

2018-2023 SBP Action Plan Update

Action Plan #2 – Fund Opportunity Infrastructure Work that Supports Transportation Projects

1. Short summary of the project/program

- Part 1: Summary of Project.** *This action plan adds funding to the Water capital programs so that SPU can take advantage of additional transportation project driven impact-based and opportunity replacements.*

Transportation projects create impacts to SPU infrastructure through unavoidable conflicts, damage from construction, and impaired/more costly access. They also provide opportunities for SPU to improve service and replacing failing infrastructure at reduced costs through shared pavement restoration, mobilization, and traffic control costs. SPU has identified three categories of transportation project investments: asset protection and rehabilitation, impact-based replacements, and opportunity replacements. For each transportation project, SPU will evaluate existing asset conditions, project impacts, and opportunities to determine the appropriate level of investment.

This item focused on additional CIP funding for “opportunity projects,” or CIP projects for water system improvements that took advantage of the street being opened for roadway projects in order to save cost and impact of opening up the street again at a later date.

This item did not include water system projects that were required as part of an SDOT project – those were considered part of the SBP baseline.

- Part 2. Targeted Commitments & Actuals (2018-19).** *The 2017 metrics were as follows: “As part of SPU’s programmatic approach to transportation projects, SPU staff will provide annual updates to the Asset Management Committee. Updates will include accomplishments, historic spending and future spending predictions, and current project schedules. Metric: Cost per lineal feet or cost per each project depending on asset type”*

Since 2017, SPU has provided annual updates to the Asset Management Committee. The updates included accomplishments, historic spending and future spending projections, as well as current project schedules.

The metric of cost per lineal foot has not been useful yet to date, as the opportunity projects completed to date have had relatively short lengths of watermain and mostly fixed contractor mobilization costs, resulting in costs per lineal foot that appear very high.

- Part 3. Financial Plan & Actuals for 2018-2019.**

	2018	2018 Actuals	2019	2019 Actuals	2020	2021	2022	2023
O&M (Non-Labor) Budget								
Capital Budget (as of 2017)	10,382,383		20,919,155		11,301,925	2,274,000	2,271,000	2,271,000
Capital Budget (currently forecast)		155,844		235,343	8,813,318	8,732,479	15,060,813	6,775,701

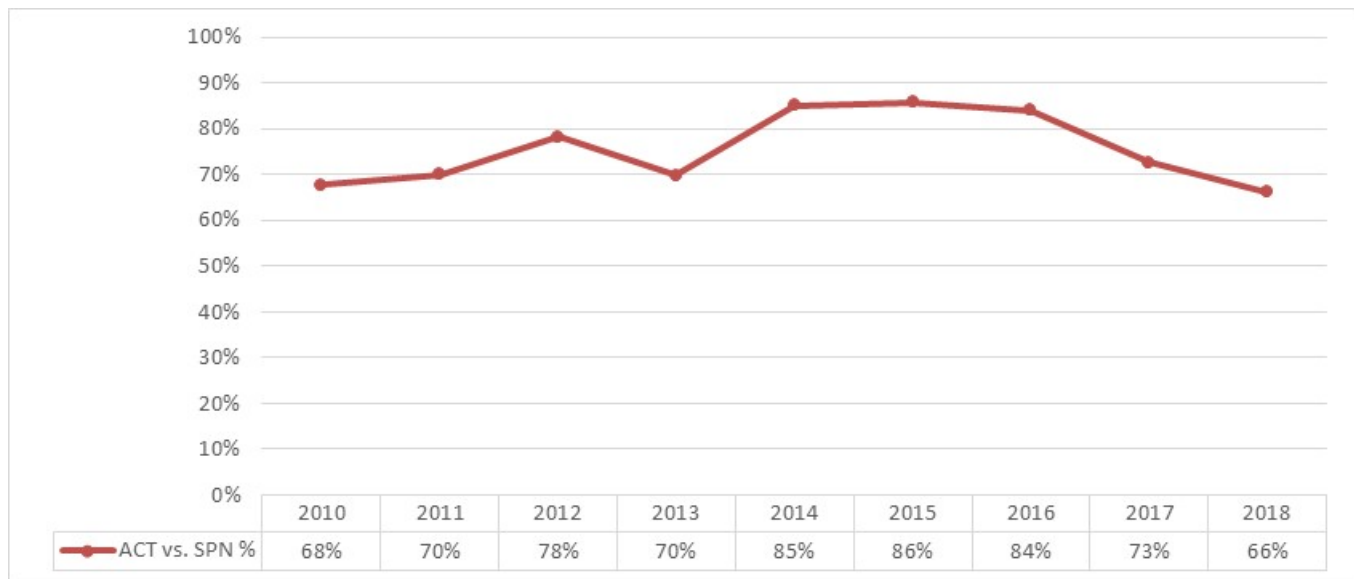
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2. Have there been any significant changes in scope or assumptions since this action plan was approved in 2017? If so, please describe.

The financial table above reflects that SPU planned for all opportunity projects with SDOT since 2017. However, several large water system opportunity projects were delayed by SDOT. These include:

- *Madison Bus Rapid Transit – estimated SPU Water Fund CIP cost of \$12M. Project delayed.*
- *East Marginal Way Heavy Haul Corridor – estimated SPU Water Fund CIP cost of \$23M. Project delayed.*

The graph below shows the overall SPU Water Fund capital project accomplishment rate, as the actual spending as a percent of the projected spending for that year. The graph shows that the accomplishment rate has dipped in the last 2-3 years, in large part due to these large Move Seattle projects being delayed.



ACT = Actual capital spending; SPN = Anticipated spending plan for that year

3. Do we anticipate this investment continuing in the next strategic plan? Will funding and targets be above or below 2018-2023 levels? Why?

We anticipate that the opportunity projects that were delayed will occur sometime in the next 3 to 6 years. The CIP funding associated with these projects will still be needed, just later than anticipated in the projections developed in 2017.

The current schedule for these projects is shown below.

- *Madison Bus Rapid Transit – starting in 2020 (depending on SDOT funding success)*
- *East Marginal Way Heavy Haul Corridor – starting in 2021 (depending on SDOT funding success)*