

2013 - 2014 Seattle City Council Green Sheet

Approved

Tab	Action	Option	Version
76	1	A	3

**Budget Action Title:** Amend SDOT's CIP projects in SDOT's proposed 2013-18 CIP and revise SDOT's proposed 2013-14 budget accordingly; and eliminate the TMP Transit Master Plan Investment Reserve in 2014

Councilmembers: Bagshaw; Clark; O'Brien; Rasmussen

Staff Analyst: Dan Eder; Ketil Freeman

Council Bill or Resolution:

**Budget Committee Vote:**

Date	Result	SB	BH	TR	RC	TB	NL	JG	SC	MO
11/09/2012	Pass 9-	Y	Y	Y	Y	Y	Y	Y	Y	Y

**Summary of Dollar Effect**

See the following pages for detailed technical information

	2013 Increase (Decrease)	2014 Increase (Decrease)
<b>General Subfund</b>		
General Subfund Revenues	\$0	\$0
<u>General Subfund Expenditures</u>	<u>\$0</u>	<u>\$0</u>
Net Balance Effect	\$0	\$0
<b>Other Funds</b>		
<b>Cumulative Reserve Subfund - REET II Subaccount (00161)</b>		
Revenues	\$0	\$0
<u>Expenditures</u>	<u>(\$350,000)</u>	<u>\$350,000</u>
Net Balance Effect	\$350,000	(\$350,000)
<b>Cumulative Reserve Subfund - Unrestricted Subaccount (00164)</b>		
Revenues	\$0	\$0
<u>Expenditures</u>	<u>\$0</u>	<u>\$2,500,000</u>
Net Balance Effect	\$0	(\$2,500,000)
<b>Transportation Operating Fund (10310)</b>		
Revenues	(\$350,000)	\$2,850,000
<u>Expenditures</u>	<u>(\$350,000)</u>	<u>\$2,850,000</u>
Net Balance Effect	\$0	\$0
<b>Total Budget Balance Effect</b>	<b>\$350,000</b>	<b>(\$2,850,000)</b>

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***Budget Action description:***

This green sheet amends appropriations in several projects in the Seattle Department of Transportation’s (SDOT’s) proposed 2013-2018 Capital Improvement Program (CIP) relating to Transit Master Plan (TMP) implementation. It revises the proposed SDOT 2013-2014 budget to reflect the CIP changes. It also **eliminates** the amount of a planned 2014 reserve in the Cumulative Reserve Subfund-Unrestricted Subaccount (CRS-U) to support the CIP changes.

**This version of the green sheet differs from 76-1-A-2 to reflect feedback during consideration of Round 2 green sheets. Specifically, this version:**

- **Continues to eliminate the proposed \$2.5M Transit Master Plan Investment Reserve for 2014;**
- **Reduces from \$1.85M to \$0.35M in CRS-U 2014 funding to the Broadway Streetcar Extension CIP (project TC367240); and**
- **Adds \$1.5M in 2014 funding to the Seattle Center City Connector CIP (project TC367210)**

Additionally, amendments to the Eastlake High Capacity Transit CIP Project (TC367380) include changes in the description of revenue sources to reflect a correction included in budget errata.

**1. Eliminate Reserve in CRS:**

The effect of this green sheet would be to eliminate the 2014 Proposed Budget’s Transit Master Plan Investment Reserve in the CRS-U.

**2. Changes to SDOT’s CIP:**

This green sheet would change the Mayor’s proposed CIP budgets for Transit Master Plan (TMP) implementation projects by making several changes as shown in Attachment A and summarized as follows:

- Deferring the start of the Eastlake High Capacity Transit (HCT) (project #TC367380) corridor planning and alternatives analysis such that it would start in 2014 and end in 2015;
- Deferring to 2015 appropriations for the Ship Canal crossing portion of the Ballard to Downtown HCT and Ship Canal Crossing Project (#TC367390);
- Increasing the 2013 appropriations in the Transit Corridor Improvements project #TC366860 by \$150,000 for work on the Madison HCT corridor;
- Adding \$2 million to the Transit Corridor Improvements (project #TC366860) for Priority Bus Corridor projects included in the adopted TMP;
- Increasing transit CIP projects in CRS-U funds by \$2.5 million in 2014 as follows: **add \$0.65 million to the Eastlake HCT, add \$0.35 million to the Broadway Streetcar Extension CIP (project TC367240), and add \$1.5million to the Seattle Center City Connector CIP (project TC 367210).**

Changes are further detailed in the table below.

