that includes the Spokane St. Viaduct project;  
14 and

15 WHEREAS, the Mayor has proposed and the City Council has approved a 2008 Budget and  
16 2008-2013 Capital Improvement Program that includes the Mercer Corridor Project; and

17 WHEREAS, due to the failure of Proposition 1, the roads and transit proposal, on the November  
18 2007 ballot, the 2008 Budget and 2008-2013 Capital Improvement Program do not  
19 include Regional Transportation Investment District (RTID) revenue, RTID-backed  
bonds, BTG revenue, or BTG-backed bonds for the S Lander St. Grade Separation  
project, the Spokane St. Viaduct project, and the Mercer Corridor Project; and

20 WHEREAS, it is in the City's best interest to fund and continue implementation of the Spokane  
21 St. Viaduct at this time, prior to initiation of the Alaskan Way Viaduct (AWV)  
22 replacement project because this project will help lessen the negative impact of the AWV  
replacement project during construction; and

23 WHEREAS, the City Council intends to give limited funding and approval to continue  
24 implementation of the Mercer Corridor Project at this time until demonstrated progress is  
25 made towards securing state, federal, and private funding; and

WHEREAS, the City Council agrees with the Executive proposal to not move forward with the S Lander St. Grade Separation project at this time; and

1 WHEREAS, the Department of Transportation has developed a revised finance plan for the  
2 Spokane St. Viaduct and the Mercer Corridor Project that does not include RTID revenue  
or RTID-backed bonds; and

3 WHEREAS, the revised finance plan for the Spokane St. Viaduct leaves a funding gap of \$40  
4 million in currently unsecured funding anticipated from state and federal sources; and

5 WHEREAS, the revised finance plan for the Mercer Corridor Project leaves a funding gap of \$88  
6 million in currently unsecured funding anticipated from private participation and state and  
7 federal sources; and

8 WHEREAS, the City Council intends to consider future appropriation authority for the Mercer  
9 Corridor Project in the context of whether substantial progress is made toward closing  
this funding gap, NOW, THEREFORE,

10  
11 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

12 Section 1. In order to pay for necessary capital costs and expenses incurred, or to be  
13 incurred, but for which insufficient appropriations were made, the appropriations for the  
14 following in the 2008 Budget are increased from the fund shown, as follows:

15

<i>Fund</i>	<i>Department</i>	<i>Budget Control Level</i>	<i>Amount</i>
16 Transportation 17 Operating Fund 18 (10310)	Seattle Department of 19 Transportation	Major Projects (19002)	\$25,664,000
20 Transportation 21 Operating Fund 22 (10310)	Seattle Department of 23 Transportation	General Expense (18002)	\$1,537,000

24 Section 2 The 2008-2013 Adopted Capital Improvement Program is hereby amended as  
25 shown in Exhibit A with respect to those projects or programs included in Exhibit A.  
26  
27

1 Section 3. In accordance with RCW 35.32A.060, the foregoing appropriations are made  
2 to meet actual necessary expenditures of the City for which insufficient appropriations have been  
3 made due to causes which could not reasonably have been foreseen at the time of the making of  
4 the 2008 Budget.

5 Section 4. The City Council anticipates that future appropriation authority related to the  
6 Mercer Corridor Project will not be granted until the City Council has had the opportunity to  
7 evaluate the Executive's progress toward closing the existing funding gap. To inform this  
8 evaluation, the Executive will provide the following information to the City Council:

9 1. A fully revised financing plan for both the Spokane St. Viaduct Project and  
10 Mercer Corridor Project that includes:

- 11 (a) Revised schedule for anticipated revenues and expenditures; and  
12 (b) Updated project cost estimates based on 100% design and further value  
13 engineering analysis; and  
14 (c) Documentation of anticipated revenues and supporting information from  
15 specific sources of funding that the Executive has characterized as "private  
16 participation" in their April 2008 financing plan for the Mercer Corridor  
17 Project. These sources should total the equivalent of \$36.2 million in  
18 funding for the project or reductions or off-sets in project costs. This  
19 documentation should verify the actual level of private participation  
20 funding realized through real estate acquisition for right of way needs; and  
21 (d) Documentation of secured revenues or supporting information  
22 demonstrating substantial progress toward securing funding in the amounts  
23  
24  
25  
26

shown in the Executive's April 2008 financing plan for the Spokane St. Viaduct Project and Mercer Corridor Project from the following sources:

- (i) State or regional funding from the Washington State Department of Transportation, King County Department of Transportation, Freight Mobility Strategic Investment Board and Transportation Improvement Board for both projects; and
- (ii) Federal funding from the Puget Sound Regional Council's distribution of the region's Surface Transportation / Congestion Management & Air Quality (STP/CMAQ) funds, annual earmark appropriations, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Reauthorization earmarks, and other federal grant sources.
- (iii) A revised assessment of potential sources for grant and partner agency funding and an updated schedule for anticipated revenues from the sources of funding noted in (i) and (ii) above; and
- (e) An assessment of potential need for interim financing in the event external revenues are not secured according to the project schedule; and
- (f) A contingency plan that identifies proposed alternative funding sources in the event that either project fails to secure all anticipated revenues.

2. Documentation of completed environmental review, including but not limited to the National Environmental Policy Act (NEPA) Environmental Assessment (EA), technical reports & memoranda, and Finding of No Significant Impacts (FONSI).

Section 5. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by a three-fourths vote of all the members of the City Council the \_\_\_\_ day of \_\_\_\_\_, 2008, and signed by me in open session in authentication of its passage this \_\_\_\_ day of \_\_\_\_\_, 2008.

\_\_\_\_\_  
President \_\_\_\_\_ of the City Council

Approved by me this \_\_\_\_ day of \_\_\_\_\_, 2008.

\_\_\_\_\_  
Gregory J. Nickels, Mayor

Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2008.

\_\_\_\_\_  
City Clerk

(Seal)

Exhibit A: 2008-2013 Capital Improvement Program Amendments

# Transportation

## Mercer Corridor Project

**BCL/Program Name:** Major Projects  
**Project Type:** New Facility  
**Project ID:** TC365500

**BCL/Program Code:** 19002  
**Start Date:** 1st Quarter 1999  
**End Date:** ((4th Quarter 2010))  
2nd Quarter 2012

**Location:** Mercer St/Fairview Ave N/Dexter Ave N  
**Neighborhood Plan:** South Lake Union  
**Neighborhood District:** Lake Union

**Neighborhood Plan Matrix:** Multiple  
**Urban Village:** In more than one Urban Village

This project, part of the Bridging the Gap funding package, implements a comprehensive package of transportation improvements in the Mercer Corridor in South Lake Union. Improvements include, but are not limited to, a widened two-way Mercer St., improved pedestrian safety and access to Lake Union Park, and enhanced neighborhood circulation for all modes. The project aims to use existing street capacity more efficiently and enhance all modes of travel, including pedestrian mobility. Council has granted limited approval of the project through 2008 appropriation authority to complete design, environment review and begin property acquisition for right-of-way needs. Appropriations beyond 2008 for this project are subject to Council approval and depend on the Executive's response to Section 4 of Council Bill 116161.

