

Amendment 1 (Chair's Amendment) – 2024 Transportation Levy

Sponsor: Councilmember Saka

Chair's Amendment to the 2024 Transportation Levy Proposal

Effect: This amendment would make the following changes:

1. Increase the size of the levy from \$1.45 billion to \$1.55 billion. This increase would raise the estimated first year property tax bill for the median assessed value home from \$467 to \$499.
2. Revise the Transportation Levy Spending Breakdown (Attachment A):
 - a. Add \$7 million for Safe Routes to Schools.
 - b. Add \$7 million for a new Neighborhood Scale Traffic Safety Programs category in the Vision Zero, School and Neighborhood Safety element.
 - c. Reduce \$15.5 million for Neighborhood-Initiated Safety Partnership Program in the Vision Zero, School and Neighborhood Safety element and revise Estimated Investments.
 - d. Add \$6 million for Transit Passenger Safety in the Transit Corridors and Connections element and revise Estimated Investment to include coordination with transit agencies.
 - e. Add \$48 million for New Sidewalks in the Pedestrian Safety element, and rename the program to New Sidewalks and Sidewalk Alternatives. Revise the Estimated Investments to prioritize locations within 1-mile of schools and transit stops; revise the initial projects list; and identify expectations for program delivery (36 percent in District 5, 17 percent in District 2, and 22 percent in District 1).
 - f. Add \$15 million for Sidewalk Safety Repair in the Pedestrian Safety element.
 - g. Add \$10 million for Climate and Electrification Program for additional investments in electric vehicle charging stations in the Climate and Resiliency element.
 - h. Add \$20 million in Freight and Goods Movement element, including \$5 million for a new Leary Way Industrial Zone Safety Improvements program, \$5 million for a Port Connection to I-90/I-5 program, and \$10 million for a new Freight Program.

Note: Multiple amendments may amend the same sections, subsections, or attachments. Following Select Committee action on all amendments, Central Staff will reconcile language and renumber and re-letter sections, subsections, and attachments as needed in the amended bill.

- i. Add \$1 million for Oversight Committee auditing and professional services as a new allowed use of levy funds under a new Good Governance & Equitable Implementation Initiative element.
- j. Add \$1.5 million for Property Tax Relief Outreach and Education as a new allowed use of levy funds under the new Good Governance & Equitable Implementation Initiative element.
- k. Rename the Sidewalk and Infrastructure Solutions program as the Durable Infrastructure Solutions program; move the program to the new Good Governance & Equitable Implementation Initiative element; call for the development of a long-term comprehensive strategy for sidewalks, bridges, and roads by January 1, 2029; and identify a focus on investigating transportation impact fees as a strategy for meeting sidewalk, bridge, and road needs.
- l. Revise Arterial Roadway Maintenance Estimated Investments in the Street Maintenance and Modernization element to remove 35th Ave SW: SW Morgan St to SW Holden St and to add 35th Ave SW: SW Alaska St to SW Morgan St.
- m. Revise Arterial Roadway Maintenance Estimated Investments in the Street Maintenance and Modernization element to include Fautleroy Way SW to keep roadway functional during light rail station construction.
- n. Revise the Vision Zero Estimated Investments in the Vision Zero, School and Neighborhood Safety element to include Rainier Ave S.
- o. Revise the Protected Bike Lanes Estimated Investments in the Bicycle Safety element to include 12th Ave/12th Ave S: E Madison St to Jose Rizal Bridge and emphasize improving bike connections throughout South Seattle.
- p. Revise Crossing Improvements Estimated Investments in the Pedestrian Safety element to add N 137 St and Roosevelt Way N.
- q. Revise the Aurora Ave N Safety Estimated Investments in the Vision Zero, School and Neighborhood Safety element to include installation of sidewalks, pedestrian lighting, and planting street trees.
- r. Revise the Neighborhood Greenways Estimated Investments in the Bicycle Safety element to include NW 6th Ave from NW 58th St to Carkeek Park.
- s. Revise the Bridge Structural Repairs and Upgrades Estimated Investments in the Bridges and Structures element to expand the description of the Ballard Bridge to include potential pedestrian improvements and of the Magnolia Bridge to include replacement studies, seismic improvements, and emergency access.
- t. Revise the Transit Improvements and Access to Light Rail Estimated Investments in the Transit Corridors and Connections element to add access improvements to Sound Transit 3 light rail stations and future Sound Transit system expansion.

- u. Create a new category for development of a private funding strategy for lidding Interstate 5 under the People Streets and Public Spaces element and add \$500,000 for this purpose; reduce \$500,000 from Protected Bike Lanes.
 - v. Revise the Urban Forestry Estimated Investments in the Climate and Resiliency element to include support for Central Waterfront Project and Pike/Pine Corridor Landscape Maintenance.
 - w. Revise the Protected Bike Lanes Estimated Investments in the Bicycle Safety element to include a project in honor of Steve Hulsman.
 - x. Revise the Transit Improvements and Access to Light Rail Estimated Investments in the Transit Corridors and Connections element to include supporting community-based planning and improvements around the future Graham and Chinatown/International District light rail stations.
3. Establish eight-year levy appropriation levels for Levy Proceeds, similar to Move Seattle Levy restrictions. These requirements could be changed by separate ordinance (with a 3/4 vote of City Council required for a variance of more than 10 percent).
 4. Re-establish the Chair of the Transportation Committee as a member of the Levy Oversight Committee and establish an aspiration goal to strive for at least two members to have auditing experience; the scope of the Levy Oversight Committee would include performance evaluation of levy programs and auditing.
 5. Require dashboard reporting of levy programs similar to that used for the Levy to Move Seattle and identify Attachment A as the basis for reporting levy accomplishments and progress.
 6. Amend the legislation's recitals.