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Amounts below in \$millions

CIP Project / BCL	Mayor Proposed			Council Proposal			Difference			Comments
	2013	2014	Biennium	2013	2014	Biennium	2013	2014	Biennium	
Eastlake High Capacity Transit / Mobility-Capital BCL	\$2.00	\$0	\$2.00	\$0	\$1.00	\$1.00	(\$2.00)	\$1.00	(\$1.00)	HCT Design, planning, cost estimates (add \$1.0M in 2015 in CIP)
Ballard to Downtown High Capacity Transit and Ship Canal Crossing Project / Mobility-Capital BCL	\$0.50	\$0	\$0.50	\$0	\$0	\$0	(\$0.50)	\$0	(\$0.50)	Design work, planning, cost estimates for Fremont-Ballard HCT (add \$0.5M in 2015 in CIP to study the Ship Canal Crossing)
Transit Corridor Improvements (Madison Bus Rapid Transit) / Mobility-Capital BCL	\$0.35	\$0.50	\$0.85	\$0.50	\$0.50	\$1.00	\$0.15	\$0	\$0.15	Design work, planning, cost estimates for Madison Corridor BRT
Transit Corridor Improvements (Priority Bus Corridors) / Mobility-Capital BCL	\$0	\$0	\$0	\$2.00	\$0	\$2.00	\$2.00	\$0	\$2.00	Enhance speed and reliability on RapidRide and other TMP priority bus corridors
<b>Broadway Street Car Extension / Mobility-Capital BCL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0.35</b>	<b>\$0.35</b>	<b>\$0</b>	<b>\$0.35</b>	<b>\$0.35</b>	<b>Funding in lieu of creating a 2014 TMP Investment Reserve</b>
<b>Seattle Center City Connector</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1.5</b>	<b>\$1.5</b>	<b>\$0</b>	<b>\$1.5</b>	<b>\$1.5</b>	<b>Funding in lieu of creating a 2014 TMP Investment Reserve</b>
<b>Subtotal SDOT</b>	<b>\$2.85</b>	<b>\$0.50</b>	<b>\$3.35</b>	<b>\$2.50</b>	<b>\$3.35</b>	<b>\$5.85</b>	<b>(\$0.35)</b>	<b>\$2.85</b>	<b>\$2.50</b>	
TMP Investment Reserve	\$0.00	\$2.50	\$2.50	\$0.00	\$0.00	\$0.00	\$0.00	(\$2.50)	(\$2.50)	In Cumulative Reserve Subfund
<b>Grand Total</b>	<b>\$2.85</b>	<b>\$3.00</b>	<b>\$5.85</b>	<b>\$2.50</b>	<b>\$3.35</b>	<b>\$5.85</b>	<b>(\$0.35)</b>	<b>\$0.35</b>	<b>\$0.00</b>	

## Background

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The Mayor has proposed adding \$4.4M in 2013 and \$1.1M in 2014 for “TMP implementation” in new appropriations. The Mayor has also proposed creating a new reserve in 2014 with \$2.5M of seed money that could be used to pay a portion of anticipated costs for additional design and construction of one or more HCT or streetcar projects.

The adopted TMP prioritizes both HCT projects and non-HCT priority bus corridor projects. HCT projects require a longer planning horizon as well as capital funding requirements too large for the City to implement without significant funding partnerships with other entities.

The Proposed Budget includes funding to continue work on two existing non-HCT streetcar capital projects: First Hill Streetcar and Broadway Streetcar Extension. Capital appropriations (carry-forward from 2012) will fund continuing work on two existing HCT capital projects: Ballard-to-Downtown and the Seattle Center City Connector. Finally, the Proposed Budget includes funding in the Transit Corridor Improvements capital project to continue incremental implementation of Priority Bus Corridor improvements identified in the TMP. The cumulative funding gap is approximately \$616M for these three categories of projects with work already underway.