	LTD	2007	2008	2009	2010	2011	2012	2013	Total
<b>Revenue Sources</b>									
2002B LTGO Bond	400	0	0	0	0	0	0	0	400
2003 LTGO Bond	600	0	0	0	0	0	0	0	600
2005 LTGO Bond	1,912	0	0	0	0	0	0	0	1,912
2006 LTGO Bond	891	1,609	0	0	0	0	0	0	2,500
2008 Multipurpose LTGO Bond Fund	0	3,241	0	0	0	0	0	0	3,241
Real Estate Excise Tax II	361	0	0	0	0	0	0	0	361
South Lake Union Property Sale Proceeds	50	0	0	0	0	0	0	0	50
Transportation Bond Funds	4,560	0	0	0	0	0	0	0	4,560
<del>((Federal Grant Funds</del>	<del>1,866</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>1,866</del>
General Subfund Revenues	164	12	18	0	0	0	0	0	194
State Gas Taxes - Arterial City Street Fund	576	208	0	0	0	0	0	0	784
State Gas Taxes - City Street Fund	200	0	0	0	0	0	0	0	200
Transportation Funding Package - Parking Tax	0	2,912	0	0	0	0	0	0	2,912
<u>Federal Grant Funds</u>	<u>1,866</u>	<u>0</u>	<u>0</u>	<u>5,000</u>	<u>5,000</u>	<u>6,000</u>	<u>2,500</u>	<u>0</u>	<u>20,366</u>
<u>Private Partnerships</u>	<u>0</u>	<u>0</u>	<u>1,450</u>	<u>12,800</u>	<u>6,000</u>	<u>6,000</u>	<u>10,000</u>	<u>0</u>	<u>36,250</u>
<u>State Grant Funds</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,500</u>	<u>2,500</u>	<u>2,500</u>	<u>700</u>	<u>0</u>	<u>8,200</u>
<u>WSDOT</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>12,500</u>	<u>12,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>25,000</u>
<u>City Light Fund Revenues</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5,000</u>	<u>5,000</u>	<u>10,000</u>	<u>0</u>	<u>0</u>	<u>20,000</u>
<u>Drainage and Wastewater Rates</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,000</u>	<u>2,000</u>	<u>2,000</u>	<u>0</u>	<u>0</u>	<u>6,000</u>
<u>Transportation Funding Package - Bonds</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>38,933</u>	<u>6,100</u>	<u>6,000</u>	<u>0</u>	<u>0</u>	<u>51,033</u>
<u>2007 LTGO Bond Fund</u>	<u>0</u>	<u>0</u>	<u>12,583</u>	<u>3,717</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>16,300</u>
<del>((Project Total:</del>	<del>11,580</del>	<del>7,982</del>	<del>18</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>19,580</del>
<b>Project Total:</b>	<b>11,580</b>	<b>7,982</b>	<b>14,051</b>	<b>82,450</b>	<b>39,100</b>	<b>32,500</b>	<b>13,200</b>	<b>0</b>	<b>200,863</b>

*\*This detail is for information only. Funds are appropriated in the budget at the Budget Control Level. Amounts in thousands of dollars.*

**2008-2013 Adopted Capital Improvement Program**

**Exhibit A**

# Transportation

<b>Fund Appropriations/Allocations</b>										
Cumulative Reserve Subfund - Real Estate Excise Tax II Subaccount	361	0	0	0	0	0	0	0	0	361
Cumulative Reserve Subfund - South Lake Union Property Proceeds Subaccount	50	0	0	0	0	0	0	0	0	50
<del>((Transportation Operating Fund</del>	<del>11,169</del>	<del>7,982</del>	<del>18</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>19,169))</del>
Transportation Operating Fund	11,169	7,982	14,051	82,450	39,100	32,500	13,200	0	0	200,452
<del>((Appropriations Total*</del>	<del>11,580</del>	<del>7,982</del>	<del>18</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>19,580))</del>
<b><u>Appropriations Total*</u></b>	<b><u>11,580</u></b>	<b><u>7,982</u></b>	<b><u>14,051</u></b>	<b><u>82,450</u></b>	<b><u>39,100</u></b>	<b><u>32,500</u></b>	<b><u>13,200</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>200,863</u></b>
<b><u>Spending Plan</u></b>	<b><u>11,580</u></b>	<b><u>4,483</u></b>	<b><u>17,550</u></b>	<b><u>82,450</u></b>	<b><u>39,100</u></b>	<b><u>32,500</u></b>	<b><u>13,200</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>200,863</u></b>
<b>O &amp; M Costs (Savings)</b>			0	0	0	0	0	0	0	0

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# Transportation

## Spokane St. Viaduct

**BCL/Program Name:** Major Projects  
**Project Type:** Improved Facility  
**Project ID:** TC364800

**BCL/Program Code:** 19002  
**Start Date:** 2nd Quarter 1994  
**End Date:** ((4th Quarter 2010))  
2nd Quarter 2011

**Location:** S Spokane St/6th Ave S/E Marginal Wy S  
**Neighborhood Plan:** Morgan Junction (MOCA)  
**Neighborhood District:** In more than one District

**Neighborhood Plan Matrix:** Multiple  
**Urban Village:** Duwamish

This project, part of the Bridging the Gap funding package, builds a new structure that will be parallel and connected to the existing one, and will widen the existing viaduct by about 41 feet. The project also includes construction of new ramps at First Avenue South and an eastbound Fourth Ave. off-ramp. ((Phase 1 activities include, but are not limited to widening from east of First Avenue South west to the terminus at the Harbor Island off-ramps and construction of the new ramps at First Avenue S. Phase 2 activities include, but are not limited to widening the structure from First Avenue South to the I-5 interchange, the eastern terminus of the project. Phase 3 activities include construction of the Fourth Ave. off-ramp.)) This ((multi-phased)) project improves the safety of the Spokane Street Viaduct through the addition of shoulders, a wider median, and a westbound "weave-lane."

	LTD	2007	2008	2009	2010	2011	2012	2013	Total
<b>Revenue Sources</b>									
2008 Multipurpose LTGO Bond Fund	0	4,742	0	0	0	0	0	0	4,742
Real Estate Excise Tax II	1,362	102	0	0	0	0	0	0	1,464
City Light Fund Revenues	52	315	100	0	0	0	0	0	467
Drainage and Wastewater Rates	45	531	0	0	0	0	0	0	576
<del>((Federal Grant Funds</del>	<del>10,780</del>	<del>4,110</del>	<del>9,840</del>	<del>5,300</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>30,030))</del>
General Subfund Revenues	3,890	0	9	0	0	0	0	0	3,899
Port of Seattle Funds	0	1,200	0	500	1,700	0	0	0	3,400
Private Funding/Donations	0	0	0	0	2,250	0	0	0	2,250
Public Works Trust Fund Proceeds	456	0	0	0	0	0	0	0	456
State Gas Taxes - Arterial City Street Fund	401	199	0	0	0	0	0	0	600
<del>((State Grant Funds</del>	<del>750</del>	<del>625</del>	<del>9,875</del>	<del>14,500</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>25,750))</del>
<u>Federal Grant Funds</u>	<u>10,780</u>	<u>4,110</u>	<u>7,913</u>	<u>10,300</u>	<u>1,927</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>35,030</u>
<u>State Grant Funds</u>	<u>750</u>	<u>625</u>	<u>0</u>	<u>375</u>	<u>13,600</u>	<u>10,400</u>	<u>0</u>	<u>0</u>	<u>25,750</u>
<u>King County Metro</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5,000</u>	<u>2,500</u>	<u>2,500</u>	<u>0</u>	<u>0</u>	<u>10,000</u>
<u>WSDOT</u>	<u>0</u>	<u>0</u>	<u>23,433</u>	<u>6,567</u>	<u>10,000</u>	<u>10,000</u>	<u>0</u>	<u>0</u>	<u>50,000</u>
<u>Transportation Funding Package - Bonds</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>12,042</u>	<u>32,808</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>44,850</u>
<del>((Project Total:</del>	<del>17,736</del>	<del>11,824</del>	<del>19,824</del>	<del>20,300</del>	<del>3,950</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>73,634))</del>
<b><u>Project Total:</u></b>	<b><u>17,736</u></b>	<b><u>11,824</u></b>	<b><u>31,455</u></b>	<b><u>34,784</u></b>	<b><u>64,785</u></b>	<b><u>22,900</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>183,484</u></b>

\*This detail is for information only. Funds are appropriated in the budget at the Budget Control Level. Amounts in thousands of dollars.