Amend Section 2 to increase the size of the levy as follows:

Section 2. Levy of Regular Property Taxes Submittal. The City submits to the qualified electors of the City a proposition as authorized by RCW 84.55.050 to exceed the levy limitation on regular property taxes contained in RCW 84.55.010 for property taxes levied in 2024 through 2031 for collection in 2025 through 2032 respectively, solely for the purpose of raising up to ~~\$1,450,000,000~~ \$1,550,000,000 in aggregate over a period of up to eight years for transportation purposes. The proposition shall be limited so that the City shall not levy more than ~~\$175,000,000~~ \$187,000,000 in the first year, in addition to the maximum amount of regular property taxes it could have levied consistent

with chapter 84.55 RCW in the absence of this ordinance. Subsequent levies' limitation computations incorporate 2025's levy dollars. In accordance with RCW 84.36.381 and RCW 84.55.050, the City exempts the proposed increased regular property taxes for certain seniors, veterans with disabilities, or other persons with disabilities who qualify under 84.36.381. Pursuant to RCW 84.55.050(4), the maximum regular property taxes that may be levied in 2032 for collection in 2033 and in later years shall be computed as if the limit on regular property taxes had not been increased under this ordinance.

Amend Section 9 to increase the size of the levy for the ballot title as follows:

Section 9. Election Ballot Title. The City Council directs that the City Clerk file this ordinance with the Director of Elections of King County, Washington, as ex officio supervisor of elections, requesting that the Director of Elections call and conduct a special election in the City in conjunction with the general election to be held on November 5, 2024, for the purpose of submitting to the qualified electors of the City the proposition set forth in this ordinance. The City Clerk is directed to certify to the King County Director of Elections the ballot title approved by the City Attorney in accordance with the City Attorney's responsibilities under RCW 29A.36.071. The following ballot title containing a statement of subject and concise description is submitted to the City Attorney for consideration:

CITY OF SEATTLE

PROPOSITION NO. 1

The Mayor and Seattle City Council passed Ordinance XXXX, concerning replacing funding for citywide transportation maintenance and improvements.

If approved, this proposition would replace an expiring levy to fund safety and access projects, such as: paving, sidewalk and bridge maintenance, and infrastructure modernization; transit improvements; improved connections to light rail; new sidewalks; and climate pollution reductions.

It authorizes an eight-year increase of approximately ~~\$0.59/\$1,000~~ \$0.65/\$1,000 in assessed value, for collection beginning in 2025. It cannot increase the City's total rate above \$3.60/\$1,000. Subsequent levies' limitation computations incorporate 2025's levy dollars. RCW 84.36.381's senior citizens and disabled persons exemption applies.

Should this levy be approved?

Levy, Yes

Levy, No

Amend Attachment A to CB 120788 (Transportation Levy Spending Breakdown) as shown in Attachment 1.

Amend Section 6 to add spending requirements as follows:

Section 6. Transportation Improvements. Transportation Improvements will be focused among the project and program areas, as described in this section and Attachment A to this ordinance, that will be undertaken with the levy revenues.

A. Vision Zero, School and Neighborhood Safety, which includes improvements such as Aurora Avenue and other corridor safety improvements; Safe Routes to School improvements and student safety education; neighborhood-initiated safety partnerships; and a citywide project fund to address emerging neighborhood concerns and requests;

B. Street Maintenance & Modernization, including arterial street maintenance, paving spot improvements, and curb and pavement markings;

C. Bridges and Structures, including bridge structural repairs and upgrades, preventative bridge maintenance, bridge and seawall replacement project development and design, and areaway improvements;

D. Transit Corridors and Connections, including transit spot improvements, transit ambassadors, corridor project development, Link Light Rail access projects, and RapidRide and Frequent Transit Network corridor improvements;

E. Pedestrian Safety, such as new sidewalks, sidewalk safety repairs, planning for longer term sidewalk and infrastructure solutions, stairway improvements, Americans with Disability Act (ADA) improvements and pedestrian crossing improvements;

F. Signals and Operations, including transportation system optimization and modernization; new traffic signals and major maintenance, sign maintenance, and Transportation Operations Center operations;

G. Bicycle Safety, including neighborhood greenways, bike lane maintenance, new protected bike lanes, upgraded protected bike lanes, and bikeway spot improvements;

H. People Streets and Public Spaces, including People Streets capital program, downtown activation, and People Streets and wayfinding improvements, and pedestrian lighting;

I. Climate and Resiliency, including transportation electrification, Low Pollution Neighborhoods implementation, and urban forestry improvements and maintenance; ~~and~~

J. Freight and Goods Movement, including freight spot improvements, Heavy Haul Network support, and major truck street paving and bridge repair projects; ~~and~~

K. Good Governance & Equitable Implementation Initiative, including support for the Levy Oversight Committee, property tax relief education, and evaluation and

development of funding strategies and policies for delivering transportation infrastructure.

In the annual City budget or by separate ordinance, the City shall from year-to-year determine the Transportation Improvements and funding allocations that will most effectively achieve the Levy goals and outcomes. Within a budget year, the City is authorized to reallocate unexpended and unencumbered funds from one project or program to another within each of the 11 core categories outlined in this section by making operating budget transfers consistent with Seattle Municipal Code Section 3.14.220.

The City anticipates collecting \$1.55 billion in Levy Proceeds over an eight-year span. The City shall appropriate the following eight-year amounts of Levy Proceeds for each category of spending in Attachment A to this ordinance as follows:

- i. \$160.5 million for Vision Zero, School and Neighborhood Safety;
- ii. \$423 million for Street Maintenance and Modernization, including no less than \$350 million for Arterial Roadway Maintenance;
- iii. \$221 million for Bridges and Structures;
- iv. \$151 million for Transit Corridors and Connections;
- v. \$193 million for Pedestrian Safety, including no less than \$111 million for New Sidewalks and Sidewalk Alternatives and no less than \$34 million for Sidewalk Safety Repair;
- vi. \$100 million for Signals and Operations;
- vii. \$113.5 million for Bicycle Safety;
- viii. \$66.5 million for People Streets and Public Spaces;
- ix. \$69 million for Climate and Resiliency, including no less than \$32 million for electric vehicle charging infrastructure;
- x. \$45 million for Freight and Goods Movement; and

xi. \$7.5 million for Good Governance & Equitable Implementation Initiative.

