

Seattle Department of Transportation

LEVY TO MOVE SEATTLE

2016 Annual Report



Seattle
Department of
Transportation

The Levy to

MOVE SEATTLE



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MESSAGE FROM THE DIRECTOR



I am pleased to present the first annual Levy to Move Seattle report to Mayor Ed Murray, Seattle City Council members, the Levy Oversight Committee, and the people of Seattle. The voters of our great city put their trust in the Seattle Department

of Transportation when they approved this replacement transportation levy in the fall of 2015.

The first year of a new levy cycle is always a “ramp up” year. Much of our work in 2016 was focused on planning and designing projects that will be built in later years.

But we also knew that Seattle’s streets and sidewalks needed some help as quickly as possible. SDOT delivered 16 Safe Routes to School projects – our target was 12. Students at those 16 schools now have safer walking and biking routes to school while also promoting healthy activity and increased academic performance. We built 3.6 miles of protected bike lanes separating cyclists from automobiles. We completely repaved 26 miles of our busiest streets, including Roosevelt Way, Meridian Ave N, Renton Ave S, and others. And we installed 15 blocks of new sidewalk, both traditional and experimenting with low-cost alternatives to stretch your tax dollars further.

And 2017 is going to be even bigger. We are accelerating the construction of sidewalks and set a target to deliver 50 new blocks of sidewalk this year. We are planning to build Safe Routes to School at 30 different schools. We are paving an additional 30 miles of our most-used roads. And we are installing 9.6 miles of neighborhood greenways – including a 6-mile project through Rainier Valley.

We’ve learned several lessons this year. We are committed to improving our engagement with communities to make sure the projects ultimately reflect their desires, even when this means spending a little more time. We are facing unprecedented federal funding uncertainty. Several of our major levy-funded projects and programs – including future RapidRide corridors and the S Lander St bridge – are heavily dependent on federal grants. It is still too early to say what impacts the new administration will have on these projects but we are monitoring this closely, working with our federal partners, and will continue to keep the public informed. We continue to refine our reporting practices to ensure the public and elected officials have the necessary information to hold us accountable.

I would like to thank our Levy Oversight Committee for their great work in 2016 to help the department with refining our reporting processes so we live up to our commitment to make this a transparent and accountable levy to the public. Our city is very fortunate to have this dedicated group working on their behalf. I would also like to thank the SDOT employees who work hard every single day to improve the citywide transportation infrastructure for pedestrians, bicyclists, transit users, freight and motorists. Your efforts are appreciated and I am honored to work with all of you.

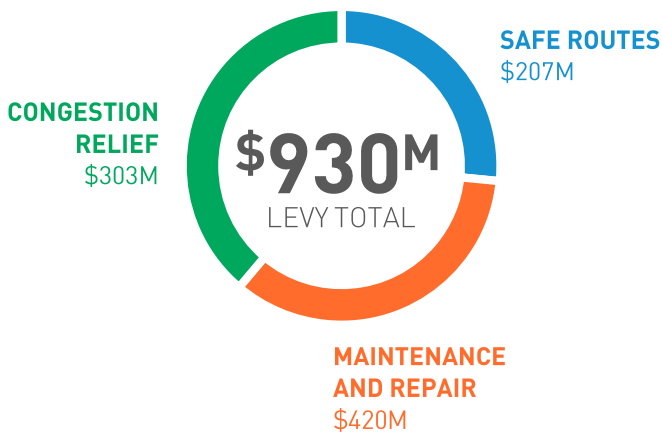
WHAT IS THE LEVY TO MOVE SEATTLE?

Approved by voters in 2015, the 9-year, \$930 million Levy to Move Seattle provides funding to improve safety for all travelers, maintain our streets and bridges, and invest in reliable, affordable travel options for a growing city.

The levy provides roughly 30% of the City's transportation budget and replaces the 9-year, \$365 Bridging the Gap levy approved by voters in 2006.

The levy funds programs to take care of the basics, while also investing in the future with improvements to move more people and goods in and around a growing Seattle.

9-YEAR FUNDING PACKAGE



WHAT ABOUT ACCOUNTABILITY?

An oversight committee, made up of Seattle residents who are appointed by the Mayor and City Council, monitors levy expenses and revenues, reviews program and project priorities, and makes recommendations to the Mayor and City Council on how to spend levy proceeds.

Levy to Move Seattle Oversight Committee Members

- Rachel Ben-Shmuel
- Brian Estes
- Calvin Goings(*)
- Elizabeth Kiker(**)
- Alex Krieg
- Joseph Laubach
- Nick Paranjpye
- Shefali Ranganathan
- Betty Spieth-Croll
- Laurie Torres
- (New member in 2017): Katie Garrow
- (New member in 2017): Blake Trask

- Phyllis Porter, Bicycle Advisory Board Rep
- Paul Muldoon, Pedestrian Advisory Board Rep
- Pat Cohn, Freight Advisory Board Rep
- Ron Posthuma, Transit Advisory Board Rep

- City Councilmember
- Mike O'Brien

- City Budget Director
- Ben Noble

You can also track levy investments and metrics via our online performance dashboard tool, available at www.seattle.gov/move-seattle-dashboard

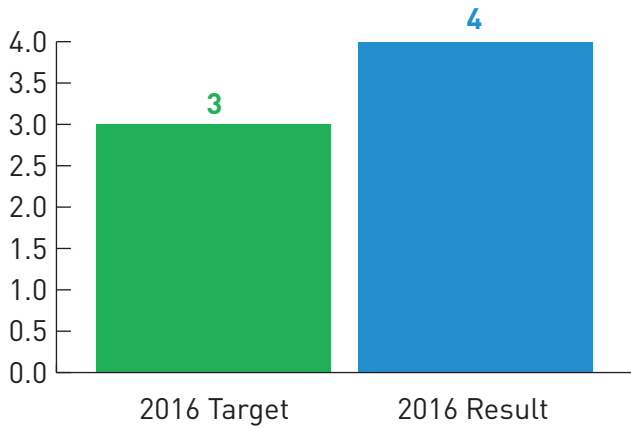
For levy categories and programs, SDOT set annual targets to drive progress towards nine-year commitments. The following pages provide details on our 2016 accomplishments for levy programs and plans for 2017.

*Resigned from role on the committee due to new employment.
**Resigned from role on the committee due to a move out of the city.

SAFE ROUTES

VISION ZERO

Vision Zero Corridors (Safety Corridors)



In 2016, SDOT completed low-cost projects to enhance conditions and improve safety for all travelers on four high-crash corridors including Beacon Ave S, Delridge Way SW, Fauntleroy Way SW, and Boyer Ave E.

In 2017-2018, SDOT will be working on the following Vision Zero corridor projects:

- 23rd/24th Ave E
- 35th Ave SW (Phase 2)
- 5th Ave (Central Business District)
- 5th Ave NE
- Aurora Ave
- Banner Way/NE 75th
- NE 65th St
- Rainier Ave S (Phase 2)
- SW Roxbury St



Low cost measures reduce pedestrian crossing distances on Beacon Ave S.

Speed Limits

Speed is the critical factor in the severity of collisions. People who are walking are twice as likely to live after being hit by a car at 25 MPH than at 30 MPH.

HIT BY A VEHICLE TRAVELING AT 20 MPH



9 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT 30 MPH



5 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT 40 MPH



Only 1 out of 10 pedestrians survives

In 2016, Mayor Murray signed into law legislation lowering the speed limit from 25 to 20 MPH on 2,400 miles of neighborhood streets. This legislation also lowered the default arterial speed limit from 30 to 25 MPH.

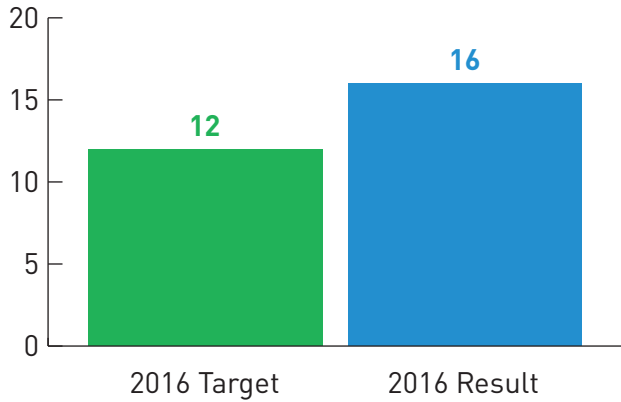
Moving forward, SDOT will continue to examine arterial speed limits citywide. We will evaluate 20 major corridors by 2020 and begin a review of speed limits in urban villages where we know pedestrian collisions occur most often.

You can find more information about Vision Zero via our website: www.seattle.gov/visionzero



SDOT Director Scott Kubly at King 5 to talk on-air about speed limit reductions in Seattle.

Safe Routes to School



Safe Routes to School (SRTS) is a local, state, and national movement to make it easier and safer for students to walk and bike. SDOT supports this effort by funding engineering improvements, education, and encouragement campaigns at public and private schools throughout Seattle.