**2008-2013 Adopted Capital Improvement Program**

**Exhibit A**

# Transportation

<b>Fund Appropriations/Allocations</b>									
Cumulative Reserve Subfund - Real Estate Excise Tax II Subaccount	1,362	102	0	0	0	0	0	0	1,464
<del>((Transportation Operating Fund</del>	<del>16,374</del>	<del>11,722</del>	<del>19,824</del>	<del>20,300</del>	<del>3,950</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>72,170))</del>
Transportation Operating Fund	<u>16,374</u>	<u>11,722</u>	<u>31,455</u>	<u>34,784</u>	<u>64,785</u>	<u>22,900</u>	0	0	<u>182,020</u>
<del>((Appropriations Total*</del>	<del>17,736</del>	<del>11,824</del>	<del>19,824</del>	<del>20,300</del>	<del>3,950</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>73,634))</del>
<b>Appropriations Total*</b>	<u>17,736</u>	<u>11,824</u>	<u>31,455</u>	<u>34,784</u>	<u>64,785</u>	<u>22,900</u>	<u>0</u>	<u>0</u>	<u>184,484</u>
O & M Costs (Savings)				0	0	0	0	0	0
<del>((Spending Plan</del>	<del></del>	<del>5,678</del>	<del>24,770</del>	<del>21,500</del>	<del>3,950</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>55,898))</del>
<b>Spending Plan</b>		<u>2,970</u>	<u>40,309</u>	<u>34,784</u>	<u>64,785</u>	<u>22,900</u>	<u>0</u>	<u>0</u>	<u>165,784</u>

*\*This detail is for information only. Funds are appropriated in the budget at the Budget Control Level. Amounts in thousands of dollars.*

# Transportation

## S Lander St. Grade Separation

**BCL/Program Name:** Mobility-Capital  
**Project Type:** New Facility  
**Project ID:** TC366150

**BCL/Program Code:** 19003  
**Start Date:** 1st Quarter 2001  
**End Date:** ((4th Quarter 2011))  
To Be Determined

**Location:** S Lander St/1st Ave S/4th Ave S  
**Neighborhood Plan:** Duwamish  
**Neighborhood District:** Greater Duwamish

**Neighborhood Plan Matrix:** TP-2  
**Urban Village:** Not in an Urban Village

This project develops a grade separation of the S Lander St. roadway and the Burlington Northern mainline railroad tracks between First Ave. S and Fourth Ave. S. Previously, City staff evaluated traffic conditions and identified an initial design concept. During the preliminary engineering phase of the project, a consultant conducted a Type, Size and Location study to develop more detailed plans and cost estimates. The project design recommenced in November of 2006, and in January of 2007, survey, geotechnical and scoping of the design work began. The project was put on hold in March 2008 until further funding becomes available.

	LTD	2007	2008	2009	2010	2011	2012	2013	Total
<b>Revenue Sources</b>									
2008 Multipurpose LTGO Bond Fund	0	9,533	0	0	0	0	0	0	9,533
Federal Grant Funds	100	0	0	0	0	0	0	0	100
Port of Seattle Funds	0	0	0((3,115))	0	0	0	0	0	0((3,115))
Private Funding/Donations	0	0	0((1,335))	0	0	0	0	0	0((1,335))
State Gas Taxes - Arterial City Street Fund	14	46	0	0	0	0	0	0	60
State Gas Taxes - City Street Fund	125	0	0	0	0	0	0	0	125
Vehicle Licensing Fees	35	0	0	0	0	0	0	0	35
<del>((Project Total:</del>	<del>274</del>	<del>9,579</del>	<del>0</del>	<del>4,450</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>14,303))</del>
<b>Project Total:</b>	<b>274</b>	<b>9,579</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,853</b>
<b>Fund Appropriations/Allocations</b>									
<del>((Transportation Operating Fund</del>	<del>274</del>	<del>9,579</del>	<del>0</del>	<del>4,450</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>14,303))</del>
<b>Transportation Operating Fund</b>	<b>274</b>	<b>9,579</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,853</b>
<del>((Appropriations Total*</del>	<del>274</del>	<del>9,579</del>	<del>0</del>	<del>4,450</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>14,303))</del>
<b>Appropriations Total*</b>	<b>274</b>	<b>9,579</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,853</b>
<b>O &amp; M Costs (Savings)</b>			0	0	0	0	0	0	0

*\*This detail is for information only. Funds are appropriated in the budget at the Budget Control Level. Amounts in thousands of dollars.*

**2008-2013 Adopted Capital Improvement Program**

**Exhibit A**

**FISCAL NOTE FOR CAPITAL PROJECTS ONLY**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>DOF Analyst/Phone:</b>
Legislative	Michael Fong, 615-1675	Stephen Barham, 733-9084

**Legislation Title:** AN ORDINANCE relating to financing certain capital activities of Seattle Department of Transportation; increasing appropriations to the Department of Transportation in the 2008 Budget; and amending the 2008-2013 Capital Improvement Program; all by a three-fourths vote of the City Council.

**Summary and background of the Legislation:**

The Bridging the Gap (BTG) transportation funding package included funding for three major transportation projects, the Spokane St. Viaduct, Mercer Corridor Project, and S Lander St. Grade Separation. In developing the BTG package, SDOT anticipated leveraging a large portion of the funding for completing these projects from the Regional Transportation Investment District (RTID) that went before the voters last November.

Passage of Proposition 1 would have provided \$323 million to the city for the Spokane Street Viaduct, Mercer Corridor and Lander Street Grade Separation projects. Due to the failure of Proposition 1 on the November 2007 ballot, \$50.4 million in SDOT revenue and appropriation authority from BTG and RTID-supported bond proceeds was not included in the 2008 Adopted Budget for the Spokane St. Viaduct, Mercer Corridor Project, and S Lander St. Grade Separation projects as described in Council Greensheet 107-1-A-2.

A revised finance and spending plan for these three projects has been developed that reprograms the BTG revenue stream, resulting in revised budgets for the Mercer Corridor Project and the Spokane St. Viaduct. The S Lander St. project will be stopped until additional funding becomes available. This revised long-term use of BTG tax revenue in no way affects any other BTG commitment. This legislation increases 2008 appropriations for the Mercer Corridor Project by \$14,033,000 and the Spokane St. Viaduct project by \$11,631,000 for a net increase from the Adopted Budget Major Projects Budget Control Level (BCL) of \$25,664,000. Any unused appropriations for the S Lander St. Grade Separation Project will be abandoned through the 2008 year-end legislation.

This legislation also amends the 2008-2013 Capital Improvement Program (CIP) for all three projects as delineated in Exhibit A to the accompanying Ordinance. This legislation will enable the Spokane St. Viaduct project to be completed prior to initiation of the Alaskan Way Viaduct (AWV) replacement project in 2012. Council has granted limited approval of the Mercer Corridor project through 2008 appropriation authority in this legislation to complete design,

environmental review and begin property acquisition for right-of-way needs. Appropriations beyond 2008 for the Mercer Corridor project are subject to Council approval and depend on the Executive's response to Section 4 of Council Bill 116161.