The eight-year appropriation amounts of Levy Proceeds for each core category established in this section may be changed by: (a) up to ten percent of the amount listed for each category by ordinance, after the Levy Oversight Committee has been given an opportunity to comment; and (b) more than ten percent of the amount listed for each core category by ordinance by a 3/4 vote of the City Council.

The City will seek to maximize the potential of the Levy Proceeds by pursuing complementary grant funds, by engaging in partnerships with other agencies, and by identifying improvements in efficiencies and effectiveness.

Amend Section 7 to revise the Levy Oversight Committee membership and scope as follows:

Section 7. Oversight Committee. Conditioned upon voter approval of the ballot proposition submitted by this ordinance, there is established an Oversight Committee to monitor revenues, expenditures, and program and project implementation, and to advise the City Council, the Mayor and the Seattle Department of Transportation on the spending of Levy Proceeds and the performance of Levy programs consistent with this proposition in order to ensure transparency and accountability to Seattle taxpayers. The Committee will annually review the Seattle Department of Transportation's program and project priorities, spending, and revised financial plans; and the Committee may audit Levy funded programs. The Oversight Committee may make recommendations to the Mayor and City Council regarding the spending of Levy Proceeds.

The Oversight Committee shall consist of 18-19 members: the Chair of the City Council's Transportation Committee or its successor committee with responsibility for transportation; the City Budget Director; one representative each chosen by and from among the respective members of the Seattle Pedestrian Advisory Board, Seattle Bicycle Advisory Board, Seattle Transit Advisory Board, and Seattle Freight Board; a young member selected through the Get Engaged program, seven Seattle residents appointed by the City Council held by a representative of each Council District; and five Seattle

residents appointed by the Mayor. Consistent with the City's Race and Social Justice Initiative and (Ordinance 126799) and the Department's Transportation Equity Framework, SDOT shall strive to ensure that at all times at least four members of the Levy Oversight Committee, whether in appointed or designated seats, represent census tracts identified Highest and Second Highest Equity Priority under the City of Seattle Racial and Social Equity Index. SDOT shall strive to ensure that at all times at least two members of the Levy Oversight Committee have auditing experience.

The initial terms for appointed members shall be four years. The terms shall commence on January 1, 2025. Upon the resignation, retirement, death, incapacity, or removal of an Oversight Committee member, the authority appointing such member may appoint a replacement for the balance of the term. Late appointments or confirmations shall also be for the balance of a term. All five members appointed by the Mayor shall be subject to confirmation by the City Council. Any vacancy in an unexpired term shall be filled in the same manner as the original appointment. A member whose term is ending may continue on an interim basis as a member with voting rights until such time as a successor for that position has been appointed or, for the five residents appointed by the Mayor, confirmed.

The Oversight Committee will select a leadership team, which may consist of a chair, co-chairs, vice-chair, secretary, or other roles, and may adopt rules for its own procedures, including quorum requirements and frequency of meetings. Meetings of the Oversight Committee will be open to the public consistent with the Open Public Meetings Act, chapter 42.30 RCW.

Between January 1 and April 30 of 2032, the Oversight Committee may make a recommendation to the Mayor and City Council regarding the advisability of proposing to Seattle voters a replacement levy that would continue funding transportation improvements once this one expires at the end of 2032.

The factors to be considered by the Oversight Committee in making any such recommendations will include but are not limited to: (a) the City's success in project implementation, including its ability to manage and control project costs; and (b) the

underlying need for funding to support the uses identified in Section 6 of this ordinance. The Mayor and City Council will consider any timely recommendations that may have been made by the Oversight Committee.

The Seattle Department of Transportation shall provide staff and logistical support for the Oversight Committee. The Oversight Committee shall continue in existence through December 31, 2032, and thereafter if so provided by ordinance.

Amend Section 8 to include dashboard reporting, as follows:

Section 8. Reporting. The Director of Transportation will prepare and submit to the City Council, the Mayor, and the Oversight Committee an annual progress report on levy spending and project and program delivery, including accomplishments and progress on delivering Estimated Investments in Attachment A to this ordinance. The Oversight Committee will work with City staff in the first year of the levy to determine an evaluation and reporting structure and cadence that best allows the Oversight Committee to perform their oversight duties. The Director of Transportation will also annually revise and deliver to the City Council, the Mayor, and the Oversight Committee a Transportation Improvements financial plan. The Seattle Department of Transportation shall make on-line dashboard reporting of levy program spending and deliverables available to the public, similar to the dashboard reporting provided for the Levy to Move Seattle.

Amend recitals to CB 120788 as shown in Attachment 2.

Attachment 1 to Amendment 1 (Chair’s Amendment)
 Revisions to Attachment A Transportation Levy Spending Breakdown (CB 120788)

Attachment A: Transportation Levy Spending Breakdown

Seattle Transportation Levy ~~(Draft May 1, 2024)~~ (July 2, 2024)

The Seattle Department of Transportation anticipates funding for the following project and program areas over the 8-year property tax levy. Annual budget appropriations will be made through the city budget. Expected additional leverage amounts are estimated grant and partnerships funds estimated to be secured and spent in order to complete or supplement project and program areas as identified below.

These investments are in support of the goals set forth in the Seattle Transportation Plan, a 20-year vision for the future of our transportation system:

- Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes
- Co-create with community and implement restorative practices to address transportation-related inequities
- Respond to climate change through innovation and a lens of climate justice
- Provide reliable and affordable travel options that help people and goods get where they need to go
- Reimagine city streets as inviting places to linger and play
- Improve city transportation infrastructure and ready it for the future

The Estimated Investments identified in this document will provide the basis for the Seattle Department of Transportation’s reporting on levy progress.