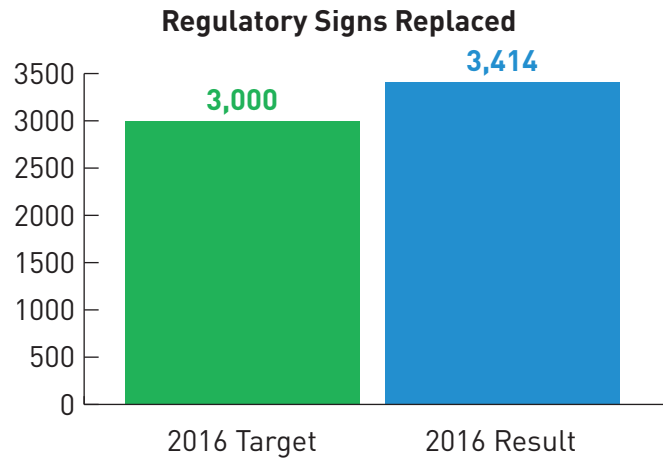
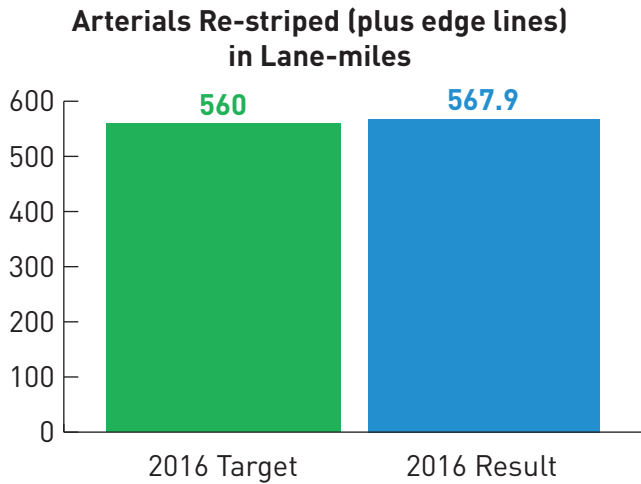
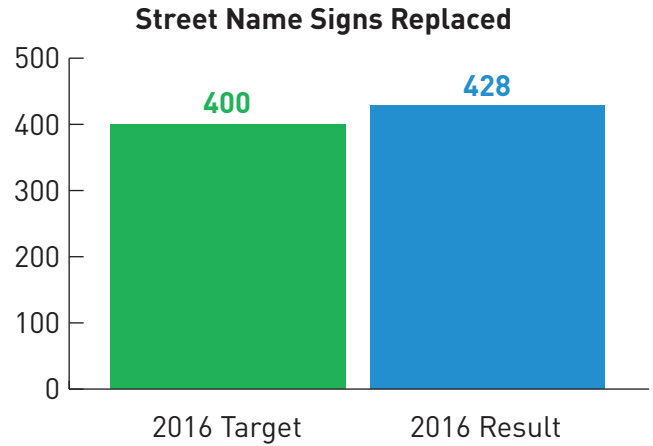
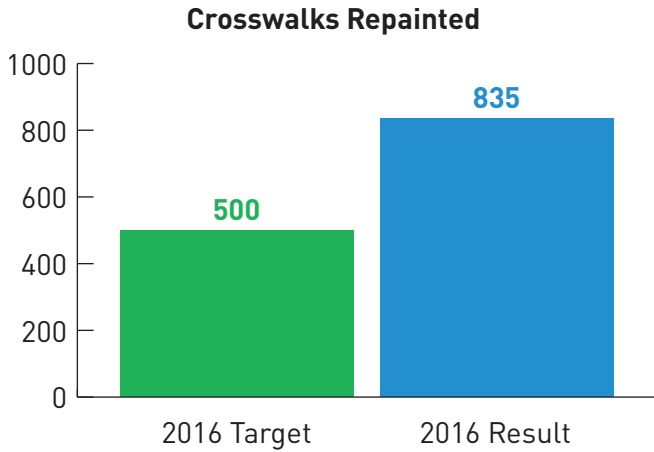
Students at the following schools benefited from levy-funded SRTS projects in 2016:

- Aki Kurose MS
- Bailey Gatzert ES(*)
- BF Day ES
- Bryant ES
- Fairmount Park ES
- Garfield HS
- Hazel Wolf (Pinehurst) K-8
- Ingraham HS
- Jane Addams MS
- Mercer MS
- Northgate ES(*)
- Nova HS
- Rainier Beach HS
- South Shore K-8
- Salmon Bay K-8
- Wing Luke ES(*)



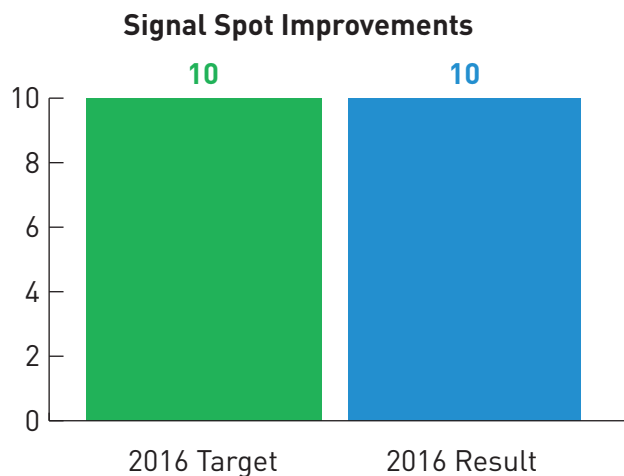
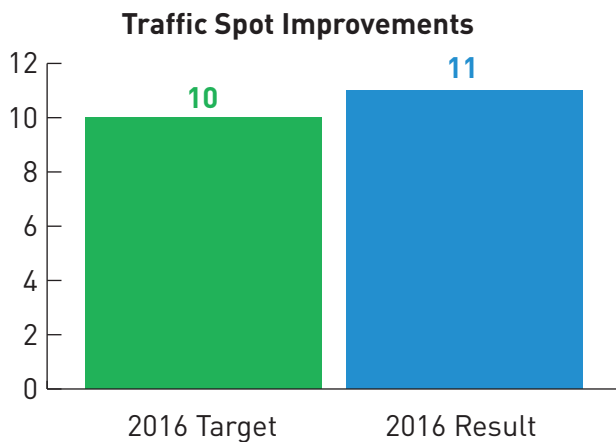
*Prioritized location based on student demographic data and required in the first three years of the levy.

Signs & Markings



Transportation Operations

Maintain and improve Seattle's system of traffic signals, signs, and markings over the course of the nine-year levy.



PEDESTRIAN & BICYCLE SAFETY

Bicycle Safety

Bicycle Master Plan

Seattle’s Bicycle Master Plan’s (BMP) vision is to create an environment where people of all ages and abilities feel comfortable riding a bicycle for any trip purpose in Seattle. The BMP identifies projects and programs to be implemented over the next 20 years to meet the plan’s goals around safety, ridership, equity, connectivity, and livability.

The Levy to Move Seattle contains targets of building 50 miles of protected bike lanes (PBLs) and neighborhood greenways over the nine-year levy period. Achieving these targets will result in completion of over half of the BMP citywide network.

Looking ahead, SDOT is studying and prioritizing locations for a protected bicycle lane network and neighborhood greenways for all ages and abilities. In the Spring of 2017, we’ll be talking with the community about how to connect the two-way protected bike lane on 2nd Ave to the new Westlake protected bike lane via Bell Street or a combination of Bell and Blanchard streets.

In 2017-2018, we’ll be working on:

- 2nd Ave PBL extension (between Pike and Denny)
- N 92nd ST PBL
- Rainier Valley Neighborhood Greenway

MODAL PLAN 2016 REVISED BUDGET FUNDING				
	Local(*)	Levy	Leverage(**)	Total
BMP Implementation	\$3,626,863	\$7,101,845	\$6,025,257	\$16,753,965

You can find more information about the BMP via our website: www.seattle.gov/transportation/bikemaster.htm

Roosevelt Protected Bike Lane

In 2016, as part of the paving project on Roosevelt Way NE, SDOT installed a protected bike lane the west side of Roosevelt Way NE between NE 65th Street and NE 45th St to improve safety and predictability.

Center City Bike Network

The Center City Bike Network supports a vibrant Seattle by designing a safer, more predictable traveling experience for people walking, biking and driving downtown. Protected bike lanes require smart investments and careful planning. SDOT will use a combination of technical analysis, ongoing public input and careful coordination with other projects to design and phase-in cost-effective complete streets.



The Roosevelt Protected Bike Lane opened in 2016.

*Local includes general subfund, gas tax, real estate excise tax, and other City revenue.

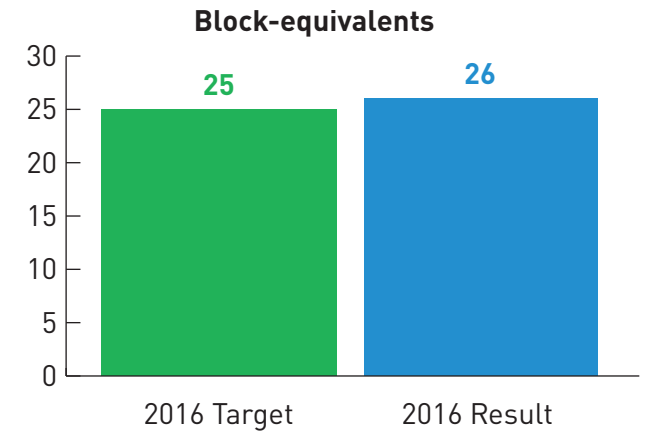
** Leverage includes a mix of state and federal grants, public and private partner contributions, and other revenues.

Pedestrian Safety

Repairing damaged sidewalks in Seattle's urban centers and neighborhoods. Over the nine-year levy, SDOT is committed to repairing the equivalent of 225 of blocks of sidewalk.



Concrete sidewalk repair on E Cherry.

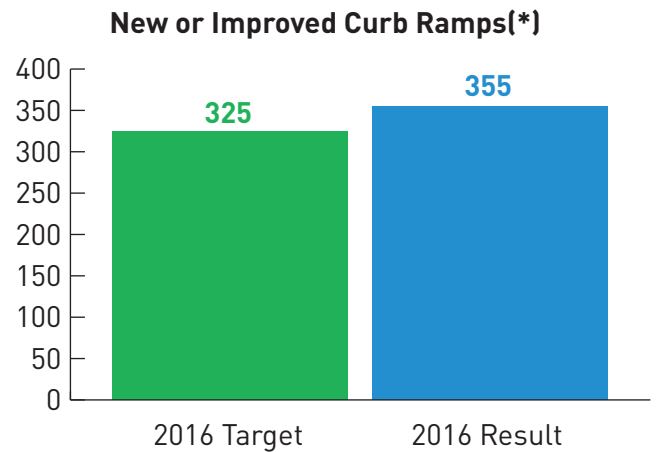


Asphalt sidewalk repair on Charles St

Curb Ramps

In 2016, SDOT launched a new online tool that provides valuable information for people using Seattle sidewalks, curb ramps, and street crossings - the City of Seattle Curb Ramp Map and Accessible Route Planner. Information is updated daily with data that can help people better plan their routes, particularly those with a mobility disability.

Those interested in using this new tool can find the map online at our SDOT home page under Resources/Getting Around Seattle.



*This number refers to new or improved curb ramps installed on select levy-funded SDOT projects only. Counts from all SDOT programs that install new or improved curb ramps are not included here.

NEIGHBORHOOD PROJECTS

Neighborhood Street Fund

The Neighborhood Street Fund (NSF) Program provides \$26 million over the course nine-year levy to neighborhood projects to improve safety, mobility and access. The program is on a three-year cycle allowing neighborhoods to build larger projects with greater impacts on walking and biking.

In 2016, residents of Seattle’s neighborhoods proposed more than 100 projects, which were reviewed by the city’s 13 district councils and ultimately vetted by the Levy to Move Seattle Oversight Committee.



Aurora Ave N Corridor Improvement Project applicants and community supporters with Mayor Ed Murray, Councilmember Debora Juarez, and SDOT Director Scott Kubly

Projects selected in 2016:

- 15th Ave S and S Columbian Way Intersection Revision
- Aurora Ave N Corridor Improvements: N 85 St to N 105 St
- Bailey Gatzert Elementary Pedestrian Improvements
- Chief Sealth High School Walkway Improvements
- Harbor Ave SW and SW Spokane St Intersection Improvements
- Hawthorne Elementary & S Genesee St Safer Community Pedestrian Connections
- Holman Rd and 13th Ave NW Signal
- Improved connections to Freeway Park
- John & Thomas Corridor Crossing Improvements
- N 40 St and Bagley Ave N Pedestrian Improvements
- NE 70 St and I-5 Walking and Biking Improvements
- S Jackson St Corridor Improvements

Projects selected in 2016 will be designed in 2017 and constructed in 2018. The next round of project selection will start at the end of 2018 with outreach to neighborhood groups.