The legislation reflects significant additional contributions already made or expected to be made by the state and other entities to the Spokane and Mercer projects. The legislation also recognizes the economic benefits that the Mercer Street project will provide for private developers in South Lake Union, and calls for the private sector to contribute \$36 million to the Mercer Street project.

<b>Project Name:</b>	<b>Project I.D.</b>	<b>Project Location:</b>	<b>Start Date:</b>	<b>End Date</b>
Spokane St. Viaduct	TC364800	S Spokane St/6 <sup>th</sup> Ave S/E Marginal Wy S	2Q 1994	2Q 2011
Mercer Corridor Project	TC365500	Mercer St/Fairview Ave N/Dexter Ave N	1Q 1999	2Q 2012

- Please check any of the following that apply:

       **This legislation creates, funds, or anticipates a new CIP Project.** (Please note whether the current CIP is being amended through this ordinance, or provide the Ordinance or Council Bill number of the separate legislation that has amended/is amending the CIP.)

       **This legislation does not have any financial implications.** (Stop here and delete the remainder of this document prior to saving and printing.)

  X   **This legislation has financial implications.** (Please complete all relevant sections that follow.)

**Appropriations:** This table should reflect appropriations that are a direct result of this legislation. In the event that the projects associated with this ordinance had, or will have, appropriations in other legislation, please provide details in the Notes section below. If this legislation does not directly change an appropriation, but results in budget authority being moved within a Budget Control Level, or to another Budget Control Level (up to 10%), please explain in the Notes section below.

<b>Fund Name and Number</b>	<b>Department</b>	<b>Budget Control Level*</b>	<b>2008 Appropriation</b>	<b>2009 Anticipated Appropriation</b>
Transportation Operating Fund (10310)	Seattle Department of Transportation	Major Projects (19002)	25,664,000	96,934,000
Transportation Operating Fund (10310)	Seattle Department of Transportation	General Expense (18002)	1,537,000	TBD

<b>TOTAL</b>			<b>27,201,000</b>	<b>96,934,000</b>
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*\*See budget book to obtain the appropriate Budget Control Level for your department.*

**Notes:**

The appropriations listed in the table above are allocated as follows and as further described in Exhibit A to the accompanying Ordinance.

SDOT Budget Control Level	Project	2008 Allocation	2009 Anticipated Allocation
Major Projects/19002	Spokane St. Viaduct (TC364800)	11,631,000	14,484,000
Major Projects/19002	Mercer Corridor Project (TC36550)	14,033,000	82,450,000
<b>TOTAL</b>		<b>25,664,000</b>	<b>96,934,000</b>

**Spending Plan and Future Appropriations for Capital Projects:** Please list the timing of anticipated appropriation authority requests and expected spending plan. In addition, please identify your cost estimate methodology including inflation assumptions, the projected costs of meeting applicable LEED standards, and the percent for art and design as appropriate.

Spending Plan and Budget	2008	2009	2010	2011	2012	2013	Total
Spending Plan							
Current Year Appropriation							
Future Appropriations							

**Notes:**

See Exhibit A for amended spending plans.

**Funding source:** Identify funding sources including revenue generated from the project and the expected level of funding from each source.

Funding Source (Fund Name and Number, if applicable)	2008	2009	2010	2011	2012	2013	Total
<b>TOTAL</b>							

**Notes:**

See Exhibit A for amended funding sources.

**Bond Financing Required:** *If the project or program requires financing, please list type of financing, amount, interest rate, term and annual debt service or payment amount. Please include issuance costs of 3% in listed amount.*

Type	Amount	Assumed Interest Rate	Term	Timing	Expected Annual Debt Service/Payment
LTGO		5.0%	20 Years	2008	
<b>TOTAL</b>					

To support some of the appropriations, separate legislation amends the 2008 bond sale ordinance and redirects 2007 Limited Tax General Obligation bond funds that were issued for the Zoo garage. This project has been terminated so the 2007 bonds funds will be appropriated for these transportation projects and repaid over time from BTG revenue sources.

**Uses and Sources for Operation and Maintenance Costs for the Project:** *Estimate cost of one-time startup, operating and maintaining the project over a six year period and identify each fund source available. Estimate the annual savings of implementing the LEED Silver standard. Identify key assumptions such as staffing required, assumed utility usage and rates and other potential drivers of the facility's cost.*

O&M	2008	2009	2010	2011	2012	2013	Total
Uses							
Start Up							
On-going							
Sources (itemize)							

**Notes:**

**Periodic Major Maintenance costs for the project:** *Estimate capital cost of performing periodic maintenance over life of facility. Please identify major work items, frequency.*

Major Maintenance Item	Frequency	Cost	Likely Funding Source
<b>TOTAL</b>			

**Funding sources for replacement of project:** *Identify possible and/or recommended method of financing the project replacement costs.*

**Total Regular Positions Created, Modified, Or Abrogated Through This Legislation, Including FTE Impact:** *This table should only reflect the actual number of positions created by this legislation. In the event that positions have been, or will be, created as a result of previous or future legislation or budget actions, please provide details in the Notes section below the table.*

Position Title and Department*	Position # for Existing Positions	Fund Name & #	PT/FT	2008 Positions	2008 FTE	2009 Positions **	2009 FTE **
<b>TOTAL</b>							

\* List each position separately

\*\* 2009 positions and FTE are total 2009 position changes resulting from this legislation, not incremental changes. Therefore, under 2009, please be sure to include any continuing positions from 2008.

**Notes: No positions will be created or modified as a result of this legislation.**

- **Do positions sunset in the future?** (If yes, identify sunset date):
- **What is the financial cost of not implementing the legislation:** (Estimate the costs to the City of not implementing the legislation, including estimated costs to maintain or expand an existing facility or the cost avoidance due to replacement of an existing facility, potential conflicts with regulatory requirements, or other potential costs if the legislation is not implemented):

It is in the City's best interest to fund and continue implementation of the Spokane St. Viaduct project at this time, prior to initiation of the AWV replacement project in 2012 because these capital improvement projects will help lessen the negative impact of the AWV replacement project during construction. Effective alternate routes are essential to the economic well-being of the region. The City Council believes it is in the City's best interest to grant limited funding and approval to continue implementation of the Mercer Corridor Project at this time.

If this legislation is not implemented, the cost of implementing these projects will increase rapidly. Delaying construction of these projects will increase the impacts to the Center City and the Puget Sound region of Alaskan Way Viaduct construction and potentially create cumulative construction impacts. In turn these impacts could make it difficult for people and goods to move to and through Seattle, threatening our local economy.

- **What are the possible alternatives to the legislation that could achieve the same or similar objectives** *(Include any potential alternatives to the proposed legislation, including using an existing facility to fulfill the uses envisioned by the proposed project, adding components to or subtracting components from the total proposed project, contracting with an outside organization to provide the services the proposed project would fill, or other alternatives):*

None.

- **Is the legislation subject to public hearing requirements:** *(If yes, what public hearings have been held to date, and/or what plans are in place to hold a public hearing(s) in the future?)*

No.

- **Other Issues** *(including long-term implications of the legislation):*

**Please list attachments to the fiscal note below:**

**FISCAL NOTE FOR CAPITAL PROJECTS ONLY**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>DOF Analyst/Phone:</b>
Seattle Department of Transportation	Dorinda Costa, 615-0765	Stephen Barham, 733-9084

**Legislation Title:** AN ORDINANCE relating to financing certain capital activities of Seattle Department of Transportation; increasing appropriations to the Department of Transportation in the 2008 Budget; and amending the 2008-2013 Capital Improvement Program; all by a three-fourths vote of the City Council.