The Proposed Budget includes \$2.5M to begin work in 2013 on additional HCT projects (Eastlake HCT and Ballard to Downtown HCT/Ship Canal Crossing). The Proposed Budget also includes \$350,000 in 2013 and \$500,000 in 2014 for initial work on a new Madison Bus Rapid Transit project (proposal is to fund this through the non-HCT Transit Corridor Improvements CIP project). The cumulative additional funding gap is approximately \$284M for these projects that are proposed to start in 2013.

SDOT’s base budget for Transit Corridor Improvements (project #TC366860) included \$3.2M in 2013 and \$3.1M in 2014, which includes physical improvements to bus corridors referred to as “Priority Bus Corridors” in the TMP. The 2013 Proposed Budget adds \$500,000 for design and planning work related to the Ballard to Downtown HCT Project (specifically for the Ship Canal Crossing). The 2013 Proposed Budget includes expenditures of \$1.2M for the Seattle Center City Connector project; appropriation authority for those expenditures was previously authorized by Council.

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### Budget Action Transactions

**Budget Action Title:** Amend SDOT's CIP projects in SDOT's proposed 2013-18 CIP and revise SDOT's proposed 2013-14 budget accordingly; and eliminate the TMP Transit Master Plan Investment Reserve in 2014

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BCL or Revenue Source	Summit Code	Fund	Year	Revenue Amount	Expenditure Amount
1	Increase CRS-U use of fund balance to reflect smaller 2014 reserve to amend CIP projects.				CRS	Use of (Contribution to) Fund Balance	379100	00164	2014	\$2,500,000	
2	Increase transfer to amend CIP projects				CRS	CRS-U Support to Transportation	CRS-U-SDOT	00164	2014		\$2,500,000
3	Increase TOF revenues to amend CIP projects				SDOT	OPER TR IN-FR Cumulative Reserve Subfund - Unrestricted	587116	10310	2014	\$2,500,000	
4	Increase TOF expenditures to amend CIP projects				SDOT	Mobility-Capital	19003	10310	2014		\$2,500,000
5	Decrease 2013 appropriations to amend CIP projects				SDOT	Mobility-Capital	19003	10310	2013		(\$350,000)
6	Increase 2014 appropriations to amend CIP projects				SDOT	Mobility-Capital	19003	10310	2014		\$350,000
7	Reduce revenue to amend CIP projects.				SDOT	OPER TR IN-FR Cumulative Reserve Subfund - REET II	587116	10310	2013	(\$350,000)	
8	Increase revenues to amend CIP projects.				SDOT	OPER TR IN-FR Cumulative Reserve Subfund - REET II	587116	10310	2014	\$350,000	
9	Decrease transfer to amend CIP projects.				CRS	CRS REET II Support to Transportation	2ECM0	00161	2013		(\$350,000)

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#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BCL or Revenue Source	Summit Code	Fund	Year	Revenue Amount	Expenditure Amount
10	Decrease transfer to amend CIP projects.				CRS	CRS REET II Support to Transportation	2ECM0	00161	2014		\$350,000
11	Decrease use of fund balance to amend CIP projects.				CRS	Use of (Contribution to) Fund Balance	379100	00161	2013	(\$350,000)	
12	Increase use of fund balance to amend CIP projects.				CRS	Use of (Contribution to) Fund Balance	379100	00161	2014	\$350,000	

**Attachment A: Seattle Department of Transportation**

**Eastlake High Capacity Transit**

<b>BCL/Program Name:</b>	Mobility-Capital	<b>BCL/Program Code:</b>	19003
<b>Project Type:</b>	Improved Facility	<b>Start Date:</b>	Q1/2013
<b>Project ID:</b>	TC367380	<b>End Date:</b>	Q4/2014 <sup>5</sup>
<b>Location:</b>	Eastlake AVE/Stewart ST/NE 65th ST		
<b>Neighborhood Plan:</b>	Not in a Neighborhood Plan	<b>Neighborhood Plan Matrix:</b>	
<b>Neighborhood District:</b>	In more than one District	<b>Urban Village:</b>	In more than one Urban Village

This project will explore the development of high capacity transit, including street improvements, in the Eastlake Avenue corridor connecting the University District, Roosevelt, Eastlake, and South Lake Union neighborhoods with Downtown. The project is identified as a priority in the Transit Master Plan. This project will consider rail and bus options in determining the most effective approach to transit service within a project area.