See detailed map of project locations on next page.

2016–2018 Funded Neighborhood Street Fund Projects



MAINTENANCE & REPAIR

MAINTAIN STREETS

Arterial Roadway Maintenance

Over the nine-year levy, SDOT will repave up to 180 lane-miles of arterial streets, maintaining and modernizing 35% of Seattle’s busiest streets carrying the most people and goods.

Each year, SDOT paves arterial streets in poor condition to make them safer, smoother, and to extend their useful life. Keeping our transportation system in a state of good repair helps lower the cost of future maintenance.

We prioritize paving based on street pavement condition, traffic volume, geographic equity, cost, and opportunities for grants or coordination with other projects in the area.

2016 paving projects included:

- 23rd Ave
- Greenwood Ave N
- Meridian Ave N
- Spokane St
- Renton Ave S (Phase I and II)
- Roosevelt Way NE

Meridian Ave N

In 2016, SDOT made improvements along Meridian Ave N between N 103rd Street and N 112th Street for people who drive, bike, walk and use transit.

The project:

- Repaved Meridian Ave N between N 103rd St and N 112th St
- Installed a protected bike lane
- Upgraded traffic signal technology
- New curb ramps and sidewalk repair
- Improved landing pads at bus stops



Meridian Ave N Repaving Project completed in 2016

23rd Ave Corridor Improvements Project

23rd Ave is an essential arterial that connects a variety of users to businesses, educational institutions and residents in the Central District and beyond. Approximately 13,400-20,000 vehicles use 23rd Ave each day. This area also serves high volumes of pedestrians, bike riders, and transit users (approximately 6,000 daily transit riders).



23rd Ave corridor improvements project.

The new street includes:

- Over 285,000 square feet of new concrete paving
- 105 new ADA-compliant curb ramps
- New sidewalks and driveways
- Replacement of the 100-year-old water main
- 77 upgraded pedestrian lights
- 87 upgraded streetlights
- 41 new street trees
- Real-time information signs at transit stops
- New public art at 23rd Ave and E Union St

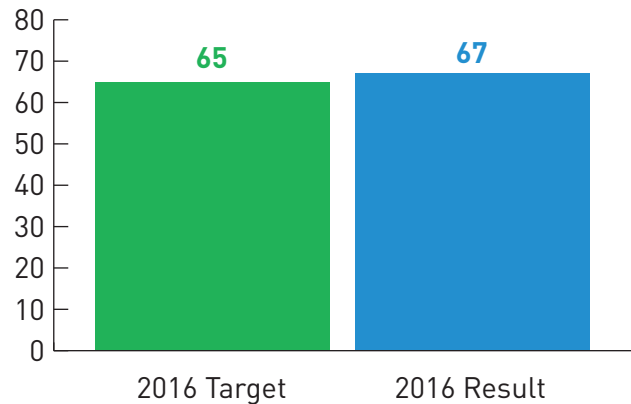
In early 2016, Mayor Ed Murray announced the creation of a business stabilization fund(*) to assist micro-businesses affected by 23rd Ave construction. The fund focused on assisting micro-businesses that experienced the most economic hardship during the project, with an emphasis on low-income business owners and those in danger of displacement.

*Transportation levy funds were not used for the stabilization fund.

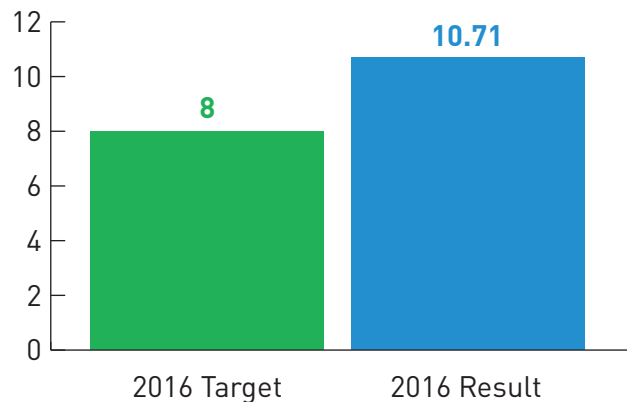
Paving Spot Improvements

SDOT will repave 65 targeted locations every year, totaling about 70 lane-miles of arterial streets over nine years, with a repair and maintenance program run by City crews.

Paving Spot Improvements



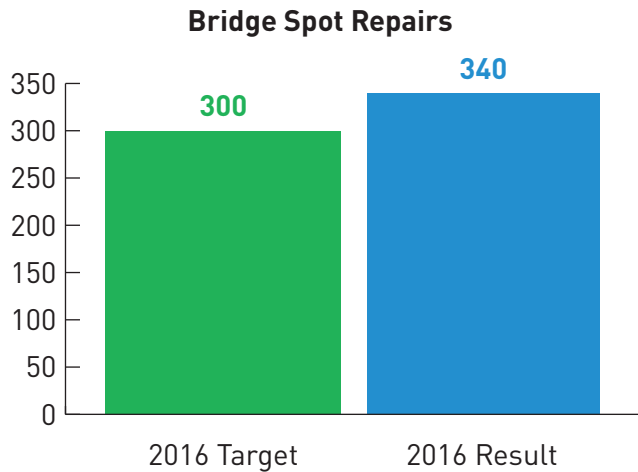
Paving Spot Improvements in Lane-miles



BRIDGES & STRUCTURES

Bridge & Structures Maintenance

Over nine-year levy, SDOT will eliminate the backlog of needed bridge spot repairs.



Bridge Seismic Improvements

Levy to Move Seattle funds will be used to seismically reinforce 16 vulnerable bridges over nine years.

Near-term program goals:

- Strategically evaluate the seismic deficiencies of the bridges to develop cost effective solutions that can be implemented with minimal impact to the general public
- Expand list of qualified Design Consultants
- Increase Women & Minority-Owned Business consultant firm participation
- Leverage our local Levy to Move Seattle funds with grants that are specifically geared towards funding bridge maintenance projects

In 2017 – 2018, SDOT plans to begin working on the following bridge seismic projects:

- W Howe Street Bridge
- 8th Ave NW/NW 133rd St Bridge
- N 41st Pedestrian Bridge
- SW Andover Pedestrian Bridge

Bridge Replacement

SDOT is committed to maintaining safety for all users of Fairview Ave N. The current bridge, built more than 65 years ago, needs to be replaced. The timber-supported bridge is structurally deficient and not built to current seismic standards. The bridge is located next to the historic Lake Union Steam Plant building.



Winter 2014: 30% Design

Spring 2014: 60% Design

Fall 2014: Value Engineering Study and revised 60% design



Winter 2016: Final design(*)



2018: Begin construction(**)

*The project will comply with all necessary environmental permitting and associated schedules

**Construction start date pending permit approval Spring - Summer 2016: Ongoing public outreach

Stairway and Structures Maintenance

SDOT owns more than 500 stairways - totaling more than six miles - that are used by pedestrians to travel up or down a hill, to get from one street to another, and to serve public areas such as schools, parks, playgrounds, senior centers, and bus stops.

2016 stairway projects included:

- 12th Ave S between S Trenton and S Concord
- S Ferdinand St between 53rd Ave S and 54th Ave S
- SW Andover St between 21st and 20th Ave SW
- SW Douglas Pl between Chilberg Ave SW and Beach Dr SW
- W Bertona St between 37th Ave W and 38th Ave W
- W Elmore St between Dead End 2 and 31st Ave W



Rehabilitated stairway on 12th Ave S between S Trenton and S Concord streets built in 2016.



Rehabilitated stairway SW Andover St between 21st and 20th Ave SW built in 2016.

URBAN FORESTRY AND DRAINAGE

Urban Forestry

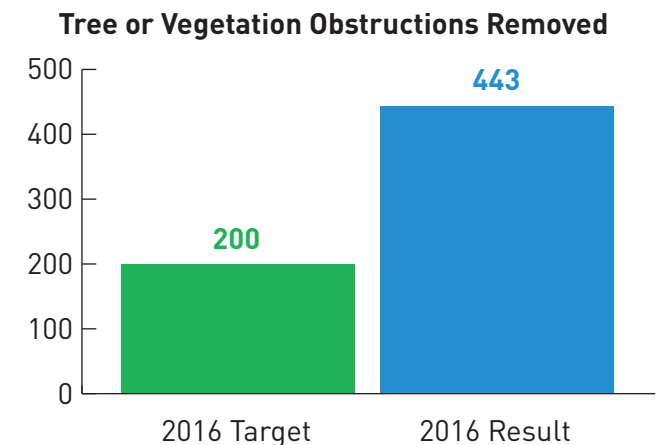
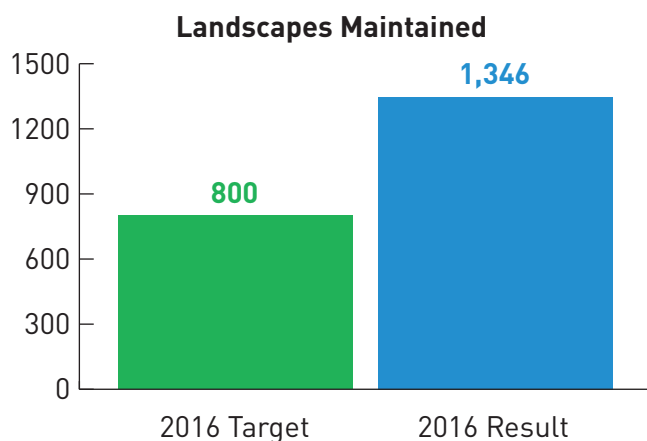
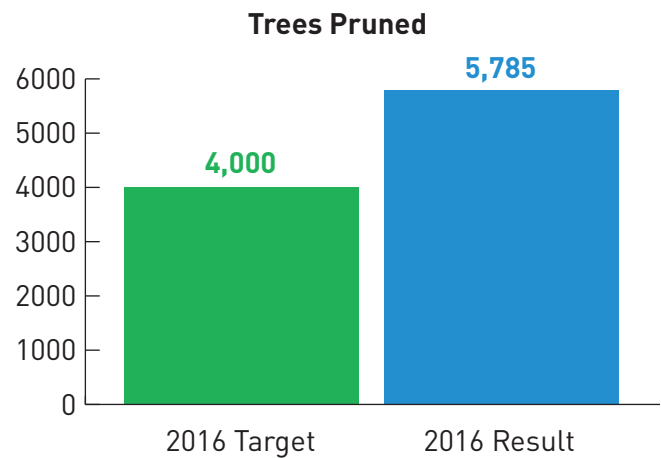
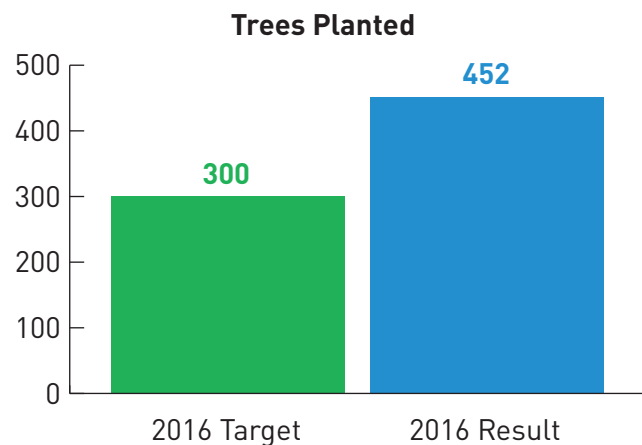
Nine-Year Street Tree Management Plan

SDOT owns and maintains over 40,000 street trees. While these trees are critical for making our neighborhoods more livable and vibrant, they're far more than just a green accessory. Street trees provide tangible benefits such as retaining storm water, reducing building energy use, and cleaning the air. And a new mobile application used by our urban forestry crews allows us to track and measure these benefits in real time.