**Summary and background of the Legislation:**

The Bridging the Gap (BTG) transportation funding package included funding for three major transportation projects, the Spokane St. Viaduct, Mercer Corridor Project, and S Lander St. Grade Separation. In developing the BTG package, SDOT anticipated leveraging a large portion of the funding for completing these projects from the Regional Transportation Investment District (RTID) that went before the voters last November.

Passage of Proposition 1 would have provided \$323 million to the city for the Spokane Street Viaduct, Mercer Corridor and Lander Street Grade Separation projects. Due to the failure of Proposition 1 on the November 2007 ballot, \$50.4 million in SDOT revenue and appropriation authority from BTG and RTID-supported bond proceeds was not included in the 2008 Adopted Budget for the Spokane St. Viaduct, Mercer Corridor Project, and S Lander St. Grade Separation projects as described in Council Greensheet 107-1-A-2.

A revised finance and spending plan for these three projects has been developed that reprograms the BTG revenue stream, resulting in revised budgets for the Mercer Corridor Project and the Spokane St. Viaduct. The S Lander St. project will be stopped until additional funding becomes available. This revised long-term use of BTG tax revenue in no way affects any other BTG commitment. This legislation increases 2008 appropriations for the Mercer Corridor Project by \$14,033,000 and the Spokane St. Viaduct project by \$11,631,000 for a net increase from the Adopted Budget Major Projects Budget Control Level (BCL) of \$25,664,000. Any unused appropriations for the S Lander St. Grade Separation Project will be abandoned through the 2008 year-end legislation.

This legislation also amends the 2008-2013 Capital Improvement Program (CIP) for all three projects as delineated in Exhibit A to the accompanying Ordinance. The result of this legislation will be completion of two high priority major projects identified in the Bridging the Gap transportation funding package prior to initiation of the Alaskan Way Viaduct (AWV)



replacement project in 2012.

The legislation reflects significant additional contributions already made or expected to be made by the state and other entities to the Spokane and Mercer projects. The legislation also recognizes the economic benefits that the Mercer Street project will provide for private developers in South Lake Union, and calls for the private sector to contribute \$36 million to the Mercer Street project.

Project Name:	Project I.D.	Project Location:	Start Date:	End Date
Spokane St. Viaduct	TC364800	S Spokane St/6 <sup>th</sup> Ave S/E Marginal Wy S	2Q 1994	2Q 2011
Mercer Corridor Project	TC365500	Mercer St/Fairview Ave N/Dexter Ave N	1Q 1999	2Q 2012

- Please check any of the following that apply:

**This legislation creates, funds, or anticipates a new CIP Project.** (Please note whether the current CIP is being amended through this ordinance, or provide the Ordinance or Council Bill number of the separate legislation that has amended/is amending the CIP.)

**This legislation does not have any financial implications.** (Stop here and delete the remainder of this document prior to saving and printing.)

**This legislation has financial implications.** (Please complete all relevant sections that follow.)

**Appropriations:** This table should reflect appropriations that are a direct result of this legislation. In the event that the projects associated with this ordinance had, or will have, appropriations in other legislation, please provide details in the Notes section below. If this legislation does not directly change an appropriation, but results in budget authority being moved within a Budget Control Level, or to another Budget Control Level (up to 10%), please explain in the Notes section below.

Fund Name and Number	Department	Budget Control Level*	2008 Appropriation	2009 Anticipated Appropriation
Transportation Operating Fund (10310)	Seattle Department of Transportation	Major Projects (19002)	25,664,000	96,934,000
Transportation Operating Fund (10310)	Seattle Department of Transportation	General Expense (18002)	1,537,000	TBD
<b>TOTAL</b>			<b>27,201,000</b>	<b>96,934,000</b>

\*See budget book to obtain the appropriate Budget Control Level for your department.



**Notes:**

The appropriations listed in the table above are allocated as follows and as further described in Exhibit A to the accompanying Ordinance.

SDOT Budget Control Level	Project	2008 Allocation	2009 Anticipated Allocation
Major Projects/19002	Spokane St. Viaduct (TC364800)	11,631,000	14,484,000
Major Projects/19002	Mercer Corridor Project (TC36550)	14,033,000	82,450,000
<b>TOTAL</b>		<b>25,664,000</b>	<b>96,934,000</b>

**Spending Plan and Future Appropriations for Capital Projects:** Please list the timing of anticipated appropriation authority requests and expected spending plan. In addition, please identify your cost estimate methodology including inflation assumptions, the projected costs of meeting applicable LEED standards, and the percent for art and design as appropriate.

Spending Plan and Budget	2008	2009	2010	2011	2012	2013	Total
Spending Plan							
Current Year Appropriation							
Future Appropriations							

**Notes:**

See Exhibit A for amended spending plans.

**Funding source:** Identify funding sources including revenue generated from the project and the expected level of funding from each source.

Funding Source (Fund Name and Number, if applicable)	2008	2009	2010	2011	2012	2013	Total
<b>TOTAL</b>							

**Notes:**

See Exhibit A for amended funding sources.



**Bond Financing Required:** *If the project or program requires financing, please list type of financing, amount, interest rate, term and annual debt service or payment amount. Please include issuance costs of 3% in listed amount.*

Type	Amount	Assumed Interest Rate	Term	Timing	Expected Annual Debt Service/Payment
LTGO		5.0%	20 Years	2008	
<b>TOTAL</b>					

To support some of the appropriations, separate legislation amends the 2008 bond sale ordinance and redirects 2007 Limited Tax General Obligation bond funds that were issued for the Zoo garage. This project has been terminated so the 2007 bonds funds will be appropriated for these transportation projects and repaid over time from BTG revenue sources.

**Uses and Sources for Operation and Maintenance Costs for the Project:** *Estimate cost of one-time startup, operating and maintaining the project over a six year period and identify each fund source available. Estimate the annual savings of implementing the LEED Silver standard. Identify key assumptions such as staffing required, assumed utility usage and rates and other potential drivers of the facility's cost.*

O&M	2008	2009	2010	2011	2012	2013	Total
Uses							
Start Up							
On-going							
Sources (itemize)							

**Notes:**

**Periodic Major Maintenance costs for the project:** *Estimate capital cost of performing periodic maintenance over life of facility. Please identify major work items, frequency.*

Major Maintenance Item	Frequency	Cost	Likely Funding Source
<b>TOTAL</b>			

**Funding sources for replacement of project:** *Identify possible and/or recommended method of financing the project replacement costs.*

**Total Regular Positions Created, Modified, Or Abrogated Through This Legislation, Including FTE Impact:** *This table should only reflect the actual number of positions created by*



*this legislation In the event that positions have been, or will be, created as a result of previous or future legislation or budget actions, please provide details in the Notes section below the table.*

Position Title and Department*	Position # for Existing Positions	Fund Name & #	PT/FT	2008 Positions	2008 FTE	2009 Positions **	2009 FTE **
<b>TOTAL</b>							

\* List each position separately

\*\* 2009 positions and FTE are total 2009 position changes resulting from this legislation, not incremental changes. Therefore, under 2009, please be sure to include any continuing positions from 2008.