	LTD Actuals	2012 Rev	2013	2014	2015	2016	2017	2018	Total
<b>Revenue Sources</b>									
Transportation Funding Package – Parking Tax	0	0	<u>2,000</u>	0	<u>01,000</u>	0	0	0	<u>21,000</u>
<u>Total: Real Estate Excise Tax II</u>	0	0	<u>2,000</u>	<u>0350</u>	0	0	0	0	<u>2,000350</u>
<u>CRS-U</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>650</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>650</u>
<b>Total:</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1,000</u>	<u>1,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,000</u>

<b>Fund Appropriations/Allocations</b>									
<u>Cumulative Reserve Subfund - Real Estate Excise Tax II Subaccount</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>350</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>350</u>
<u>Cumulative Reserve Subfund - Unrestricted</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>650</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>650</u>
Transportation Operating Fund	0	0	<u>2,000</u>	0	<u>01,000</u>	0	0	0	<u>2,0001,000</u>
<b>Total*:</b>	0	0	<u>2,000</u>	0	<u>01,000</u>	0	0	0	2,000

<b>Spending Plan by Fund</b>									
<u>Cumulative Reserve Subfund - Real Estate Excise Tax II Subaccount</u>		<u>0</u>	<u>0</u>	<u>350</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>350</u>
<u>Cumulative Reserve Subfund - Unrestricted</u>		<u>0</u>	<u>0</u>	<u>650</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>650</u>
Transportation Operating Fund		0	<u>1,000</u>	<u>1,000</u>	<u>01,000</u>	0	0	0	<u>2,0001,000</u>
<b>Total:</b>		0	<u>1,000</u>	1,000	<u>01,000</u>	0	0	0	2,000

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# Seattle Department of Transportation

## Ballard to Downtown High Capacity Transit and Ship Canal Crossing Project

<b>BCL/Program Name:</b>	Mobility-Capital	<b>BCL/Program Code:</b>	19003
<b>Project Type:</b>	Improved Facility	<b>Start Date:</b>	Q1/2013
<b>Project ID:</b>	TC367390	<b>End Date:</b>	Q3/2014 <sup>9</sup>
<b>Location:</b>	Downtown Ballard/Downtown Seattle		
<b>Neighborhood Plan:</b>	Not in a Neighborhood Plan	<b>Neighborhood Plan Matrix:</b>	
<b>Neighborhood District:</b>	In more than one District	<b>Urban Village:</b>	In more than one Urban Village

This project will develop recommendations for implementation of high capacity transit alternatives between Ballard and Downtown Seattle. The project will build on the Ballard-Fremont-South Lake Union-Downtown corridor identified in the Transit Master Plan. The work will be done in conjunction with Sound Transit. The project will also develop conceptual designs and cost estimates for a new ship canal crossing for transit, pedestrians and bicycles.

	LTD Actuals	2012 Rev	2013	2014	2015	2016	2017	2018	Total
<b>Revenue Sources</b>									
<del>Real Estate Excise Tax II To be determined</del>	0	0	<del>500</del>	0	<del>0</del> <sup>500</sup>	0	0	0	500
General Subfund Revenues	0	800	0	0	0	0	0	0	800
<b>Total:</b>	0	800	<del>500</del>	0	<del>0</del> <sup>500</sup>	0	0	0	1,300

### Fund Appropriations/Allocations

<del>Cumulative Reserve Subfund—Real Estate Excise Tax II Subaccount</del>	<del>0</del>	<del>0</del>	<del>500</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>500</del>
Transportation Operating Fund	0	800	0	0	0	0	0	0	800
<b>Total*:</b>	0	800	<del>500</del>	0	0	0	0	0	<del>1,300</del>