To address our tree needs most efficiently, SDOT's urban forestry crews divided the city into 27 different management units and will prioritize three each year over the lifetime of the levy to track and measure.

In 2016, SDOT evaluated the benefits of the South Park neighborhood's street tree forest as part of the Street Tree Management Plan. There were 1,070 trees in the South Park neighborhood that together generate nearly \$84,000 in measurable benefits every year in areas such as stormwater retention and air quality improvement. This works out to about \$78 per tree each year.

2016 Urban Forestry Accomplishments



CONGESTION RELIEF

CORRIDOR MOBILITY IMPROVEMENTS

Multimodal Improvements

Over the nine-year levy, SDOT will complete seven multimodal corridor projects, redesigning major streets with more frequent and reliable buses, upgraded paving, signals and other improvements to improve connectivity and safety for all travelers, whether walking, biking, driving, taking transit, or driving freight.

Transit Master Plan Update

The Transit Master Plan (TMP) is a comprehensive 20-year look ahead to the type of transit system that will be required to meet Seattle's transit needs through 2030.

In February 2016, the Seattle City Council adopted an amended Transit Master Plan. This updated edition reflects the Move Seattle Strategic Vision and the transit investments supported by the voters in the Levy to Move Seattle. Most notably, this edition reflects Seattle's RapidRide Expansion program, which includes seven new RapidRide lines within the city.



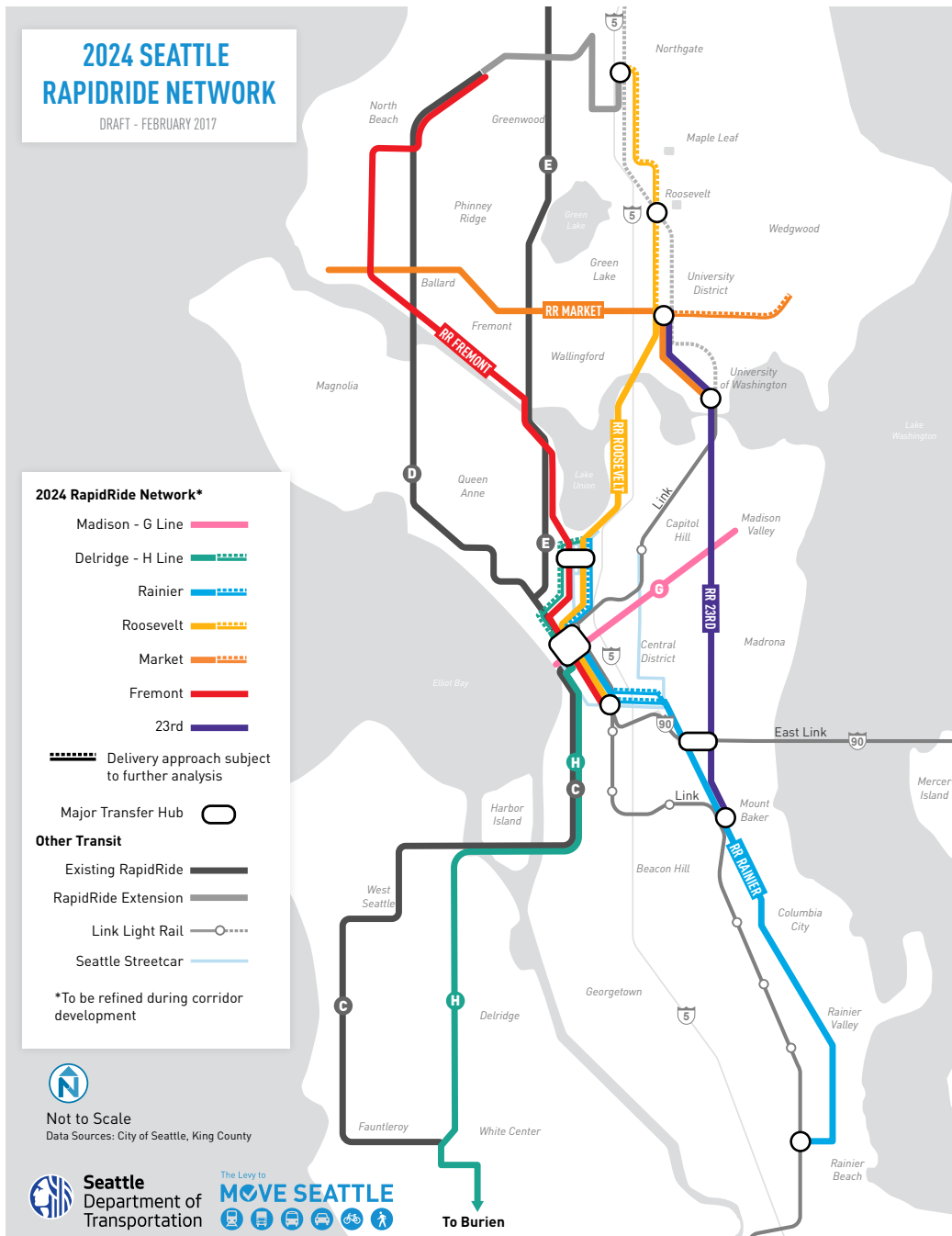
MODAL PLAN 2016 REVISED BUDGET FUNDING				
	Local	Levy	Leverage	Total
Multimodal Improvements	\$20,405,385	\$8,459,000	\$20,060,661	\$48,925,046
Transit Corridor Improvements	\$4,168,312	\$2,951,000	\$735,804	\$7,855,116

You can find more information about the TMP via our website: www.seattle.gov/transportation/transitmasterplan.htm

RapidRide Expansion in Seattle

The RapidRide Expansion Program is a partnership between the City of Seattle and King County Metro to deliver reliable, convenient, high-quality transit options to Seattle's growing population through the implementation of seven new RapidRide corridors. Multi-modal corridors would be a more accurate, if less catchy name.

The expansion of RapidRide is an important part of creating a comprehensive, frequent transit network for Seattle. They are also important corridors for other modes. Expanding on the existing three RapidRide lines in Seattle, seven new RapidRide corridors will connect to Link light rail, the Seattle Streetcar, provide safe facilities for nonmotorized transportation, ferry terminals, and other Metro bus routes to provide mobility options throughout the city and beyond.



RapidRide will connect major destinations and link diverse and growing neighborhoods with employment, shopping, and transit hubs.

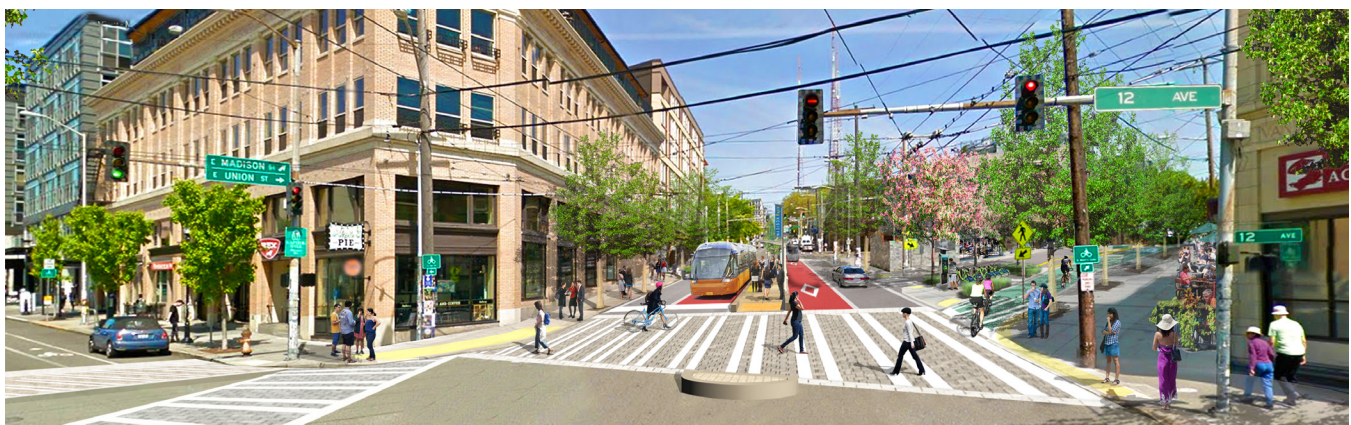
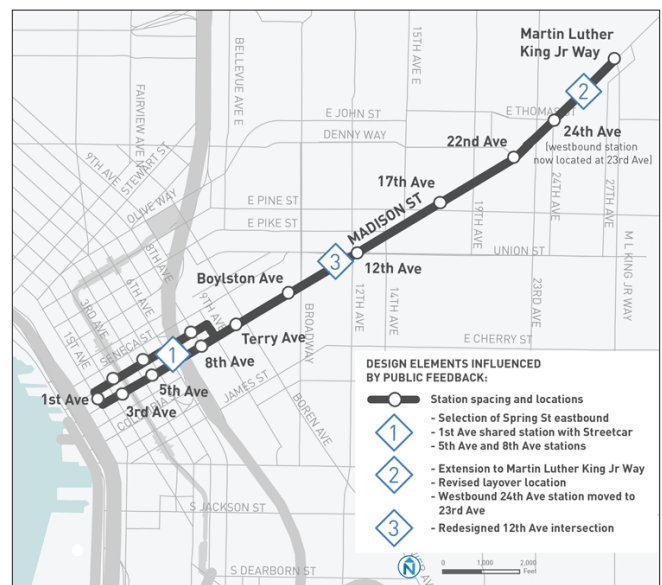
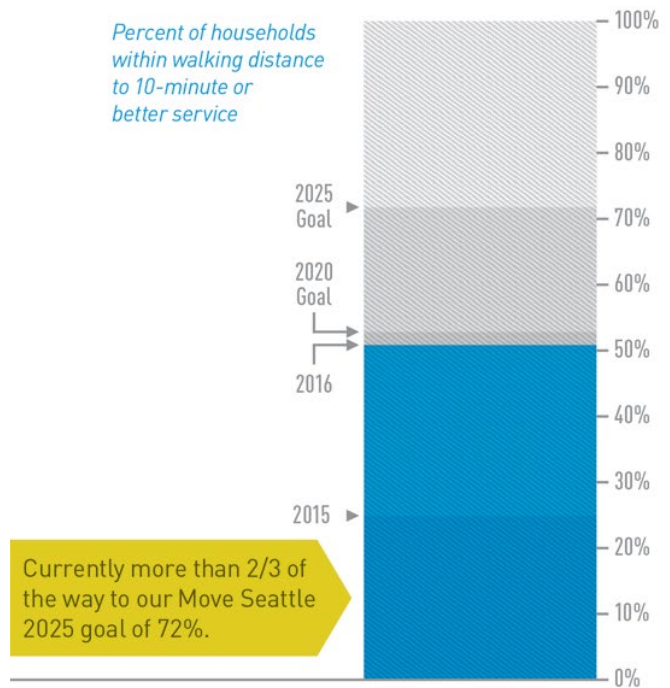
As the RapidRide network is further developed, conceptual corridor planning and design will draw on the City’s Transit, Pedestrian, Bicycle and Freight Master Plans and the Vision Zero Initiative to guide safety and multimodal improvements to provide better access for people and goods.