**Notes: No positions will be created or modified as a result of this legislation.**

- **Do positions sunset in the future?** (If yes, identify sunset date):
- **What is the financial cost of not implementing the legislation:** (Estimate the costs to the City of not implementing the legislation, including estimated costs to maintain or expand an existing facility or the cost avoidance due to replacement of an existing facility, potential conflicts with regulatory requirements, or other potential costs if the legislation is not implemented):

It is in the City's best interest to fund and continue implementation of the Spokane St. Viaduct and the Mercer Corridor Project at this time, prior to initiation of the AWV replacement project in 2012 because these capital improvement projects will help lessen the negative impact of the AWV replacement project during construction. Effective alternate routes are essential to the economic well-being of the region.

If this legislation is not implemented, the cost of implementing these projects will increase rapidly. Delaying construction of these projects will increase the impacts to the Center City and the Puget Sound region of Alaskan Way Viaduct construction and potentially create cumulative construction impacts. In turn these impacts could make it difficult for people and goods to move to and through Seattle, threatening our local economy.

- **What are the possible alternatives to the legislation that could achieve the same or similar objectives** *(Include any potential alternatives to the proposed legislation, including using an existing facility to fulfill the uses envisioned by the proposed project, adding components to or subtracting components from the total proposed project, contracting with an outside organization to provide the services the proposed project would fill, or other alternatives):*

None.

- **Is the legislation subject to public hearing requirements:** *(If yes, what public hearings have been held to date, and/or what plans are in place to hold a public hearing(s) in the future?)*

No.

- **Other Issues** *(including long-term implications of the legislation):*

**Please list attachments to the fiscal note below:**

**ORDINANCE** \_\_\_\_\_

1  
2 AN ORDINANCE relating to financing certain capital activities of Seattle Department of  
3 Transportation; increasing appropriations to the Department of Transportation in the 2008  
4 Budget; and amending the 2008-2013 Capital Improvement Program; all by a three-  
fourths vote of the City Council.

5 WHEREAS, Ordinance 122232 authorized a vote on a property tax levy for transportation  
6 improvements that was approved by the voters in November 2006, Ordinance 122191  
7 imposed an employee hours tax for transportation purposes, Ordinance 122192 imposed a  
8 commercial parking tax for transportation purposes, and Resolution 30915 collectively  
9 referred to these referenced funding sources and the transportation improvements for  
which the collected revenues will be used as the "Bridging the Gap" (BTG) transportation  
funding package; and

10 WHEREAS, the Mayor has proposed and the City Council has approved a 2008 Budget and  
11 2008-2013 Capital Improvement Program that includes the S Lander St. Grade Separation  
project; and

12 WHEREAS, the Mayor has proposed and the City Council has approved a 2008 Budget and  
13 2008-2013 Capital Improvement Program that includes the Spokane St. Viaduct project;  
14 and

15 WHEREAS, the Mayor has proposed and the City Council has approved a 2008 Budget and  
16 2008-2013 Capital Improvement Program that includes the Mercer Corridor Project; and

17 WHEREAS, due to the failure of Proposition 1, the roads and transit proposal, on the November  
18 2007 ballot, the 2008 Budget and 2008-2013 Capital Improvement Program do not  
19 include Regional Transportation Investment District (RTID) revenue, RTID-backed  
bonds, BTG revenue, or BTG-backed bonds for the S Lander St. Grade Separation  
project, the Spokane St. Viaduct project, and the Mercer Corridor Project; and

20 WHEREAS, it is in the City's best interest to fund and continue implementation of the Spokane  
21 St. Viaduct and the Mercer Corridor Project at this time, prior to initiation of the Alaskan  
22 Way Viaduct (AWV) replacement project because these capital improvement projects  
23 will help lessen the negative impact of the AWV replacement project during construction;  
and

24 WHEREAS, the Department of Transportation has developed a revised finance plan for the  
25 Spokane St. Viaduct and the Mercer Corridor Project that does not include RTID revenue  
or RTID-backed bonds; NOW, THEREFORE,



**BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

1 Section 1. In order to pay for necessary capital costs and expenses incurred, or to be  
2 incurred, but for which insufficient appropriations were made, the appropriations for the  
3 following in the 2008 Budget are increased from the fund shown, as follows:

<i>Fund</i>	<i>Department</i>	<i>Budget Control Level</i>	<i>Amount</i>
Transportation Operating Fund (10310)	Seattle Department of Transportation	Major Projects (19002)	\$25,664,000
Transportation Operating Fund (10310)	Seattle Department of Transportation	General Expense (18002)	\$1,537,000

11 Section 2. The 2008-2013 Adopted Capital Improvement Program is hereby amended as  
12 shown in Exhibit A with respect to those projects or programs included in Exhibit A.

14 Section 3. In accordance with RCW 35.32A.060, the foregoing appropriations are made  
15 to meet actual necessary expenditures of the City for which insufficient appropriations have been  
16 made due to causes which could not reasonably have been foreseen at the time of the making of  
17 the 2008 Budget.  
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1 Section 4. This ordinance shall take effect and be in force thirty (30) days from and after  
2 its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days  
3 after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

4 Passed by a three-fourths vote of all the members of the City Council the \_\_\_\_ day of  
5 \_\_\_\_\_, 2008, and signed by me in open session in authentication of its  
6 passage this  
7 \_\_\_\_ day of \_\_\_\_\_, 2008.

8  
9  
10 \_\_\_\_\_  
11 President \_\_\_\_\_ of the City Council

12 Approved by me this \_\_\_\_ day of \_\_\_\_\_, 2008.

13  
14 \_\_\_\_\_  
15 Gregory J. Nickels, Mayor

16 Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2008.

17  
18  
19 \_\_\_\_\_  
20 City Clerk

21 (Seal)

22 Exhibit A: 2008-2013 Capital Improvement Program Amendments  
23  
24  
25  
26  
27  
28



# Transportation

## Mercer Corridor Project

**BCL/Program Name:** Major Projects  
**Project Type:** New Facility  
**Project ID:** TC365500

**BCL/Program Code:** 19002  
**Start Date:** 1st Quarter 1999  
**End Date:** ((4th Quarter 2010))  
2nd Quarter 2012

**Location:** Mercer St/Fairview Ave N/Dexter Ave N

**Neighborhood Plan:** South Lake Union

**Neighborhood District:** Lake Union

**Neighborhood Plan Matrix:** Multiple

**Urban Village:** In more than one Urban Village

This project, part of the Bridging the Gap funding package, implements a comprehensive package of transportation improvements in the Mercer Corridor in South Lake Union. Improvements include, but are not limited to, a widened two-way Mercer St., improved pedestrian safety and access to Lake Union Park, and enhanced neighborhood circulation for all modes. The project aims to use existing street capacity more efficiently and enhance all modes of travel, including pedestrian mobility.