### Spending Plan by Fund

<del>Cumulative Reserve Subfund—Real Estate Excise Tax II Subaccount</del>	<del>0</del>	<del>500</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>500</del>
Transportation Operating Fund	0	500	300	<del>0</del> <sup>500</sup>	0	0	0	<del>0</del> <sup>800</sup>	<del>1,300</del>
<b>Total:</b>	0	<del>1,000</del> <sup>500</sup>	300	<del>0</del> <sup>500</sup>	0	0	0	<del>1,300</del>	<del>0</del>

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## 2013 - 2018 Proposed Capital Improvement Program

# Seattle Department of Transportation

## Transit Corridor Improvements

<b>BCL/Program Name:</b>	Mobility-Capital	<b>BCL/Program Code:</b>	19003
<b>Project Type:</b>	Improved Facility	<b>Start Date:</b>	ONGOING
<b>Project ID:</b>	TC366860	<b>End Date:</b>	ONGOING
<b>Location:</b>	Citywide		
<b>Neighborhood Plan:</b>	In more than one Plan	<b>Neighborhood Plan Matrix:</b>	N/A
<b>Neighborhood District:</b>	In more than one District	<b>Urban Village:</b>	In more than one Urban Village

This program implements projects, including street improvements, that improve transit speed, reliability, access, and convenience. The program includes projects identified in , consistent with the Seattle-Transit Master Plan. Funding from the Bridging the Gap package is used to leverage grant and partnership opportunities.

	LTD Actuals	2012 Rev	2013	2014	2015	2016	2017	2018	Total
<b>Revenue Sources</b>									
General Subfund Revenues	0	0	0	0	0	0	0	0	0
<u>Real Estate Excise Tax II</u>	<u>0</u>	<u>0</u>	<u>150</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>150</u>
<u>Transportation Funding Package – Parking Tax</u>	<u>0</u>	<u>0</u>	<u>2,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,000</u>
Vehicle Licensing Fees	0	150	500	900	900	900	900	900	5,150
Federal Grant Funds	849	576	0	0	0	0	0	0	1,425
Transportation Funding Package - Lid Lift	10,902	4,285	2,666	2,722	2,790	2,500	2,500	2,500	30,865
City Light Fund Revenues	7	88	0	0	0	0	0	0	95
King County Funds	473	2,164	0	0	0	0	0	0	2,637
State Grant Funds	2,714	5,795	0	0	0	0	0	0	8,509
<b>Total:</b>	14,945	13,058	<u>3,166</u> <u>5,316</u>	3,622	3,690	3,400	3,400	3,400	<u>48,681</u> <u>50,831</u>
<b>Fund Appropriations/Allocations</b>									
General Subfund	0	0	0	0	0	0	0	0	0
<u>Cumulative Reserve Subfund - Real Estate Excise Tax II Subaccount</u>	<u>0</u>	<u>0</u>	<u>150</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>150</u>
Transportation Operating Fund	14,945	13,058	<u>35,166</u>	3,622	3,690	3,400	3,400	3,400	<u>48,681</u> <u>50,831</u>
<b>Total*:</b>	14,945	13,058	<u>3,166</u> <u>5,316</u>	3,622	3,690	3,400	3,400	3,400	<u>48,681</u> <u>50,831</u>
<b>O &amp; M Costs (Savings)</b>			0	0	0	0	0	0	0

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### 2013 - 2018 Proposed Capital Improvement Program

**Spending Plan by Fund**

General Subfund	0	0	0	0	0	0	0	0
<u>Cumulative Reserve Subfund - Real Estate Excise Tax II Subaccount</u>	<u>0</u>	<u>150</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>150</u>
Transportation Operating Fund	13,858	<del>35,166</del>	3,622	3,690	3,400	3,400	3,400	<del>34,536.5</del> <u>36</u>
<b>Total:</b>	13,858	<del>3,166</del> <u>5.3</u> <u>16</u>	3,622	3,690	3,400	3,400	3,400	<del>34,536</del> <u>36.6</u> <u>86</u>

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**2013 - 2018 Proposed Capital Improvement Program**