Additionally, delivering the RapidRide network is a key component to meeting the Move Seattle transit promise of providing 72% of households with 10-minute all-day service within a 10-minute walk from their home.

Madison (RapidRide G Line) Update

The future Madison RapidRide G service will provide fast, frequent, reliable, and safe public transportation between 1st Ave in downtown Seattle and Martin Luther King Jr Way. Bus rapid transit is bus service that combines the capacity and speed of light rail with the flexibility, lower cost, and simplicity of a bus system. Madison RapidRide G is the first of 7 new RapidRide lines in Seattle. When it starts service in late 2019, King County Metro will operate the line.

Percent of households within walking distance to 10-minute or better service



June 2014 – April 2015: Developed concept design alternatives, community engagement

May 2015 – October 2015: Refined concept design with community engagement

November 2015: Finalized and shared draft concept design

February 2016: City Council approved concept design

Spring/Summer 2016: Community engagement on early design

January – February 2017: Met with property and business owners

March 2017: Public meetings and an online open house

Spring/Summer 2017: Continue design process, continue working with property owners, businesses, and residents, environmental review

Fall 2017: Final design complete, public open houses

Early 2018 - late 2019: Construction

Late 2019: Service begins (as RapidRide G line)



The cuts and eliminations in the proposed Fiscal Year (FY) 2018 Federal Budget would be devastating for Seattle, including the Madison RapidRide G project. If approved by Congress, this budget would endanger several federal transportation programs and serve devastating setbacks to transportation progress in Seattle and the greater Puget Sound region. Federal programs provide critical funding for projects such as our future RapidRide lines. SDOT staff will continue to monitor the federal budget closely.

Fauntleroy SW Boulevard Project

Fauntleroy Way SW serves many purposes; it is a key entrance to West Seattle, a major truck street, a bike route, and home to numerous retail businesses and new residential developments. Today, this area presents several challenges that impact mobility for users, including: poorly defined sidewalks, significant distances between marked pedestrian crossings, no dedicated space for people riding bikes, and minimal landscaping.

As part of the design process for an improved Fauntleroy Way, SDOT is evaluating these potential improvements:

- New sidewalks, crosswalks, and shortened crossings at side streets
- New street lighting
- Signal additions and revisions
- Protected bike lane(s)
- Landscaping and other urban design features
- New public art, funded by the City of Seattle's 1% for Art program

SDOT began designing the project in 2014 and put the project on hold in early 2015, pending funding to finish design and build the improvements. Additionally, SDOT and SCL evaluated opportunities to underground utilities but found this work exceeded the project budget. With the passage of the levy, SDOT now has funding to complete the project.

Since resuming design in December 2016, SDOT has been meeting with business and property owners, stakeholder groups, and residents to discuss the project. Through one-on-one design meetings, community presentations, and public "walk and talk" events, SDOT heard several concerns from the community and have responded to this feedback:

- Center landscaped median
 - What we heard: Concerns that the planned center landscaped median would make it more difficult for people driving to access businesses and hinder traffic circulation in the neighborhood



Members of the Fauntleroy community meeting with SDOT Fauntleroy project staff.

- How we responded: Collected and reviewed data and developed a design alternative that includes a two-way left-turn break in the center median at 37th Ave SW
- Loss of right-turn pockets at SW Oregon and SW Avalon streets
 - What we heard: Concerns about loss of right-turn pockets at SW Oregon St and SW Avalon Way and increased congestion and traffic delays as a result
 - How we responded: Conducted additional traffic analysis to replace outdated traffic study from 2014 to evaluate street operations and level of service with this design change

SDOT is now refining our 90% design and anticipate starting construction in early 2018.

Traffic Signal Timing Improvements

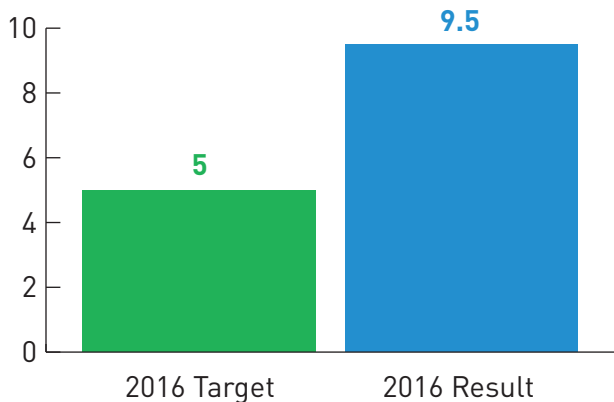
Corridors optimized in 2016 with signal improvements:

- Central Business District (265 signals): Optimization for four timing plans (late night, northbound viaduct closure, southbound viaduct closure, Seattle Center events)
- 35th Ave SW: SW Roxbury to SW Raymond St (weekend timing plan)
- N 130th St: 1st Ave NE to Stone Ave N
- Greenwood Ave N: N 145th to N 73rd St
- N 80th St: Fremont Ave N to Aurora Ave N

Intelligent Transportation System

At SDOT, we use a variety of technologies to improve multi-modal travel across the city. These technologies are known as Intelligent Transportation Systems (ITS). ITS improves transportation safety and mobility through the integration of advanced technologies into the transportation infrastructure.

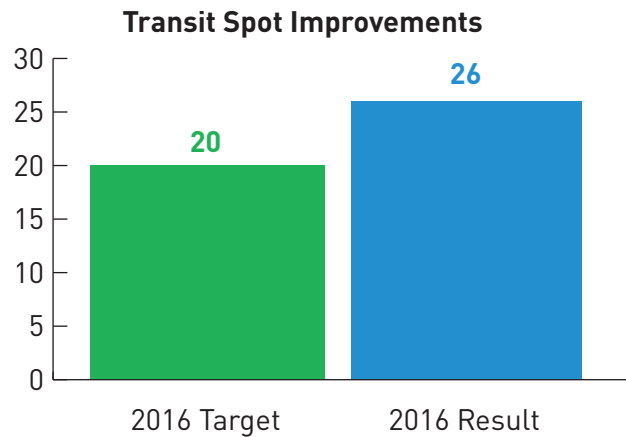
Arterials Connected to ITS Technology in Miles



Transit Corridor Improvements

Over the nine-year levy, make bus service more reliable through a comprehensive transit improvement program to eliminate bottlenecks in key locations.

In 2016, SDOT completed:



LIGHT RAIL PARTNERSHIP IMPROVEMENTS

Light Rail Connection: Graham Street

The Levy to Move Seattle funding will provide a \$10M contribution for a new Link Light rail station at Graham Street in SE Seattle.

With the successful passage of the Sound Transit 3 (ST3) vote in the fall of 2016, SDOT will be working together with Sound Transit on the details and phasing of this project as it moves forward.

Northgate Bridge

SDOT is building a new pedestrian and bike bridge over I-5 in Northgate. The Northgate Pedestrian and Bike Bridge will improve connections between the east and west sides of the Northgate community, helping knit together a neighborhood historically divided by a 10-lane interstate and maximizing the use of transit facilities.

The project consists of four main parts:

- Bridge spans over I-5
- Western approach between North Seattle College and wetland area, connecting to College Way N and N 100th St
- Eastern approach between I-5 and 1st Ave NE at NE 100th St, near the King County Transit Center
- Multi-use path along 1st Ave NE

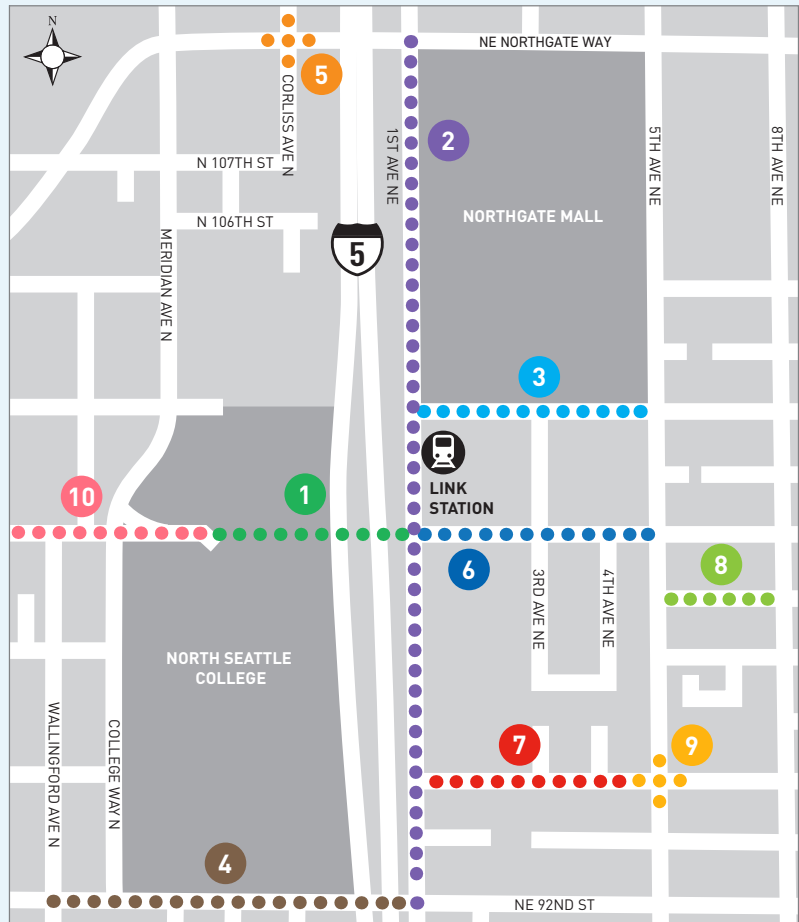
After community feedback, SDOT paused in 2016 to conduct a cost validation and found the design exceeded the approved budget. In response, SDOT formed a new design team to reduce project costs.