	LTD	2007	2008	2009	2010	2011	2012	2013	Total
<b>Revenue Sources</b>									
2002B LTGO Bond	400	0	0	0	0	0	0	0	400
2003 LTGO Bond	600	0	0	0	0	0	0	0	600
2005 LTGO Bond	1,912	0	0	0	0	0	0	0	1,912
2006 LTGO Bond	891	1,609	0	0	0	0	0	0	2,500
2008 Multipurpose LTGO Bond Fund	0	3,241	0	0	0	0	0	0	3,241
Real Estate Excise Tax II	361	0	0	0	0	0	0	0	361
South Lake Union Property Sale Proceeds	50	0	0	0	0	0	0	0	50
Transportation Bond Funds	4,560	0	0	0	0	0	0	0	4,560
<del>((Federal Grant Funds</del>	<del>1,866</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>1,866</del>
General Subfund Revenues	164	12	18	0	0	0	0	0	194
State Gas Taxes - Arterial City Street Fund	576	208	0	0	0	0	0	0	784
State Gas Taxes - City Street Fund	200	0	0	0	0	0	0	0	200
Transportation Funding Package - Parking Tax	0	2,912	0	0	0	0	0	0	2,912
<u>Federal Grant Funds</u>	<u>1,866</u>	<u>0</u>	<u>0</u>	<u>5,000</u>	<u>5,000</u>	<u>6,000</u>	<u>2,500</u>	<u>0</u>	<u>20,366</u>
<u>Private Partnerships</u>	<u>0</u>	<u>0</u>	<u>1450</u>	<u>12,800</u>	<u>6,000</u>	<u>6,000</u>	<u>10,000</u>	<u>0</u>	<u>36,250</u>
<u>State Grant Funds</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,500</u>	<u>2,500</u>	<u>2,500</u>	<u>700</u>	<u>0</u>	<u>8,200</u>
<u>WSDOT</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>12,500</u>	<u>12,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>25,000</u>
<u>City Light Fund Revenues</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5,000</u>	<u>5,000</u>	<u>10,000</u>	<u>0</u>	<u>0</u>	<u>20,000</u>
<u>Drainage and Wastewater Rates</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,000</u>	<u>2,000</u>	<u>2,000</u>	<u>0</u>	<u>0</u>	<u>6,000</u>
<u>Transportation Funding Package - Bonds</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>38,933</u>	<u>6,100</u>	<u>6,000</u>	<u>0</u>	<u>0</u>	<u>51,033</u>
<u>2007 LTGO Bond Fund</u>	<u>0</u>	<u>0</u>	<u>12,583</u>	<u>3,717</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>16,300</u>
<del>((Project Total:</del>	<del>11,580</del>	<del>7,982</del>	<del>18</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>19,580</del>
<b><u>Project Total:</u></b>	<b><u>11,580</u></b>	<b><u>7,982</u></b>	<b><u>14,051</u></b>	<b><u>82,450</u></b>	<b><u>39,100</u></b>	<b><u>32,500</u></b>	<b><u>13,200</u></b>	<b><u>0</u></b>	<b><u>200,863</u></b>

\*This detail is for information only. Funds are appropriated in the budget at the Budget Control Level. Amounts in thousands of dollars.

2008-2013 Adopted Capital Improvement Program

# Transportation

<b>Fund Appropriations/Allocations</b>									
Cumulative Reserve Subfund - Real Estate Excise Tax II Subaccount	361	0	0	0	0	0	0	0	361
Cumulative Reserve Subfund - South Lake Union Property Proceeds Subaccount	50	0	0	0	0	0	0	0	50
<del>((Transportation Operating Fund</del>	<del>11,169</del>	<del>7,982</del>	<del>18</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>19,169))</del>
Transportation Operating Fund	11,169	7,982	14,051	82,450	39,100	32,500	13,200	0	200,452
<del>((Appropriations Total*</del>	<del>11,580</del>	<del>7,982</del>	<del>18</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>19,580))</del>
<b><u>Appropriations Total*</u></b>	<b><u>11,580</u></b>	<b><u>7,982</u></b>	<b><u>14,051</u></b>	<b><u>82,450</u></b>	<b><u>39,100</u></b>	<b><u>32,500</u></b>	<b><u>13,200</u></b>	<b><u>0</u></b>	<b><u>200,863</u></b>
<b><u>Spending Plan</u></b>	<b><u>11,580</u></b>	<b><u>4,483</u></b>	<b><u>17,550</u></b>	<b><u>82,450</u></b>	<b><u>39,100</u></b>	<b><u>32,500</u></b>	<b><u>13,200</u></b>	<b><u>0</u></b>	<b><u>200,863</u></b>
<b>O &amp; M Costs (Savings)</b>			0	0	0	0	0	0	0

*\*This detail is for information only. Funds are appropriated in the budget at the Budget Control Level. Amounts in thousands of dollars.*



# Transportation

## Spokane St. Viaduct

**BCL/Program Name:** Major Projects  
**Project Type:** Improved Facility  
**Project ID:** TC364800

**BCL/Program Code:** 19002  
**Start Date:** 2nd Quarter 1994  
**End Date:** ((4th Quarter 2010))  
2nd Quarter 2011

**Location:** S Spokane St/6th Ave S/E Marginal Wy S

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

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

**Neighborhood Plan Matrix:** Multiple

**Urban Village:** Duwamish

This project, part of the Bridging the Gap funding package, builds a new structure that will be parallel and connected to the existing one, and will widen the existing viaduct by about 41 feet. The project also includes construction of new ramps at First Avenue South and an eastbound Fourth Ave. off-ramp. ((Phase 1 activities include, but are not limited to widening from east of First Avenue South west to the terminus at the Harbor Island off-ramps and construction of the new ramps at First Avenue S. Phase 2 activities include, but are not limited to widening the structure from First Avenue South to the I-5 interchange, the eastern terminus of the project. Phase 3 activities include construction of the Fourth Ave. off-ramp.)) This ((multi-phased)) project improves the safety of the Spokane Street Viaduct through the addition of shoulders, a wider median, and a westbound "weave-lane."

	LTD	2007	2008	2009	2010	2011	2012	2013	Total
<b>Revenue Sources</b>									
2008 Multipurpose LTGO Bond Fund	0	4,742	0	0	0	0	0	0	4,742
Real Estate Excise Tax II	1,362	102	0	0	0	0	0	0	1,464
City Light Fund Revenues	52	315	100	0	0	0	0	0	467
Drainage and Wastewater Rates	45	531	0	0	0	0	0	0	576
<del>((Federal Grant Funds</del>	<del>10,780</del>	<del>4,110</del>	<del>9,840</del>	<del>5,300</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>30,030))</del>
General Subfund Revenues	3,890	0	9	0	0	0	0	0	3,899
Port of Seattle Funds	0	1,200	0	500	1,700	0	0	0	3,400
Private Funding/Donations	0	0	0	0	2,250	0	0	0	2,250
Public Works Trust Fund Proceeds	456	0	0	0	0	0	0	0	456
State Gas Taxes - Arterial City Street Fund	401	199	0	0	0	0	0	0	600
<del>((State Grant Funds</del>	<del>750</del>	<del>625</del>	<del>9,875</del>	<del>14,500</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>25,750))</del>
<u>Federal Grant Funds</u>	<u>10,780</u>	<u>4,110</u>	<u>7,913</u>	<u>10,300</u>	<u>1,927</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>35,030</u>
<u>State Grant Funds</u>	<u>750</u>	<u>625</u>	<u>0</u>	<u>375</u>	<u>13,600</u>	<u>10,400</u>	<u>0</u>	<u>0</u>	<u>25,750</u>
<u>King County Metro</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5,000</u>	<u>2,500</u>	<u>2,500</u>	<u>0</u>	<u>0</u>	<u>10,000</u>
<u>WSDOT</u>	<u>0</u>	<u>0</u>	<u>23,433</u>	<u>6,567</u>	<u>10,000</u>	<u>10,000</u>	<u>0</u>	<u>0</u>	<u>50,000</u>
<u>Transportation Funding Package - Bonds</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>12,042</u>	<u>32,808</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>44,850</u>
<del>((Project Total:</del>	<del>17,736</del>	<del>11,824</del>	<del>19,824</del>	<del>20,300</del>	<del>3,950</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>73,634))</del>
<b><u>Project Total:</u></b>	<b><u>17,736</u></b>	<b><u>11,824</u></b>	<b><u>31,455</u></b>	<b><u>34,784</u></b>	<b><u>64,785</u></b>	<b><u>22,900</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>183,484</u></b>

\*This detail is for information only. Funds are appropriated in the budget at the Budget Control Level. Amounts in thousands of dollars.