Vision Zero, School and Neighborhood Safety: Make targeted and community-requested improvements to streets, sidewalks, intersections, and crossings to reduce traffic collisions, severe injuries, and fatalities.		
Category	Estimated Investments	Levy Funding
Vision Zero	Implement: <ul style="list-style-type: none"> • Safety redesign projects on up to 12 corridors on the High Injury Network • Responsive safety projects at up to 40 high-collision locations • Leading pedestrian intervals at 280 intersections • Traffic calming on 50 corridors Anticipated Initial Vision Zero projects on: <ul style="list-style-type: none"> • Aurora Ave N • N/NE 85th St • S Othello St 	\$70M

	<ul style="list-style-type: none"> • N 105th St/Holman Rd NW • Dexter Ave N • Lake City Way NE • 4th Ave S • MLK Jr Way S • <u>Rainier Ave S</u> • Lakeside Ave S at Lake Washington Blvd • N/NE 50th St • Other projects as identified in Vision Zero work plans 	
Safe Routes to School	<ul style="list-style-type: none"> • Contribute to up to <u>at least</u> 70 projects to improve safety and fund safety education programs at public schools 	\$7M <u>\$14M</u>
Aurora Avenue N Safety	<ul style="list-style-type: none"> • Implement safety improvements and phased reconstruction on Aurora Ave N aided by leverage funds • <u>Aided by state and federal leverage funds, install sidewalks along Aurora Ave N from N 115th St to N 145th St and implement safety improvements including pedestrian lighting and plant trees along Aurora Ave N.</u> 	\$30M
Neighborhood-Initiated Safety Partnership Program	<ul style="list-style-type: none"> • Build up to 16 <u>at least 10</u> neighborhood-initiated and co-created projects, focusing on community priorities <u>across all Council Districts</u> with an emphasis on equity. This could include safety and mobility enhancements like new sidewalks, crossings, and transit access. 	\$41M <u>\$25.5M</u>
District Project Fund	<ul style="list-style-type: none"> • Provide funds to address emergent safety concerns and requests 	\$14M
<u>Neighborhood Scale Traffic Safety Programs</u>	<ul style="list-style-type: none"> • <u>Address community priorities for neighborhood scale traffic safety improvements. This could include safety and mobility enhancements like traffic calming, new sidewalks, crossings, and transit access.</u> 	<u>\$7M</u>
Levy Funding		\$162M <u>\$160.5M</u>
Expected Additional Leverage		\$74M-\$90M

Street Maintenance and Modernization: Repave arterial streets that carry the most buses, trucks, and cars, and improve infrastructure for people walking, rolling, biking, and taking transit.		
Category	Estimated Investments	Levy Funding
Arterial Roadway Maintenance	<ul style="list-style-type: none"> • Repave approximately 15 major corridors. This will include a combination of roadway reconstruction and preservation projects. Initial projects are anticipated to include portions of the following: <ul style="list-style-type: none"> ○ N 130th St: 1st Ave NW to I-5 	\$350M

	<ul style="list-style-type: none"> ○ Roosevelt Way NE: NE 92nd St to Pinehurst Way NE ○ E Marginal Way S: 1st Ave S to 16th Ave S ○ Rainier Ave S: S Walden St to S Jackson St ● Additional corridors that will be evaluated for specific paving extents through a design process include: <ul style="list-style-type: none"> ○ 15th Ave NE: Pinehurst Way NE to NE 145th St ○ Pinehurst Way NE: Roosevelt Way NE to 15th Ave NE ○ NE 65th St: 2nd Ave NE to 35th Ave NE ○ NW Market St: 15th Ave NW to 24th Ave NW ○ 23rd Ave E/24th Ave E: E John St to Lake Washington Blvd ○ Elliott Ave/Western Ave: Bell St to Thomas St ○ James St: 3rd Ave to Broadway ○ Beacon Ave S to support Route 36 improvements ○ 35 Ave SW: SW Morgan St to SW Holden St ○ <u>35th Ave SW: SW Alaska St to SW Morgan St</u> ○ S Albro Pl, Corson Ave S, and Ellis Ave S: E Marginal Way S to I-5 ○ Olson Pl SW/1st Ave S: 2nd Ave SW to SW Cloverdale St ○ S Henderson St: MLK Jr Way S to Seward Park Ave S ○ <u>Fauntleroy Way SW: 35th Ave SW to SW Alaska St, to keep roadway functional during light rail construction by making street repairs and spot improvements</u> 	
Paving Spot Improvements	<ul style="list-style-type: none"> ● Repair approximately 400 locations, totaling about 50 lane-miles of pavement on arterial streets ● Fill 80% of reported potholes within 72 hours 	\$67M
Markings	<ul style="list-style-type: none"> ● Remark up to 3,600 crosswalks and refresh pavement markings on at least 2,100 miles of roadway 	\$6M
Levy Funding		\$423M
Expected Additional Leverage		\$19M-\$24M

Bridges and Structures: Keep bridges and structures in reliable working condition and prepare for future bridge projects.		
Category	Estimated Investments	Levy Funding
Bridge Structural Repairs and Upgrades	<ul style="list-style-type: none"> ● Upgrade electrical and mechanical systems on moveable Ship Canal Bridges: <ul style="list-style-type: none"> ○ Ballard Bridge ○ Fremont Bridge ○ University Bridge ● Make structural repairs on: 	\$71M

	<ul style="list-style-type: none"> ○ Ballard Bridge, <u>including potential pedestrian improvements</u> ○ Magnolia Bridge, <u>including potential type/size/location studies for replacement, seismic improvements, and/or improving emergency access to Magnolia</u> 	
Bridge Preventative Maintenance	<ul style="list-style-type: none"> ● Implement preventative maintenance for the City's 134 bridges, making optimum preservation-focused treatment schedules for deck and joint replacement, bridge cleaning and painting, and spot repairs 	\$127M
Project Readiness	<ul style="list-style-type: none"> ● Advance 6 structures in preparation to seek funding partnerships for future replacement: <ul style="list-style-type: none"> ○ Elliott Bay Seawall Phase II (north segment) ○ 1st Ave S Bridge over Argo Railyard ○ 4th Ave S Bridge over Argo Railyard ○ W Dravus Street over Railyard ○ NE 45th St Viaduct Central Span ○ Magnolia Bridge Replacement Alternatives Cost Estimate updates 	\$20M
Areaways	<ul style="list-style-type: none"> ● Improve data collection, strengthen public-private partnerships, pursue grants, and advance repairs 	\$3M
Levy Funding		\$221M
Expected Additional Leverage		\$45M-55M