SDOT is committed to designing and constructing the bridge within budget that incorporates the community's priorities, such as crime-prevention features and accessible connections to nearby walking and biking routes.

The new bridge design includes several cost-saving changes, such as reducing the bridge width, shortening the bridge length, enhancing the user experience with overlooks and more direct lines of sight, and reducing the overall project duration through changes in construction techniques.

The Northgate Ped/Bike Bridge is one of many improvements planned for the area. We will create a more walkable and bikeable Northgate through investments that benefit all ages and abilities. This map highlights bike and pedestrian improvements in the area.

- 1 Northgate Ped/Bike Bridge
- 2 1st Ave NE multi-use path (NE 92nd St to NE Northgate Way)
- 3 Improved sidewalks (station to 5th Ave NE)
- 4 Protected Bike Lane, NE 92nd St (Wallingford Ave N to 1st Ave NE)
- 5 Crossing improvements (N Northgate Way and Corliss Ave N)
- 6 Streetscape & bike improvements (1st Ave NE to 5th Ave NE)
- 7 New sidewalk, NE 95th St (1st Ave NE to 5th Ave NE)
- 8 New sidewalk, NE 98th St (5th Ave NE to 8th Ave NE)
- 9 Crossing improvements (5th Ave NE and NE 95th St)
- 10 North Seattle Greenway (Crown Hill to Northgate Ped/Bike Bridge)



PEDESTRIAN & BICYCLE IMPROVEMENTS

PMP Implementation

The Seattle Pedestrian Master Plan is a long-term action plan to make Seattle the most walkable city in the nation.

The Pedestrian Master Plan (PMP) establishes policies, programs, and project opportunity areas that push Seattle to make measurable strides in pedestrian accessibility and safety, while remaining a national leader. It lays out the key strategies and actions that are intended to achieve our vision, and it establishes the performance measures we use to gauge our success.

In 2016, SDOT updated the PMP to identify priority locations for pedestrian improvements throughout the city over the next 20 years. The updated PMP includes a Priority Investment Network (PIN), which identifies Seattle streets where SDOT can direct pedestrian improvements moving forward. Council adoption of the updated PMP is expected in May or June, 2017.

With Levy funding in 2016, we built 15 blocks of new sidewalk. And in 2017, SDOT will be building 50 blocks of new sidewalks throughout the city.



Example of a low-cost sidewalk.

MODAL PLAN 2016 REVISED BUDGET FUNDING				
	Local	Levy	Leverage	Total
PMP Implementation	\$15,192,385	\$7,465,711	\$1,185,834	\$23,843,931
Safe Routes to School	\$1,481,418	\$800,000	\$987,896	\$3,269,314

You can find more information about the PMP via our website: www.seattle.gov/transportation/pedMasterPlan.htm

Bike Spot Safety Improvements

Over the course of the nine-year levy, SDOT will install 1,500 new bicycle parking spots citywide and maintain existing bike facilities.

In one year, SDOT installed 622 new bicycle parking spaces. Almost half of the nine-year levy target.

For more details about bicycle projects, refer back to the Bicycle Master Plan information on page 9.



FREIGHT MOBILITY IMPROVEMENTS

Lander Street Overpass

South Lander St is an essential east-west connection in Seattle's SODO neighborhood. Every day, the street serves more than 13,000 vehicles, 1,400 pedestrians, 100 bicyclists, and needs to be closed more than 100 times per day for train crossings. This active train crossing causes frequent traffic delays and poses a potential safety risk, especially for people walking and biking. As the region continues its rapid growth and rail operations in the area expand in the coming years, the S Lander St "bottleneck" could put the Pacific Northwest's economic vitality at risk.

To improve local traffic circulation, rail operations, and safety, SDOT will build a bridge over the railroad tracks on S Lander St between 1st Ave S and 4th Ave S. This crossing will provide a roadway unimpeded by rail operations, improve safety, and relieve congestion in Seattle's SODO neighborhood.



2016
Project reactivated
30% design complete
Public outreach began
Federal grant approved

2017
Preliminary construction outreach
60% design
Design complete
Pre-construction outreach
Project goes to bid

2018 – 2020
Construction begins

2020
Construction complete



In July 2016, the USDOT announced this project was selected to receive a \$45 million award under the Federal FASTLANE Grant Program, the largest grant award for Washington State. This is a new grant program created under the Fixing America's Surface Transportation (FAST) Act and passed by Congress in late 2015 to fund critical freight and highway projects across the country.

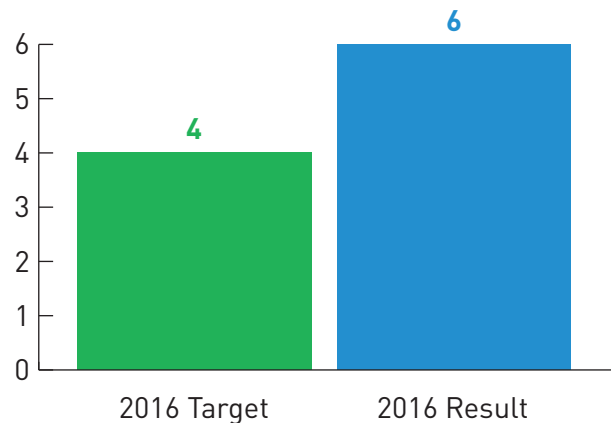
Freight Spot Improvement Program

Freight Master Plan

In 2016, Seattle adopted the city’s first Freight Master Plan (FMP) to address the unique characteristics, needs, and impacts of freight mobility. The plan helps us understand why freight is so important to the city and the region, examine the challenges of moving freight, and develop solutions to address the challenges.

The FMP primarily focuses on urban truck freight movement to support Seattle’s increasing demand for goods and services in a safe and reliable manner. The plan outlines the critical role that freight movement has in meeting the City’s goals for social equity, economic productivity, sustainability, and livable neighborhoods.

Freight Spot Improvements

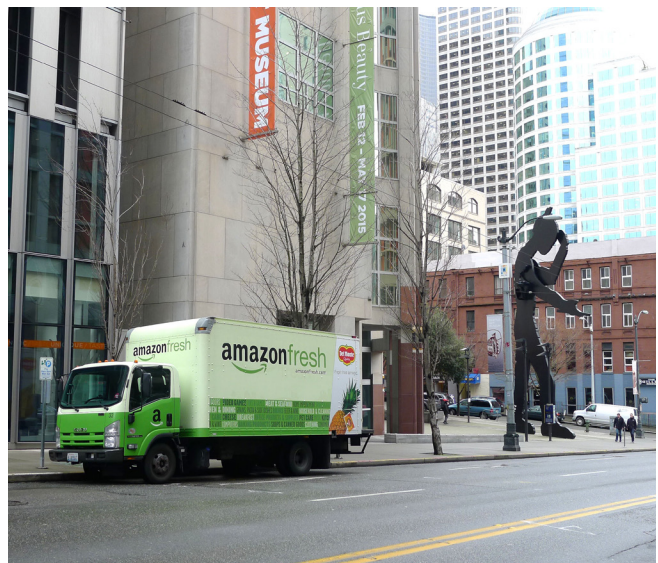


MODAL PLAN 2016 REVISED BUDGET FUNDING				
	Local	Levy	Leverage	Total
Freight Spot Improvement Program Tool	\$229,034	\$1,500,000	\$783,000	\$2,512,034

You can find more information about the FMP via our website: www.seattle.gov/transportation/freight_fmp.htm

Final 50 Feet Program

In 2016, to make it easier to deliver goods in Seattle, SDOT entered a 3-year partnership with the University of Washington and private businesses known as the Urban Freight Lab. The Final 50 Feet Program looks at improving delivery at the end of the supply chain: loading areas, traffic control, and street design. This will help us understand and maintain safer, more efficient deliveries throughout the city and the Puget Sound region.



East Marginal Way Corridor Improvement Program

East Marginal Way is a major freight corridor that provides access to the Port of Seattle terminals, rail yards, industrial businesses and the regional highway system, and between local Manufacturing and Industrial Councils (MIC's). It is also a designated Heavy Haul Route, critical last-mile connector and vital route for over-sized trucks or those carrying flammable cargo. In addition, the corridor provides a major connection for people who bike between the West Seattle Bridge Trail, downtown, and the SODO neighborhood.

This project will:

- Improve safety and reliability in the movement of people and goods
- Support freight loads by rebuilding the roadway
- Promote efficiency through signal modifications and intelligent transportation systems (ITS)
- Improve safety by better separating non-motorized modes from freight traffic

This project began in 2015 with the examination of existing conditions and community input. A variety of methods engaged stakeholders, such as briefings, a public workshop, and an online survey.

In 2017, we are using public input, data collection, and technical analysis to evaluate different options for the future of the corridor.

2016 ACCOMPLISHMENTS

MOVE SEATTLE ACCOMPLISHMENTS

SDOT tracks Move Seattle projects and deliverables against annual goals and outcome-based performance measures. There are just two programs of which SDOT did not meet or exceed the accomplishment goals in 2016- the Protected Bike Lanes and Neighborhood Greenways. In 2017, SDOT is raising many of our accomplishment targets that were exceeded in 2016.

CHART KEY



Goal met



Exceeded



Incomplete

SAFE ROUTES



SAFETY CORRIDORS

2016 Target: 3 projects



CROSSWALKS REMARKED

2016 Target: 500 crosswalks



ARTERIALS RESTRIPE (PLUS EDGE LINES)

2016 Target: 560 lane-miles



SIGNAL SPOT IMPROVEMENTS

2016 Target: 10 locations



TRAFFIC SPOT IMPROVEMENTS

2016 Target: 10 projects



REGULATORY SIGNS REPLACED

2016 Target: 3,000 signs



STREET NAME SIGNS MAINTAINED

2016 Target: 400 signs



CORRIDORS OPTIMIZED WITH SIGNAL TIMING

2016 Target: 5 corridors



WALKING AND BIKING ROUTES TO SCHOOL

2016 Target: 12 schools



PROTECTED BIKE LANES¹

2016 Target: 7.5 miles installed



NEIGHBORHOOD GREENWAYS²

2016 Target: 2 miles



BIKE LANES

2016 Target: 1.3 in-lane miles



NEW CURB RAMPS

2016 Target: 325 ramps



INTERSECTIONS IMPROVED WITH CURB RAMPS

2016 Target: 78 intersections



SIDEWALKS REPAIRED

2016 Target: 25 block-equivalents



LARGE NEIGHBORHOOD PROJECTS SELECTED

2016 Target: N/A

¹Bike lane installations were briefly put on hold in 2016 while SDOT worked with the Seattle Bike Advisory Board on updating the Bicycle Master Plan Implementation Plan to provide better connectivity in the network and provide a more transparent process.