# Transportation

**Fund Appropriations/Allocations**

Cumulative Reserve Subfund - Real Estate Excise Tax II Subaccount	1,362	102	0	0	0	0	0	0	1,464
<del>((Transportation Operating Fund</del>	<del>16,374</del>	<del>11,722</del>	<del>19,824</del>	<del>20,300</del>	<del>3,950</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>72,170))</del>
<u>Transportation Operating Fund</u>	<u>16,374</u>	<u>11,722</u>	<u>31,455</u>	<u>34,784</u>	<u>64,785</u>	<u>22,900</u>	<u>0</u>	<u>0</u>	<u>182,020</u>
<del>((Appropriations Total*</del>	<del>17,736</del>	<del>11,824</del>	<del>19,824</del>	<del>20,300</del>	<del>3,950</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>73,634))</del>
<b><u>Appropriations Total*</u></b>	<b><u>17,736</u></b>	<b><u>11,824</u></b>	<b><u>31,455</u></b>	<b><u>34,784</u></b>	<b><u>64,785</u></b>	<b><u>22,900</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>184,484</u></b>
O & M Costs (Savings)				0	0	0	0	0	0
<del>((Spending Plan</del>	<del>5,678</del>	<del>24,770</del>	<del>21,500</del>	<del>3,950</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>55,898))</del>
<b><u>Spending Plan</u></b>	<b><u>2,970</u></b>	<b><u>40,309</u></b>	<b><u>34,784</u></b>	<b><u>64,785</u></b>	<b><u>22,900</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>165,784</u></b>

*\*This detail is for information only. Funds are appropriated in the budget at the Budget Control Level. Amounts in thousands of dollars.*

**2008-2013 Adopted Capital Improvement Program**

**Exhibit A**



**S Lander St. Grade Separation**

**BCL/Program Name:** Mobility-Capital  
**Project Type:** New Facility  
**Project ID:** TC366150

**BCL/Program Code:** 19003  
**Start Date:** 1st Quarter 2001  
**End Date:** ((4th Quarter 2014))  
To Be Determined

**Location:** S Lander St/1st Ave S/4th Ave S  
**Neighborhood Plan:** Duwamish  
**Neighborhood District:** Greater Duwamish

**Neighborhood Plan Matrix:** TP-2  
**Urban Village:** Not in an Urban Village

This project develops a grade separation of the S Lander St. roadway and the Burlington Northern mainline railroad tracks between First Ave. S and Fourth Ave. S. Previously, City staff evaluated traffic conditions and identified an initial design concept. During the preliminary engineering phase of the project, a consultant conducted a Type, Size and Location study to develop more detailed plans and cost estimates. The project design recommenced in November of 2006, and in January of 2007, survey, geotechnical and scoping of the design work began. The project was put on hold in March 2008 until further funding becomes available.

	LTD	2007	2008	2009	2010	2011	2012	2013	Total
<b>Revenue Sources</b>									
2008 Multipurpose LTGO Bond Fund	0	9,533	0	0	0	0	0	0	9,533
Federal Grant Funds	100	0	0	0	0	0	0	0	100
Port of Seattle Funds	0	0	0((3,115))	0	0	0	0	0((3,115))	0
Private Funding/Donations	0	0	0((1,335))	0	0	0	0	0((1,335))	0
State Gas Taxes - Arterial City Street Fund	14	46	0	0	0	0	0	0	60
State Gas Taxes - City Street Fund	125	0	0	0	0	0	0	0	125
Vehicle Licensing Fees	35	0	0	0	0	0	0	0	35
<b>((Project Total:</b>	<b>274</b>	<b>9,579</b>	<b>0</b>	<b>4,450</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,303))</b>
<b><u>Project Total:</u></b>	<b><u>274</u></b>	<b><u>9,579</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>9,853</u></b>
<b>Fund Appropriations/Allocations</b>									
<b>((Transportation Operating Fund</b>	<b>274</b>	<b>9,579</b>	<b>0</b>	<b>4,450</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,303))</b>
<b><u>Transportation Operating Fund</u></b>	<b><u>274</u></b>	<b><u>9,579</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>9,853</u></b>
<b>((Appropriations Total*</b>	<b>274</b>	<b>9,579</b>	<b>0</b>	<b>4,450</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,303))</b>
<b><u>Appropriations Total*</u></b>	<b><u>274</u></b>	<b><u>9,579</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>9,853</u></b>
<b>O &amp; M Costs (Savings)</b>			0	0	0	0	0	0	0

\*This detail is for information only. Funds are appropriated in the budget at the Budget Control Level. Amounts in thousands of dollars.



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**STATE OF WASHINGTON - KING COUNTY**

--SS.

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224673

No.

CITY OF SEATTLE, CLERKS OFFICE

**Affidavit of Publication**

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12<sup>th</sup> day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

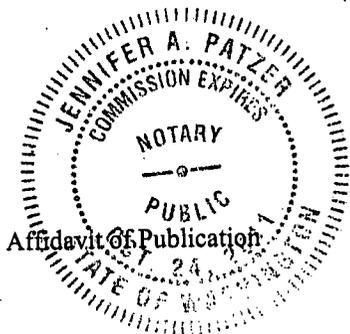
The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:122686-122690 TITLE

was published on

05/22/08

The amount of the fee charged for the foregoing publication, is the sum of \$ 77.28, which amount has been paid in full.



Affidavit of Publication

*[Signature]*  
\_\_\_\_\_  
Subscribed and sworn to before me on  
05/22/08 *[Signature]*  
\_\_\_\_\_  
Notary public for the State of Washington,  
residing in Seattle

# State of Washington, King County

## City of Seattle

### TITLE-ONLY PUBLICATION

The full text of the following ordinances, passed by the City Council on May 12, 2008, and published here by title only, will be mailed, at no cost, on request for two months after this publication. For further information, contact the Seattle City Clerk at 884-8344.

#### ORDINANCE NO. 122690

AN ORDINANCE appropriating money to pay certain audited claims and ordering the payment thereof.

#### ORDINANCE NO. 122689

AN ORDINANCE relating to foreclosure prevention; establishing policies for a foreclosure prevention program; clarifying and limiting the authority of the Office of Housing to use a 2008 Budget allowance for the program; imposing a proviso; and ratifying and confirming prior acts.

#### ORDINANCE NO. 122688

AN ORDINANCE relating to the Alaskan Way Viaduct Electrical Utility Relocation Phase I Project; authorizing execution of three Memoranda of Agreement between the Washington State Department of Transportation and the City of Seattle; changing and establishing the grades of South Royal Brougham Way between Alaskan Way South and First Avenue South; and creating a new position in Seattle City Light.

#### ORDINANCE NO. 122687

AN ORDINANCE relating to the City Light Department; authorizing the execution of three agreements to provide for the transmission of power from the Summer Falls and Main Canal Hydroelectric Projects to the City of Seattle.

#### ORDINANCE NO. 122686

AN ORDINANCE relating to financing certain capital activities of Seattle Department of Transportation; increasing appropriations to the Department of Transportation in the 2008 Budget; and amending the 2008-2013 Capital Improvement Program; all by a three-fourths vote of the City Council.

Publication ordered by JUDITH PIPPIN, City Clerk.

Date of publication in the Seattle Daily Journal of Commerce, May 22, 2008.

5/22(224673)