Transit Corridors and Connections: Connect people safely to transit hubs, including Link light rail stations and bus stops; and reduce delays on bus routes.		
Category	Estimated Investments	Levy Funding
Transit Spot Improvements	<ul style="list-style-type: none"> ● Implement 160 projects citywide to improve bus reliability, access, equity, and safety with a focus on performance pinch points affecting multiple routes, such as: <ul style="list-style-type: none"> ○ SW Oregon St between 44th Ave SW and California Ave SW along routes 50 and 128 ○ MLK Jr Way S between S Myrtle St and S Othello St along Route 106 ○ E Jefferson St between 9th Ave and 12th Ave along routes 3 and 4 ○ W Nickerson St between 3rd Ave W and 4th Ave N along routes 31 and 32 	\$27M
Transit Passenger Safety	<ul style="list-style-type: none"> ● Invest in strategies that increase transit rider safety and security, <u>including transit and public safety personnel services in coordination with King County Metro, Sound Transit, and/or other transit agencies</u> 	\$3M \$9M

Transit Improvements and Access to Light Rail	<ul style="list-style-type: none"> • Make transit improvements on streets with high-ridership bus routes with a focus in equity priority areas, including: <ul style="list-style-type: none"> ○ Rainier Ave S ○ Beacon Ave S ○ Aurora Ave N (funded via Vision Zero, School and Neighborhood Safety) ○ Denny Way/Olive Way • Build access projects to Link light rail stations such as enhanced bus stops, sidewalks, crossings, bike lanes, and/or lighting: <ul style="list-style-type: none"> ○ N 130th St ○ S Henderson St ○ Judkins Park Station Connections • Advance key connections to future Link light rail stations in coordination with partner agencies: <ul style="list-style-type: none"> ○ NE 145th St ○ SW Alaska St ○ 4th Ave S ○ S Graham St ○ East-West South Lake Union Transit Connections • <u>Make access improvements to Sound Transit 3 light rail stations and future Sound Transit system expansion</u> • <u>Support community-based planning and improvements around the future Graham light rail station and Chinatown/International District light rail station</u> 	\$115M
Levy Funding		\$145M \$151M
Expected Additional Leverage		\$143M - \$175M

Pedestrian Safety: Build and repair sidewalks, crossings, and curb ramps so people walking and rolling can safely get to where they need to go.		
Category	Estimated Investments	Levy Funding
New Sidewalks <u>and Sidewalk Alternatives</u>	Support construction of 280 <u>at least 350</u> blocks of new sidewalks, including: <ul style="list-style-type: none"> • 250-320 <u>250-320</u> blocks of new sidewalks and alternative walkways, sidewalk alternatives, with 250 of these blocks complete or in construction by 2029 • 30 blocks of new sidewalks located on the frequent transit network, <u>separate from sidewalks delivered as part of the Aurora Avenue N Safety project</u> 	\$63M \$111M

	<ul style="list-style-type: none"> • <u>Build any new sidewalks and sidewalk alternatives within: the 1-mile walkshed network of any school (K-12) and/or local transit stop (transit that runs every half an hour)</u> <p>Anticipated initial projects include:</p> <ul style="list-style-type: none"> • 1st Ave NE: NE 120th St – NE 130th St • SW Brandon St: 26th Ave SW to 30th Ave SW • NE Ravenna Blvd: 12th Ave NE to Brooklyn Ave NE • Renton Ave S: 35th Ave S to S Dawson St • Greenwood Ave N: N 112th St to N 117th St • Gilman Ave W: W Manor Pl to 28th Ave W • NE 95th St: Sand Point Way NE to 35th Ave NE • <u>NE 130th St Light Rail Station walkshed</u> • <u>30th Ave NE: complete missing sections between NE 127th St to NE 145th St</u> <p><u>A minimum of 36% of new sidewalks and sidewalk alternatives delivered by this program will be in District 5. A minimum of 17% will be in District 2. A minimum of 22% will be in District 1.</u></p>	
Sidewalk Safety Repair	<ul style="list-style-type: none"> • Make up to approximately 34,000 spot repairs to sidewalks 	<p>\$19M <u>\$34M</u></p>
Sidewalk and Infrastructure Solutions	<ul style="list-style-type: none"> • Investigate and implement sidewalk and infrastructure repair and funding strategies 	<p>\$5M</p>
ADA Program	<ul style="list-style-type: none"> • Contribute to building 10,000 new ADA-accessible curb ramps citywide (combines with other funds and projects to reach 1,250 annual ramps required by Consent Decree) 	\$30M
Stairways	<ul style="list-style-type: none"> • Complete up to 9 stairway repairs or expansions 	\$4M
Crossing Improvements	<ul style="list-style-type: none"> • Make improvements at street crossings, including upgraded crosswalks, visibility improvements, pedestrian crossing signals, and more. Initial projects are expected to include: <ul style="list-style-type: none"> ○ 5th Ave NE and NE Banner Way ○ Rainier Ave S and S Henderson St ○ 35th Ave NE ○ 11th Ave E and E Aloha St ○ <u>N 137 St and Roosevelt Way N</u> 	\$14M
Levy Funding		<p>\$135M <u>\$193M</u></p>
Expected Additional Leverage		\$18M - \$22M

Signals and Operations: Install, maintain, and upgrade traffic signals for safe, reliable movement; improve pedestrian and bike accessibility signals; and support traffic operations during large events, incidents, and for trips in and out of the port.		
Category	Estimated Investments	Levy Funding
Traffic Signal Timing	<ul style="list-style-type: none"> Complete 40 corridor signal timing adjustment projects Implement up to 4 Intelligent Transportation System projects 	\$32M
Traffic Signals and Maintenance	<ul style="list-style-type: none"> Design and install traffic signals at up to 10 locations Complete major maintenance on 40 traffic signals Add accessible pedestrian signals for at least 50 crossings Conduct preventative maintenance at traffic signals 	\$45M
Sign Maintenance	<ul style="list-style-type: none"> Replace at least 5,500 signs 	\$5M
Transportation Operations	<ul style="list-style-type: none"> Research and respond to approximately 24,000 constituent operational complaints and questions Maintain 24/7 service in the Transportation Operations Center 	\$18M
Levy Funding		\$100M
Expected Additional Leverage		\$0