# Seattle Department of Transportation

## Broadway Streetcar Extension

<b>BCL/Program Name:</b>	Mobility-Capital	<b>BCL/Program Code:</b>	19003
<b>Project Type:</b>	New Facility	<b>Start Date:</b>	Q3/2012
<b>Project ID:</b>	TC367240	<b>End Date:</b>	Q3/2016
<b>Location:</b>	Broadway E/E Denny Way/E Roy ST		
<b>Neighborhood Plan:</b>	Not in a Neighborhood Plan	<b>Neighborhood Plan Matrix:</b>	
<b>Neighborhood District:</b>	East District	<b>Urban Village:</b>	Capitol Hill

This project extends the First Hill Streetcar to the north end of Broadway (approximately Denny Way to Roy Street). The First Hill Streetcar line is currently under construction and will connect First Hill employment centers to the regional Link light rail system, including but not limited to the International District/Chinatown Station, and Capitol Hill Station at Broadway and John Street. This half-mile extension to the retail core of Broadway will reach a high density residential area with reliable frequent service (approximately 10 minute headways) mirroring the hours of operation of Link light rail system.

	LTD Actuals	2012 Rev	2013	2014	2015	2016	2017	2018	Total
<b>Revenue Sources</b>									
<u>CRS-U</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>350</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>350</u>
Vehicle Licensing Fees	0	450	400	0	0	0	0	0	850
Federal Grant Funds	0	50	850	1,250	0	0	0	0	2,150
Local Improvement District Bonds	0	0	0	0	5,500	0	0	0	5,500
To be determined	0	0	0	0	<u>14,150</u>	2,000	0	0	<u>16,150</u>
<b>Total:</b>	0	500	1,250	<u>1,600</u>	<u>19,650</u>	2,000	0	0	25,000
<b>Fund Appropriations/Allocations</b>									
<u>Cumulative Reserve Subfund - Unrestricted</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>350</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>350</u>
Transportation Operating Fund	0	500	1,250	1,250	5,500	0	0	0	8,500
<b>Total*:</b>	0	500	1,250	<u>1,600</u>	5,500	0	0	0	<u>8,850</u>

# Seattle Department of Transportation

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## 2013 - 2018 Proposed Capital Improvement Program

## Seattle Center City Connector Transit Alternative Analysis

<b>BCL/Program Name:</b>	Mobility-Capital	<b>BCL/Program Code:</b>	19003
<b>Project Type:</b>	New Facility	<b>Start Date:</b>	Q2/2012
<b>Project ID:</b>	TC367210	<b>End Date:</b>	Q4/2013
<b>Location:</b>	Citywide		
<b>Neighborhood Plan:</b>	Not in a Neighborhood Plan	<b>Neighborhood Plan Matrix:</b>	
<b>Neighborhood District:</b>	In more than one District	<b>Urban Village:</b>	In more than one Urban Village

This project will examine the benefits, costs and impacts of implementing an urban circulator in the corridor between the Lower Queen Anne, Uptown and South Lake Union neighborhoods in the north and the King Street Station and Chinatown/International District in the south, potentially connecting all three of Seattle's multimodal transportation hubs.

	LTD Actuals	2012 Rev	2013	2014	2015	2016	2017	2018	Total
<b>Revenue Sources</b>									
<u>CRS-U</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1,500</u>
Vehicle Licensing Fees	0	300	0	0	0	0	0	0	300
Federal Grant Funds	0	900	0	0	0	0	0	0	900
<b>Total:</b>	0	1,200	0	<u>01,500</u>	0	0	0	0	<u>1,2002,700</u>
<b>Fund Appropriations/Allocations</b>									
<u>Cumulative Reserve Subfund - Unrestricted</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1,500</u>
Transportation Operating Fund	0	1,200	0	0	0	0	0	0	1,200
<b>Total*:</b>	0	1,200	0	<u>01,500</u>	0	0	0	0	<u>1,2002,700</u>
<b>O &amp; M Costs (Savings)</b>			0	0	0	0	0	0	0
<b>Spending Plan by Fund</b>									
Transportation Operating Fund		300	900	0	0	0	0	0	1,200
<b>Total:</b>		300	900	0	0	0	0	0	1,200

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

### 2013 - 2018 Proposed Capital Improvement Program