²SDOT completed both projects anticipated for 2016 but one project that we estimated to be 1.2 miles in length before installation resulted in a completed projects measuring 1.0 mile.

MAINTENANCE & REPAIR

26

MAJOR PAVING PROJECTS

2016 Target: 20 lane-miles

452

TREES PLANTED

2016 Target: 300 trees

11

SMALL PAVING PROJECTS

2016 Target: 8 lane-miles

5,785

TREES PRUNED

2016 Target: 4,000 trees

67

PAVING SPOT IMPROVEMENTS

2016 Target: 65 locations

1,346

LANDSCAPES MAINTAINED

2016 Target: 800 locations

340

BRIDGE REPAIRS

2016 Target: 300 work orders

443

TREE OR VEGETATION OBSTRUCTIONS REMOVED

2016 Target: 200 total

6

STAIRWAYS REHABILITATED

2016 Target: 5 stairways

CONGESTION RELIEF

4

TRAFFIC SIGNALS INSTALLED

2016 Target: 2 signals

26

TRANSIT SPOT IMPROVEMENTS

2016 Target: 20 locations

18

TRAFFIC SIGNAL UPGRADES

2016 Target: 18 intersections

622

NEW BIKE PARKING SPACES

2016 Target: 500 spaces

250

TRAFFIC SIGNAL INSPECTION

2016 Target: 250 locations

15.3

NEW SIDEWALKS

2016 Target: 14 block equivalents

807

PREVENTATIVE SIGNAL MAINTENANCE

2016 Target: 795 signals

17

PED. CROSSING IMPROVEMENTS

2016 Target: 16 locations

9.5

ARTERIALS CONNECTED TO SMART TECHNOLOGY

2016 Target: 5 miles

6

FREIGHT SPOT IMPROVEMENTS

2016 Target: 4 locations

2016 FINANCIAL OVERVIEW

2016 FINANCIAL SUMMARY

	2016 ALL FUNDS			2016 MOVE SEATTLE LEVY ALLOCATION			
	ADOPTED	REVISED	ACTUAL	ADOPTED	REVISED	ACTUAL	SPENDING PROGRESS
SAFE ROUTES	\$43.2M	\$43.2M	\$28.2M	\$22.3M	\$22.3M	\$17.9M	80%
Neighborhood Projects	\$4.5M	\$4.6M	\$2.2M	\$2.9M	\$2.9M	\$0.9M	33%
Pedestrian & Bicycle Safety	\$23.0M	\$22.1M	\$11.5M	\$12.0M	\$12.0M	\$10.1M	84%
Vision Zero	\$15.7M	\$16.5M	\$14.5M	\$7.4M	\$7.5M	\$6.9M	92%
MAINTENANCE AND REPAIR	\$83.5M	\$82.9M	\$42.6M	\$39.6M	\$31.0M	\$13.7M	44%
Bridges & Structures	\$37.2M	\$34.8M	\$16.3M	\$10.0M	\$3.5M	\$3.1M	87%
Maintain Streets	\$41.1M	\$42.5M	\$21.0M	\$27.0M	\$24.9M	\$8.6M	34%
Urban Forestry & Drainage	\$5.2M	\$5.6M	\$5.3M	\$2.5M	\$2.5M	\$2.1M	81%
CONGESTION RELIEF	\$110.2M	\$122.8M	\$51.6M	\$33.0M	\$28.8M	\$18.0M	63%
Corridor Mobility Improvements	\$82.2M	\$79.3M	\$41.9M	\$24.1M	\$14.8M	\$10.7M	72%
Freight Mobility Improvements	\$1.7M	\$11.3M	\$4.4M	\$1.5M	\$4.5M	\$4.3M	96%
Light Rail Partnership Improvement	\$8.2M	\$5.6M	\$0.7M	\$3.0M	\$0.7M	\$0.6M	79%
Pedestrian & Bicycle Improvement	\$18.2M	\$26.6M	\$4.5M	\$4.4M	\$8.8M	\$2.5M	28%
TOTAL	\$236.9M	\$248.9M	\$122.4M	\$94.8M	\$82.1M	\$49.6M	60%

FINANCIAL TERMS

SDOT terminology to help explain our budgeting process and the terms we will be using over the next nine years to report on levy progress.

- **Adopted budget** – The total budget authority that is approved in the annual budget ordinance, by City Council
- **Revisions** – Budget actions to adjust the adopted budget which occur throughout the year to: recognize grants, new revenues, augment or reduce appropriation authority, and make changes to capital projects.
 - **Carryforward** – The budget authority for grants and capital projects that did not lapse at the end of each budget year. This budget authority continues into the next budget year and is added to the adopted budget amount
 - **Abandonments** – Budget authority that is reallocated to a future budget year
- **Revised budget** – The adopted budget plus any revisions (carryforward amounts, transfers, increases or decreases) that occur throughout the budget year
- **Committed** – Funding that has been allocated to specific projects
- **Obligated** – Funds that are allocated (from the committed project budget) to pay for labor, consulting, public works contracts or any other activity that will require authority to advance a project
- **Unobligated** – Funds that are unallocated from the committed project budget
- **Spent** – Funds that have been liquidated and paid out
- **Unspent** – Any funds that have not yet been spent

2016 FINANCIAL SUMMARY NARRATIVE

2016 Levy to Move Seattle Revenue: \$93 million

2016 Total Move Seattle Adopted Budget: \$94.8 million

2016 Total Move Seattle Revised Budget: \$82.1 million

2016 Spent: \$49.6 million

The 2016 Financial Summary on page 32 details spending on all levy projects in 2016. The first set of columns show spend from all fund sources, while the second set of columns only shows Move Seattle funds. Looking at only Move Seattle funds, SDOT began 2016 with an adopted budget, approved by Council, of \$94.8M. Through a series of revisions that occur throughout the year, including grant acceptances and reallocating budget authority to future years due to schedule changes, SDOT ended the year with a revised budget level of \$82.1M. Of this amount, we spent \$49.6M, or 60% of the levy funds.

For some of the categories, such as Maintain Streets, SDOT first had to spend funds other than the Move Seattle levy funds due to certain restrictions, whether it was grant requirements, bonds, or other sources of funds, such as carry forward from the Bridging the Gap levy. In other instances, such as Pedestrian and Bicycle Improvements, spending was lower than anticipated due to delays in project schedules.

What the summary does not account for are obligated funds. Obligated funds are a better indicator to use as it includes the funds required for the authority to enter construction contracts. Obligated funds are funds that are allocated to advance a specific project; the funds are set aside to pay for contracts, labor, or any other activity specific to that project. SDOT recently went back and manually produced an estimate of levy funds obligated for 2016. While levy dollars spent in

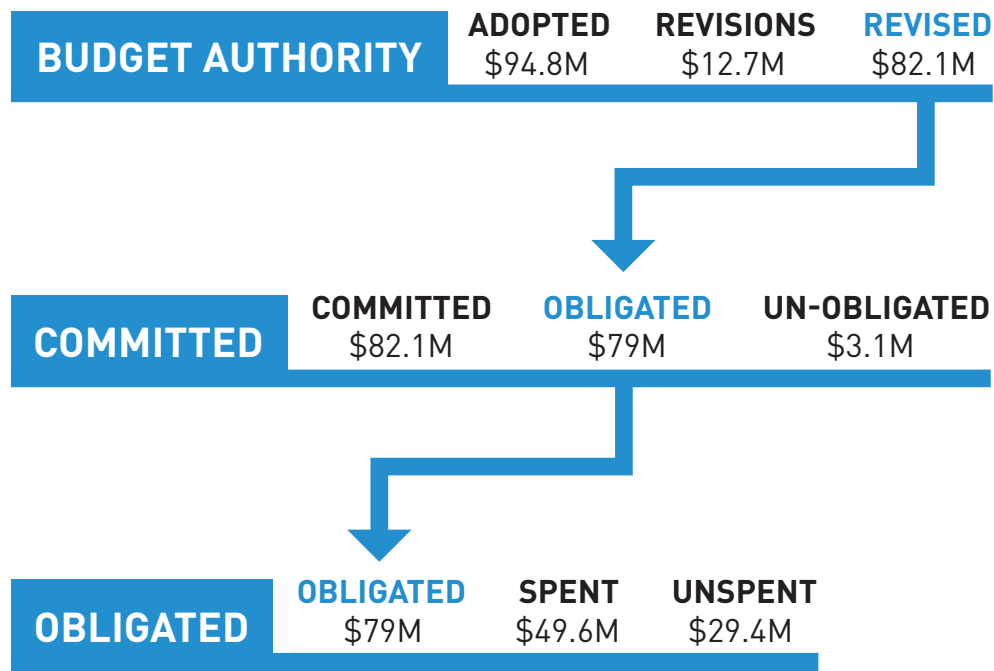
2016 was 60% of the revised budget (\$49.6 M), our obligated funds - a leading indicator of progress on projects - totaled 96% of the 2016 revised budget. Obligated funds largely capture work that is required on large capital projects, which is progress that is not yet reflected in the 2016 Accomplishments report on pages 30 – 31. We are working to be able to automatically produce obligation information and to include it in future reporting.

SDOT needed almost all of the authority the revised 2016 budget provided to enter into contracts for Move Seattle-related work, our spend and obligation levels for 2016 were not entirely where we thought they would be when we built our 2016 budget in 2015. Some of these reasons are internal and we are working on processes to speed this work along where needed. Our bridge and bridge seismic programs were off to a slow start in 2016 and we are getting those programs back on track. Other reasons for lagging spend and obligation levels are due to typical project risks, such as local concerns. There were several projects where SDOT took additional time to work with community groups and advocates to make sure community needs and desires were reflected in the final project design. While we respect and value this process, it can lead to schedules and spending that do not always track precisely with our projections.

Graphic description of this process on page 34.

SDOT BUDGET PROCESS FLOWCHART

The flow chart below shows the progression from adopted budget to revised budget; from revised budget to obligated funds; and from obligation to spent. The flow chart shows that of the \$82.1M revised budget, SDOT obligated \$79M and spent \$49.6M. Of the obligated amount (79M), \$29.4M remains unspent and will be carried forward into 2017.