Bicycle Safety: Expand Seattle's protected bike lane network; connect schools to bike lanes, paths, and neighborhood greenways; and maintain and upgrade existing bike lanes		
Category	Estimated Investments	Levy Funding
Neighborhood Greenways	<ul style="list-style-type: none"> Create bicycle connections for all ages and abilities with at least 5 new neighborhood greenways on residential streets with a focus on K-8 public schools and south Seattle connections <u>Initial projects include NW 6th Ave from NW 58th St to Carkeek Park</u> 	\$20M
Bike Lane Maintenance	<ul style="list-style-type: none"> Maintain existing protected bike lanes with regular sweeping and barrier repair 	\$8M
Protected Bike Lanes	<ul style="list-style-type: none"> Add concrete-protected bike lanes as part of paving projects, closing gaps in all ages and abilities bicycle network <u>with a focus on improving bicycle connections throughout South Seattle</u>. Initial projects include segments along the following corridors: <ul style="list-style-type: none"> o N 130 St o S Henderson St o Beacon Ave S (Middle and Southern segments) o Highland Park Way SW 	\$68M \$67.5M

	<ul style="list-style-type: none"> ○ Cleveland High School Swift Ave S protected bike lane and Georgetown S Albro Pl Connection ○ Chief Sealth Trail: S Myrtle St to S Webster St ○ 12th Ave/12th Ave S: E Madison St to Jose Rizal Bridge ○ Protected Bike Lane Project in West Seattle to be named in honor of Steve Hulsman 	
Upgraded Bike Lanes	<ul style="list-style-type: none"> ● Upgrade 30% of existing protected bike lanes with improved barriers or buffer areas 	\$8M
Bike Spot Improvements	<ul style="list-style-type: none"> ● Make safety improvements to existing bike lanes, trails and neighborhood greenways 	\$10M
Levy Funding		\$114M \$113.5M
Expected Additional Leverage		\$24M - \$30M

People Streets and Public Spaces: Activate public spaces and improve lighting in partnership with business districts and community organizations so people can enjoy unique and vibrant neighborhoods and business districts.		
Program	Estimated Investments	Levy Funding
People Streets Capital Projects	Design, implement, and co-create People Street Projects to activate business districts and community spaces, with a focus on high equity priority areas. Improvements could include redesigned streets, seating, wayfinding, lighting, and activation. Anticipated initial projects include: <ul style="list-style-type: none"> ● S Henderson St ● Occidental Promenade ● Chinatown/International District Alley Activation ● E Union St Revival Corridor ● NE 42nd St Green Street Improvements ● Additional projects identified with business districts and community organizations 	\$39M
Downtown Activation	Invest in near-term maintenance and placemaking improvements, construction coordination, and advancement of a longer-term vision for 3rd Ave	\$15M
Lid I-5 Private Funding Study	Explore the feasibility of private funding strategies for lidding Interstate 5 between NE 45th St and NE 65th St and around the NE 130th St Light Rail Station	\$0.5M
People Streets and Wayfinding Maintenance	Provide maintenance for existing activation projects and citywide wayfinding system	\$2M
Pedestrian Lighting	Install pedestrian lighting leading to transit stops	\$10M
Levy Funding		\$66M \$66.5M

Expected Additional Leverage	\$14M - \$17M
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Climate and Resiliency: Address climate change directly, reducing air pollution and making sustainable transportation options more available.		
Category	Estimated Investments	Levy Funding
Climate and Electrification Program	<ul style="list-style-type: none"> Support Seattle City Light's expansion of electric vehicle charging stations to libraries, community centers and parks Support partnerships and pursue grants that help electrify the transportation system 	\$22M \$32M
Low Pollution Neighborhoods	<ul style="list-style-type: none"> Partner with at least 3 neighborhoods on low pollution pilot projects, which could include low-emissions goods delivery in areas most impacted by climate change 	\$8M
Urban Forestry	<ul style="list-style-type: none"> Plant and maintain trees, meeting the Mayor's Executive Order for 3 to 1 tree replacement Expand tree species diversity in areas that historically have had less investment in tree planting and care <u>Support maintenance and plant establishment for landscape elements of the Central Waterfront Project and Pike/Pine Corridor in coordination with Seattle Center</u> 	\$29M
Levy Funding		\$59M \$69M
Expected Additional Leverage		\$15M - \$19M

Freight and Goods Movement: Make freight improvements to support trucks delivering goods and providing services		
Program	Estimated Investments	Levy Funding
Freight Spot Improvements	Make at least 32 investments to support the freight network, including adjustments to improve truck movement, intersection upgrades, and additional truck parking	\$17M
Heavy Haul Network	In partnership with the Port of Seattle and alignment with the Heavy Haul Network agreement, identify and pave streets that carry the heaviest truck traffic	\$8M
<u>Freight Program</u>	<u>Freight improvements to support trucks delivering goods and providing services</u>	<u>\$10M</u>
<u>Port Connection to I-90/I-5</u>	<u>Implement spot or corridor improvements connecting Port of Seattle facilities through SODO to Interstate 90 and/or Interstate 5</u>	<u>\$5M</u>
<u>Leary Way Industrial</u>	<u>Implement spot or corridor improvements connecting Maritime, Manufacturing and Logistics (MML) Zones within</u>	<u>\$5M</u>

<u>Zone Safety Improvements</u>	<u>the Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC) to Interstate 5 and/or State Route 99</u>	
Levy Funding		\$25M \$45M
Expected Additional Leverage		\$12M - \$15M

