

## Amendment 2 – 2024 Transportation Levy

**Sponsor:** Councilmember Morales

Increase Levy to \$1.7 Billion and Revise Spending Plan

**Effect:** This amendment would make the following changes:

1. Increase the size of the levy from to \$1.7 billion. This increase would raise the estimated first year property tax bill for the median assessed value home to \$547. The estimated first year median assessed property tax bill is \$467 for the Mayor’s \$1.45 billion proposal and \$499 for the Chair’s Amendment \$1.55 billion proposal.
2. Revise the eight-year levy appropriation levels for Levy Proceeds to match \$1.7 billion.
3. Revise the Transportation Levy Spending Breakdown (Attachment A):
  - a. Add \$15.5 million for Neighborhood-Initiated Safety Program in the Vision Zero, School and Neighborhood Safety element. This restores program funding as initially proposed by the Mayor.
  - b. Add \$30 million for Arterial Roadway Maintenance in the Street Maintenance and Modernization element; add 14<sup>th</sup> Ave NW to the list of Estimated Investments. This is intended to address the funding impact of Council identified priorities, including 35<sup>th</sup> Ave SW, Fauntleroy Way SW, and 14<sup>th</sup> Ave NW.
  - c. Add \$5 million for a program to support community-based planning and improvements around the future Graham and Chinatown/International District light rail stations in the Transit Corridors and Connections element; remove this program from the Estimated Investments in the Transit Improvements and Access to Light Rail category.
  - d. Add \$14.5 million for New Sidewalks and Sidewalk Alternatives in the Pedestrian Safety element.
  - e. Add \$10 million for Sidewalk Safety Repair in the Pedestrian Safety element.
  - f. Add \$5 million for Crossing Improvements in the Pedestrian Safety element.
  - g. Add \$5 million for Neighborhood Greenways in the Bicycle Safety element.
  - h. Add \$20 million for Protected Bike Lanes in the Bicycle Safety element. This is intended to address the funding impact of addressing connectivity throughout South Seattle.
  - i. Add \$20 million for the Burke-Gilman Trail extension in the Bicycle Safety element.

**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.

- j. Add \$10 million for Ballard Avenue Curbless Street in the People Streets and Public Spaces element.
- k. Add \$15 million for Urban Forestry in the Climate and Resiliency element, to support planting of street trees and maintenance in equity priority areas.

**Note:** This amendment's revisions are shown in red double underline/~~strikethrough~~. This amendment shows the proposed revisions in Amendment 1 (Chair's Amendment) as blue single underline/~~strikethrough~~.

**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~~ ~~\$1,700,000,000~~ 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~~ \$205,000,000 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~~ ~~\$0.64/\$1,000~~ \$0.70/\$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 Section 6 to revise spending requirements for Levy Proceeds as follows:**

\* \* \*

The City anticipates collecting ~~\$1.55 billion~~ \$1.7 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~~ \$176 million for Vision Zero, School and Neighborhood Safety;
- ii. ~~\$423 million~~ \$453 million for Street Maintenance and Modernization,
- including no less than ~~\$350 million~~ \$380 million for Arterial Roadway Maintenance;
- iii. \$221 million for Bridges and Structures;
- iv. ~~\$151 million~~ \$156 million for Transit Corridors and Connections;
- v. ~~\$193 million~~ \$222.5 million for Pedestrian Safety, including no less than ~~\$111 million~~ \$125.5 million for New Sidewalks and Sidewalk Alternatives and no less than ~~\$34 million~~ \$44 million for Sidewalk Safety Repair;
- vi. \$100 million for Signals and Operations;
- vii. ~~\$113.5 million~~ \$158.5 million for Bicycle Safety;
- viii. ~~\$66.5 million~~ \$76.5 million for People Streets and Public Spaces;

ix. ~~\$69 million~~ \$84 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.