2016 SPENDING SUMMARY - ALL FUNDS

	Local	Levy	Leverage	Grand Total (All Categories)
Safe Routes	\$9,171,177	\$17,902,058	\$1,118,551	\$28,191,786
Vision Zero	\$6,848,225	\$6,878,782	\$790,382	\$14,517,389
Safety Corridors	\$511,976	\$1,355,333	\$24,133	\$1,891,442
Safe Routes to School	\$726,636	\$1,211,110	\$835,834	\$2,773,580
Signs & Markings	\$857,526	\$438,373		\$1,295,898
Transportation Operations	\$4,752,086	\$3,873,967	\$(69,584)	\$8,556,469
Pedestrian & Bicycle Safety	\$1,216,211	\$10,080,263	\$159,119	\$11,455,594
Bicycle Safety	\$710,352	\$6,243,683	\$159,119	\$7,113,154
Pedestrian Safety	\$509,352	\$1,488,341		\$1,997,692
Curb Ramps	\$(3,493)	\$2,348,240	-	\$2,344,747
Neighborhood Projects	\$1,106,742	\$943,013	\$169,049	\$2,218,803
Neighborhood Projects	\$1,106,742	\$943,013	\$169,049	\$2,218,803
Maintenance & Repair	\$22,356,155	\$13,700,884	\$6,536,038	\$42,593,076
Maintain Streets	\$10,175,951	\$8,569,076	\$2,237,849	\$20,982,876
Arterial Roadway Maintenance	\$8,199,160	\$5,597,100	\$2,237,849	\$16,034,109
Paving Spot Improvements	\$1,976,791	\$2,971,976		\$4,948,767
Bridges & Structures	\$8,925,062	\$3,053,988	\$4,298,189	\$16,277,239
Bridge & Structures Maintenance	\$1,339,331	\$2,544,719		\$3,884,050
Bridge Seismic Improvements	\$323,979	\$36,100	\$146,031	\$506,111
Bridge Replacement	\$6,407,364	-	\$4,152,157	\$10,559,521
Stairway & Structure Maintenance	\$854,388	\$473,169		\$1,327,556
Urban Forestry & Drainage	\$3,255,142	\$2,077,820		\$5,332,962
Urban Forestry	\$3,255,142	\$2,062,562		\$5,317,704
Drainage Partnership: South Park		\$15,257		\$15,257
Congestion Relief	\$24,883,002	\$18,034,184	\$8,667,307	\$51,584,493
Corridor Mobility Improvements	\$22,667,203	\$10,669,863	\$8,611,289	\$41,948,356
Multimodal Improvements	\$10,645,775	\$4,596,071	\$8,139,897	\$23,381,742
Traffic Signal Timing Improvements	\$5,138,641	\$1,246,761		\$6,385,402
Intelligent Transportation System	\$2,989,693	\$1,886,158	\$292,201	\$5,168,052
Transit Corridor Improvements	\$3,893,094	\$2,940,874	\$179,191	\$7,013,159
Light Rail Partnership Improvements	\$114,263	\$585,723	\$39,021	\$739,007
Light Rail Connection: Graham Street		\$5,000		\$5,000
Northgate Bridge	\$114,263	\$580,723	\$39,021	\$734,007
Pedestrian & Bicycle Improvements	\$2,062,940	\$2,463,299	\$16,997	\$4,543,237
PMP Implementation	\$1,139,366	\$2,001,417	\$16,997	\$3,157,780
SPU Drainage Partnership: Broadview		\$21,785		\$21,785
Bike Spot Safety Improvements	\$923,575	\$440,098		\$1,363,672
Freight Mobility Improvements	\$38,595	\$4,315,298	-	\$4,353,894
Lander Street Overpass		\$3,068,977	-	\$3,068,977
Freight Spot Improvement Program	\$38,595	\$1,246,322	-	\$1,284,917
Grand Total (All Categories)	\$56,410,334	\$49,637,126	\$16,321,896	\$122,369,356

LEVERAGING UPDATE

LEVY LEVERAGING

The 9-year Levy to Move Seattle assumes more than \$560 million in grants and partnerships to leverage levy and other local funding. Nearly \$100 million of the 2016 grant awards will contribute directly to levy-funded projects.

More information about the specific grants awarded in 2016 can be found on pages 13-15 of this report.

LOOKING AHEAD

While 2016 was a banner year for grant awards, we expect 2017 to look different for several reasons, including:

- Several of the grant sources from which we typically receive awards are on a biennial cycle, and 2017 will be an off year
- Large grants like those for the S Lander Street Bridge project are not typically awarded to a jurisdiction two years in a row
- There is uncertainty about how the new administration in Washington, D.C. will affect the way federal funds are distributed to levy-funded projects, including S Lander Street Bridge and Madison BRT
- Cash-flow issues with federal funds distributed by WSDOT and PSRC may affect the timing of previously awarded grants



UNPRECEDENTED FEDERAL RISK

While Seattle voters have stepped forward to approve local transportation funding packages like the Levy to Move Seattle, the cuts and eliminations in the proposed Fiscal Year (FY) 2018 Federal Budget are unprecedented and would be devastating for Seattle transportation projects.

At SDOT, we are particularly concerned about three projects funded by Federal Transit Administration (FTA): Center City Streetcar Connector(*), Madison Street Bus Rapid Transit (RapidRide G) and the SLU Streetcar Maintenance(*).

The Madison Street Bus Rapid Transit (RapidRide G) project is a pending candidate for an FY 18 FTA Small Starts grant of \$60M.

As 2017 progresses, SDOT staff will continue to monitor this evolving federal funding environment and provide updates when available.

*Non-levy funded project or program.

2016 Grant Awards									
Grant Program	Project	Submitted	Notified	Requested	Awarded	Leverages Levy Funds	Federal Funds	Comments	
WSDOT Pedestrian-Bicycle Program	Rainier Beach All Ages and Abilities Bike Network Design	2016	4Q2016	\$315,000	\$315,000	X	X		
WSDOT Pedestrian-Bicycle Program	Aurora/Green Lake/83rd Protected Intersections	2016	4Q2016	\$578,600	\$578,600	X	X		
WSDOT Safe Routes to School Program	Lowell Elementary Neighborhood Greenway	2016	4Q2016	\$442,000	\$442,000	X	X		
WSDOT Safe Routes to School Program	Hamilton Middle School	2016	4Q2016	\$253,700	\$253,700	X	X		
WSDOT Safe Routes to School Program	Broadview - Thomson Elementary	2016	4Q2016	\$700,000	\$700,000	X	X		
WSDOT Safe Routes to School Program	Rainier Ave S & S Graham St Intersection	2016	4Q2016	\$249,300	\$249,300	X	X		
WSDOT Innovative Safety Program	High-Friction Surface Treatments	2016	4Q2016	\$365,000	\$365,000	X			
WSDOT Innovative Safety Program	Traffic Signal Visibility Improvements	2016	4Q2016	\$450,000	\$450,000	X			
TIB Urban Arterial Program	Fairview Bridge Replacement	2016	4Q2016	\$5,530,000	\$5,530,000	X			
TIB Urban Sidewalk Program	Greenwood Ave Sidewalks	2016	4Q2016	\$600,000	\$600,000	X			
Washington Traffic Safety Commission	School walk routes for new schools	2016	2Q2016	\$85,000	\$85,000	X			
Freight Mobility Strategic Investment Board	Lander St Grade Separation	2016	2Q2016	\$8,000,000	\$8,000,000	X			
PSRC Regional Program	Lander St Overpass	2016	2Q2016	\$13,200,000	\$9,594,692	X	X		
PSRC Countywide Program	Center City Gateway ITS	2016	2Q2016	\$5,555,000	\$5,555,000	X	X		
PSRC Countywide Program	Madison St Bus Rapid Transit	2016	2Q2016	\$6,000,000	\$4,900,000	X	X		
PSRC Non-motorized Program	N 34th St Protected Bike Lane	2016	2Q2016	\$951,000	\$951,000	X	X		

2016 Grant Awards (continued)										
Grant Program	Project	Submitted	Notified	Requested	Awarded	Leverages Levy Funds	Federal Funds	Comments		
PSRC Non-motorized Program	Melrose Protected Bike Lane and Neighborhood Greenway	2016	2Q2016	\$4,065,500	\$3,010,991	X	X	Received partial award; balance is on the contingency list for potential future funding		
PSRC Preservation Program (for pavement)	15th Ave NE	2016	2Q2016	\$1,500,000	\$1,500,000	X	X			
PSRC Preservation Program (for pavement)	25th Ave NE	2016	2Q2016	\$1,500,000	\$1,500,000	X	X			
PSRC Preservation Program (for pavement)	Pacific Ave NE	2016	2Q2016	\$1,500,000	\$1,500,000	X	X			
USDOT FASTLANE Freight Program	Lander St Grade Separation	2016	4Q2016	\$55,000,000	\$45,000,000	X	X			
Grants Awarded in 2016 From Previous Year Applications										
Bridge Replacement Advisory Committee Highway-Bridge Program	Yesler Bridge over 4th Ave	2014	1Q2016	\$2,000,000	\$2,000,000	X	X	Received \$8,000,000 for this project in 2014 awarded a \$2,000,000 increase in 2016.		
PSRC FTA Competitive Program	Route 48 Electrification	2014	2Q2016	\$8,989,034	\$1,159,089	X	X	Awarded from 2014 contingency list.		
PSRC Regional Program	Route 48 Electrification	2014	2Q2016	\$7,829,945	\$3,301,958	X	X	Awarded from 2014 contingency list.		
WSDOT Safe Routes to School Program	Rainier View Elementary School	2014	1Q2016	\$420,000	\$420,000	X	X	Awarded from 2014 contingency list.		
Grant Requests Not Funded or Pending Notification										
PSRC Countywide Program	E Marginal Way Reconstruction	2016		\$4,238,000	Contingency	X	X			
PSRC Non-motorized Program	Melrose Protected Bike Lane and Neighborhood Greenway	2016		\$1,054,509	Contingency	X	X	Initial request was partially funded; balance could be funded from contingency lists in 2017 or 2018.		

2016 Grant Awards (continued)

Grant Program	Project	Submitted	Notified	Requested	Awarded	Leverages Levy Funds	Federal Funds	Comments
USDOT Accessible Transportation Technology Research Initiative	Accessible Pedestrian Signals and Wayfinding	2016		\$4,520,000	Pending	X	X	No known schedule for funding announcements
FTA Small Starts Program	Madison St Bus Rapid Transit	2016		\$60,000,000	Pending	X	X	Final federal budget approval is expected in early 2017.
WSDOT Regional (Transit) Mobility Grant	Delridge Bus Rapid Transit	2016		\$10,000,000	Pending	X		
WSDOT Regional (Transit) Mobility Grant	Accessible Pedestrian Signals (APS) and Wayfinding	2016		\$380,000	Pending	X		
Federal Emergency Management Agency Hazard Mitigation Assistance	8th Ave NW Bridge or Columbia St Areaway Seismic Retrofits	2016		\$2,411,636	Pending	X	X	
WSDOT Pedestrian-Bicycle Program	NE 95th St and Lake City Way Multi-Model Safety Improvements	2016		\$770,000	Contingency	X	X	
WSDOT Safe Routes to School Program	John Rogers Elementary and Jane Addams Middle School	2016		\$470,000	Contingency	X	X	
WSDOT Safe Routes to School Program	15th Ave S and S Columbian Way Safety Improvements	2016		\$455,000	Contingency	X	X	

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