Good Governance & Equitable Implementation Initiative		
Program	Estimated Investments	Levy Funding
<u>Oversight Committee Auditing and Professional Services</u>	<u>Provide auditing and professional services support for the Levy Oversight Committee</u>	<u>\$1M</u>
<u>Property Tax Relief Outreach and Education</u>	<u>Support public outreach and education on property tax relief programs</u>	<u>\$1.5M</u>
<u>Durable Infrastructure Solutions</u>	<p><u>By January 1, 2029, investigate and propose a comprehensive long-range strategy to:</u></p> <ul style="list-style-type: none"> <u>Achieve and maintain an FHWA rating of Good for at least 30% of vehicle bridges and a rating of Fair for at least 60% of vehicle bridges;</u> <u>Achieve and maintain an average Pavement Condition Index of 80 for arterial streets; and</u> <u>Complete the missing sidewalk network Tier 1 through Tier 5.</u> <p><u>Investigate Transportation Impact Fees as a funding strategy for meeting sidewalk, bridge, and pavement needs and make recommendations for a Transportation Impact Fee proposal.</u></p>	<u>\$5M</u>
Levy Funding		<u>\$7.5M</u>
Expected Additional Leverage		<u>\$0</u>
Grand Total Levy Funding (All Categories)		<u>\$1,450M</u> <u>\$1,550M</u>

Note: Totals may not sum properly due to rounding.

Attachment 2 to Amendment 1 (Chair's Amendment)
Revisions to Recitals (CB 120788)

WHEREAS, Seattle is currently updating its Comprehensive Plan to accommodate a population expected to approach nearly a million people by 2044 served by an abundant supply of housing concentrated in walkable, mixed-use, transit-rich Regional Centers, Urban Centers and Neighborhood Centers that will need to be served by a more robust and modern transportation system that is well-maintained, safe, sustainable, and multi-modal; and

WHEREAS, the draft One Seattle Comprehensive Plan Update foresees 158,000 added jobs in Seattle over the next 20 years that will require a more efficient transportation system to ensure access to those jobs for people who reside within the City, as well as those who commute to jobs in Seattle from around the rest of the Puget Sound region; and

WHEREAS, Seattle is a built-out city where the only way to create additional capacity is through efficient use of our existing network of streets that needs to support the above-cited growth in residents and jobs without creating added noise and emissions of greenhouse gases and other pollutants, while preserving capacity for emergency response and for moving goods; and

WHEREAS, Seattle's transportation system must accommodate the City's goals of promoting more economic vibrancy within neighborhood business districts, manufacturing and industrial centers, and across the city and greater Puget Sound region; and

WHEREAS, the City has a Vision Zero goal of ending traffic deaths and serious injuries by 2030 through implementation of the federal Safe System approach to road safety; and

WHEREAS, electric vehicles are a key element of Seattle's climate strategy, and the Electric Power Research Institute, working with the City, has identified the need for at least 6,050 level 2 and 1,900 level 3 public charging stations in Seattle by 2030 to meet anticipated demand; and

WHEREAS, transportation policies and decisions over the last century have had a profound impact on public health, especially within lower income and communities of color, whether through disproportionate impacts from diesel particulate and other harmful air

emissions, to higher levels of noise pollution, as well as higher proportions of traffic deaths and serious injuries; and

WHEREAS, as a city, state, and nation we have concentrated transportation investments in ways that have only reinforced patterns of redlining and other government policies that limited housing options to communities of color by directing investments away from those communities into the wealthier and whiter communities that have historically had more power to advocate for their needs and desires with elected officials; and

WHEREAS, these disproportionate impacts have resulted in measurably less access to educational and work opportunities for communities of color as well; and

WHEREAS, a quality pedestrian network is at the core of an equitable and accessible transportation system, and sidewalks are the building blocks of an effective pedestrian network; and

WHEREAS, pedestrian mobility is an equity issue, and Seattle's built environment reflects inequity in the pedestrian network; and

WHEREAS, when the area from N 85th St to N 145th St was incorporated into Seattle in 1954, new sidewalks were promised, but significant gaps remain with 36% of Seattle's missing sidewalks in North Seattle; and

WHEREAS, in 2018, the City convened a Transportation Equity Workgroup consisting of community members most impacted by transportation inequities that, in 2021, issued a Transportation Equity Framework to build on the City's 2004 Race and Social Justice Initiative with a guide for Seattle Department of Transportation (SDOT) decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system; and

WHEREAS, the City aims to invest in transportation improvements equitably, consistent with Ordinance 126799, Seattle's Race and Social Justice Initiative, and SDOT's Transportation Equity Framework while also advancing race and gender equity in contracting as outlined in Executive Order 2023-07, Equity and Opportunity in City Contracting, and Seattle Municipal Code Chapter 20.42, Equality in Contracting; and

WHEREAS, in 2001, voters statewide approved Initiative 747, later affirmed by the Washington State Legislature in 2007, which capped the growth in property tax without special approval of the voters at one percent plus the value of new construction; and

WHEREAS, voter-approved transportation funding has become a necessity due to state policies that prevent the City's General Fund revenues from keeping up with inflation or population growth while more traditional sources of funding for maintenance and capital improvements such as local share gas tax, federal earmarks, federal block grants programs, and more localized local-improvement districts have diminished or disappeared altogether, resulting in reduced available resources to adequately and sustainably fund transportation improvements and maintenance citywide; and

WHEREAS, macroeconomic factors, including rapid inflation and the increasing cost of labor and materials, paired with the declining condition and increasing wear of Seattle's transportation infrastructure, directly results in greater funding need; and

WHEREAS, the first Seattle transportation levy, Bridging the Gap, funded significant transportation system maintenance and upgrades, and met or exceeded nearly all of the commitments made as part of the voter-approved measure, including the paving of 225 lane-miles of streets, rehabilitation or seismic retrofit of 12 bridges, replacement of 90,000 street signs, enhancement of three transit corridors, construction of 120 blocks of new sidewalk, restriping of 5,000 crosswalks, implementation of 48 Safe Routes to School projects and 30 Neighborhood Street Fund projects and development of a robust asset management program that has identified and catalogued the condition of transportation assets and their maintenance needs; and