\* \* \*

**Amend Attachment A to CB 120788 (Transportation Levy Spending Breakdown) as follows:**

## **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.](#)

| <b>Vision Zero, School and Neighborhood Safety:</b> Make targeted and community-requested improvements to streets, sidewalks, intersections, and crossings to reduce traffic collisions, severe injuries, and fatalities. |   |   |
|---|---|---|
| <b>Category</b>   | <b>Estimated Investments</b>  | <b>Levy Funding</b>   |
| Vision Zero   | <p>Implement:</p> <ul style="list-style-type: none"> <li>Safety redesign projects on up to 12 corridors on the High Injury Network</li> <li>Responsive safety projects at up to 40 high-collision locations</li> <li>Leading pedestrian intervals at 280 intersections</li> <li>Traffic calming on 50 corridors</li> </ul> <p>Anticipated Initial Vision Zero projects on:</p> <ul style="list-style-type: none"> <li>Aurora Ave N</li> <li>N/NE 85th St</li> <li>S Othello St</li> <li>N 105th St/Holman Rd NW</li> <li>Dexter Ave N</li> <li>Lake City Way NE</li> <li>4<sup>th</sup> Ave S</li> <li>MLK Jr Way S</li> <li><a href="#">Rainier Ave S</a></li> <li>Lakeside Ave S at Lake Washington Blvd</li> <li>N/NE 50th St</li> <li>Other projects as identified in Vision Zero work plans</li> </ul> | \$70M   |
| Safe Routes to School   | <ul style="list-style-type: none"> <li>Contribute to <del>up to at least</del> 70 projects to improve safety and fund safety education programs at public schools</li> </ul>  | <del>\$7M</del><br><a href="#">\$14M</a>                        |
| Aurora Avenue N Safety  | <ul style="list-style-type: none"> <li><del>Implement safety improvements and phased reconstruction on Aurora Ave N aided by leverage funds</del></li> <li><a href="#">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.</a></li> </ul>   | \$30M   |
| Neighborhood-Initiated Safety Partnership Program   | <ul style="list-style-type: none"> <li>Build up to 16 neighborhood-initiated and co-created projects, focusing on community priorities <a href="#">across all Council Districts</a> with an emphasis on equity. This could include safety and mobility enhancements like new sidewalks, crossings, and transit access.</li> </ul>   | <del>\$41M</del><br><del>\$25.5M</del><br><a href="#">\$41M</a> |

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| District Project Fund                                      | <ul style="list-style-type: none"> <li>Provide funds to address emergent safety concerns and requests</li> </ul>   | \$14M   |
| <a href="#">Neighborhood Scale Traffic Safety Programs</a> | <ul style="list-style-type: none"> <li><a href="#">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.</a></li> </ul> | <a href="#">\$7M</a>                                      |
| Levy Funding   |  | <del>\$162M</del><br><del>\$160.5M</del><br><b>\$176M</b> |
| 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"> <li>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"> <li>N 130th St: 1st Ave NW to I-5</li> <li>Roosevelt Way NE: NE 92nd St to Pinehurst Way NE</li> <li>E Marginal Way S: 1st Ave S to 16th Ave S</li> <li>Rainier Ave S: S Walden St to S Jackson St</li> </ul> </li> <li>Additional corridors that will be evaluated for specific paving extents through a design process include: <ul style="list-style-type: none"> <li>15th Ave NE: Pinehurst Way NE to NE 145th St</li> <li>Pinehurst Way NE: Roosevelt Way NE to 15th Ave NE</li> <li>NE 65th St: 2nd Ave NE to 35th Ave NE</li> <li>NW Market St: 15th Ave NW to 24th Ave NW</li> <li>23rd Ave E/24th Ave E: E John St to Lake Washington Blvd</li> <li>Elliott Ave/Western Ave: Bell St to Thomas St</li> <li>James St: 3rd Ave to Broadway</li> <li>Beacon Ave S to support Route 36 improvements</li> <li><del>35 Ave SW: SW Morgan St to SW Holden St</del></li> <li><a href="#">35<sup>th</sup> Ave SW: SW Alaska St to SW Morgan St</a></li> <li>S Albro Pl, Corson Ave S, and Ellis Ave S: E Marginal Way S to I-5</li> <li>Olson Pl SW/1st Ave S: 2nd Ave SW to SW Cloverdale St</li> <li>S Henderson St: MLK Jr Way S to Seward Park Ave S</li> <li><a href="#">Fauntleroy Way SW: 35<sup>th</sup> Ave SW to SW Alaska St, to keep roadway functional during light rail</a></li> </ul> </li> </ul> | <del>\$350M</del><br><b>\$380M</b> |

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|                                     | <a href="#">construction by making street repairs and spot improvements</a> <ul style="list-style-type: none"> <li>○ <a href="#">14<sup>th</sup> Ave NW: NW Market St to the Ship Canal</a></li> </ul>        |                                    |
| Paving Spot Improvements            | <ul style="list-style-type: none"> <li>• Repair approximately 400 locations, totaling about 50 lane-miles of pavement on arterial streets</li> <li>• Fill 80% of reported potholes within 72 hours</li> </ul> | \$67M                              |
| Markings                            | <ul style="list-style-type: none"> <li>• Remark up to 3,600 crosswalks and refresh pavement markings on at least 2,100 miles of roadway</li> </ul>  | \$6M                               |
| <b>Levy Funding</b>                 |   | <del>\$423M</del><br><b>\$453M</b> |
| <b>Expected Additional Leverage</b> |   | <b>\$19M-\$24M</b>                 |