WHEREAS, the 2015 Levy to Move Seattle built on the successes of Bridging the Gap by increasing funding for system maintenance and upgrades, and is on target to meet or exceed nearly all of the commitments made as part of the voter-approved measure, including the paving of an estimated 180 lane-miles of streets, rehabilitation or seismic retrofit of 16 bridges, replacement of 30,000 street signs, enhancement of seven transit corridors, construction of 250 blocks of new sidewalk, restriping of 13,075 crosswalks, implementation of 207 Safe Routes to School projects and 35 Neighborhood Street Fund

projects and significant enhancement of the asset management system first developed and deployed through the previous Bridging the Gap Levy; and

WHEREAS, the Levy to Move Seattle revenue accounts for over 30 percent of the Seattle Department of Transportation's dedicated transportation revenue and serves as a critical resource for maintaining bridges, repairing roads, and filling potholes; and

WHEREAS, the Levy to Move Seattle expires at the end of 2024 and the funding it provides needs to be replaced to continue critical maintenance and modernization of Seattle's transportation system; and

WHEREAS, the \$930 million in Levy to Move Seattle revenues leveraged another \$400 million in grants and partnership funds and, thanks to the Bipartisan Infrastructure Law and other opportunities that have emerged in recent years, a new levy is expected to leverage significant outside funding for City transportation improvements; and

WHEREAS, these critical maintenance and modernization needs include safety improvements that will make bridges and streets safer, better maintain streets and sidewalks, ensure that first responders can arrive to aid residents with medical, fire and other emergencies, and accommodate safer travel across all modes; and

WHEREAS, SDOT will continue to engage and collaborate with the Seattle Fire Department and other emergency responders to ensure that any projects that propose to reconfigure the right-of-way or add elements intended to reduce vehicle speeds continue to maintain access for emergency responders, including fire trucks, while also improving safety for users of the roadway; and

WHEREAS, careful maintenance of transportation infrastructure today can lessen the expense of increased maintenance tomorrow; and

WHEREAS, SDOT estimates that the average Pavement Condition Index score in 2024 for arterial streets is 61 (on a 100-point scale); and

WHEREAS, SDOT's 2020 Asset Status & Condition Report identified an Asset Sustainability Ratio of 0.4 for arterial streets, which is below the target ratio of 1.0 to maintain existing pavement quality; and

WHEREAS, pothole repair and prevention are key programs to extend the useful life of Seattle's aging roads; and

WHEREAS, the need to facilitate safe and reliable movement of freight and goods is essential to an economically vibrant city, and approximately 95,000 people - or 15 percent of all jobs in Seattle - are employed within the city's two manufacturing and industrial centers; and

WHEREAS, Seattle strives to create and maintain a safe, efficient and reliable transportation system; and

WHEREAS, the West Seattle Bridge closure and repair from 2020 to 2022 demonstrate the need to focus on basic transportation infrastructure, while also highlighting the essential role that bridges play every day in 1) safely and efficiently connecting people and communities, 2) enabling vital commercial and industrial activity, locally, regionally, statewide, and internationally, and 3) serving as a critical backbone of Seattle's economy; and

WHEREAS, after many years of under-investment in basic road and bridge maintenance, our arterials, non-arterials and bridges need a significant course change to arrest their decline, and begin to catch up on these needs; and

WHEREAS, through Resolution 32131 the City Council has adopted the Seattle Transportation Plan, a multi-modal transportation vision and strategy for the next 20 years that, combined with SDOT's Asset Management Strategy and Vision Zero Program, will help the department prioritize investments to meet the goals of the new One Seattle Comprehensive Plan along with maintaining funding for the maintenance, safety, and equity needs cited above; and

WHEREAS, the Seattle Transportation Plan is rooted in a vision of Seattle in 2044, conceptualizing an equitable, vibrant, and diverse city where moving around is safe, fair and sustainable, built around the goals of safety, equity, sustainability, mobility and economic vitality, livability and maintenance, and modernization; and

WHEREAS, the Seattle Transportation Plan was co-created through robust and extensive involvement with community and stakeholders, including three inclusive phases of engagement that resulted in over 78,000 individual data points from: over 9,000 people; more than 130 community events attended; nearly 100 meetings and briefings; over 60,000 visits to an online engagement hub; and over 170 social media posts; and

WHEREAS, the adopted Seattle Transportation Plan sets forth several goals to guide future investments in transportation, including prioritizing safety for all travelers, restorative practices to address transportation related inequities, responding to climate change through innovation and a lens of climate justice, providing reliable and affordable travel options that help people and goods get where they need to go, reimagine city streets with places for people to safely linger and play, and improving city infrastructure for the future; and

WHEREAS, as part of Resolution 32131, the City Council called for a draft transportation levy proposal that prioritized maintenance of bridges and roads, a once-in-a-generation investment in new sidewalks, electric vehicle charging infrastructure, improvements to the transit rider experience, Vision Zero programs and projects, improving the on-time performance of transit in the Denny Way corridor, and improving the safety of Lake Washington Boulevard; and

WHEREAS, the Move Seattle Levy Oversight Committee recommended submitting a levy renewal proposal to voters and recommended pursuing additional funding strategies necessary to address markedly deteriorating infrastructure and to begin to catch-up on basic road and bridge maintenance needs; and

WHEREAS, Mayor Harrell released a draft transportation levy proposal on April 4, 2024, and since then the City has received over 1,000 additional comments; and

WHEREAS, those comments have been incorporated into this proposal through additional investments in sidewalks, transit reliability, bike network expansion, neighborhood safety improvements, preventative bridge maintenance and Transportation Funding Task Force to address longer term needs for sidewalks, bridges and other transportation infrastructure needs; and

WHEREAS, The City of Seattle intends to place a levy proposal on the November 5, 2024, general election ballot to replace the expiring Levy to Move Seattle in order to continue to meet the City's transportation needs over the next eight years; NOW, THEREFORE,