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| <b>Bridges and Structures:</b> Keep bridges and structures in reliable working condition and prepare for future bridge projects. |  |                     |
| <b>Category</b>  | <b>Estimated Investments</b>   | <b>Levy Funding</b> |
| Bridge Structural Repairs and Upgrades   | <ul style="list-style-type: none"> <li>• Upgrade electrical and mechanical systems on moveable Ship Canal Bridges: <ul style="list-style-type: none"> <li>○ Ballard Bridge</li> <li>○ Fremont Bridge</li> <li>○ University Bridge</li> </ul> </li> <li>• Make structural repairs on: <ul style="list-style-type: none"> <li>○ Ballard Bridge, <a href="#">including potential pedestrian improvements</a></li> <li>○ Magnolia Bridge, <a href="#">including potential type/size/location studies for replacement, seismic improvements, and/or improving emergency access to Magnolia</a></li> </ul> </li> </ul> | \$71M               |
| Bridge Preventative Maintenance  | <ul style="list-style-type: none"> <li>• 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</li> </ul>  | \$127M              |
| Project Readiness  | <ul style="list-style-type: none"> <li>• Advance 6 structures in preparation to seek funding partnerships for future replacement: <ul style="list-style-type: none"> <li>○ Elliott Bay Seawall Phase II (north segment)</li> <li>○ 1st Ave S Bridge over Argo Railyard</li> <li>○ 4th Ave S Bridge over Argo Railyard</li> <li>○ W Dravus Street over Railyard</li> <li>○ NE 45th St Viaduct Central Span</li> <li>○ Magnolia Bridge Replacement Alternatives</li> </ul> </li> </ul>   | \$20M               |
| Areaways   | <ul style="list-style-type: none"> <li>• Improve data collection, strengthen public-private partnerships, pursue grants, and advance repairs</li> </ul>  | \$3M                |
| <b>Levy Funding</b>  |  | <b>\$221M</b>       |
| <b>Expected Additional Leverage</b>  |  | <b>\$45M-55M</b>    |



| <b>Transit Corridors and Connections:</b> Connect people safely to transit hubs, including Link light rail stations and bus stops; and reduce delays on bus routes. |   |                         |
|---|---|-------------------------|
| <b>Category</b>   | <b>Estimated Investments</b>  | <b>Levy Funding</b>     |
| Transit Spot Improvements   | <ul style="list-style-type: none"> <li>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"> <li>SW Oregon St between 44th Ave SW and California Ave SW along routes 50 and 128</li> <li>MLK Jr Way S between S Myrtle St and S Othello St along Route 106</li> <li>E Jefferson St between 9th Ave and 12th Ave along routes 3 and 4</li> <li>W Nickerson St between 3rd Ave W and 4th Ave N along routes 31 and 32</li> </ul> </li> </ul>   | \$27M                   |
| Transit Passenger Safety  | <ul style="list-style-type: none"> <li>Invest in strategies that increase transit rider safety and security, <a href="#">including transit and public safety personnel services in coordination with King County Metro, Sound Transit, and/or other transit agencies</a></li> </ul>   | <del>\$3M</del><br>\$9M |
| Transit Improvements and Access to Light Rail   | <ul style="list-style-type: none"> <li>Make transit improvements on streets with high-ridership bus routes with a focus in equity priority areas, including: <ul style="list-style-type: none"> <li>Rainier Ave S</li> <li>Beacon Ave S</li> <li>Aurora Ave N (funded via Vision Zero, School and Neighborhood Safety)</li> <li>Denny Way/Olive Way</li> </ul> </li> <li>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"> <li>N 130th St</li> <li>S Henderson St</li> <li>Judkins Park Station Connections</li> </ul> </li> <li>Advance key connections to future Link light rail stations in coordination with partner agencies: <ul style="list-style-type: none"> <li>NE 145th St</li> <li>SW Alaska St</li> <li>4th Ave S</li> <li>S Graham St</li> <li>East-West South Lake Union Transit Connections</li> </ul> </li> <li><a href="#">Make access improvements to Sound Transit 3 light rail stations and future Sound Transit system expansion</a></li> </ul> | \$115M                  |

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|  | <ul style="list-style-type: none"> <li><del>Support community-based planning and improvements around the future Graham light rail station and Chinatown/International District light rail station</del></li> </ul> |   |
| <u>Graham and Chinatown/International District Station Area Improvements</u> | <ul style="list-style-type: none"> <li>Support community-based planning and improvements around the future Graham light rail station and Chinatown/International District light rail station</li> </ul>            | <u>\$5M</u>   |
| <b>Levy Funding</b>  |  | <del>\$145M</del><br><del>\$151M</del><br><u>\$156M</u> |
| <b>Expected Additional Leverage</b>  |  | <b>\$143M - \$175M</b>                                  |

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| <b>Pedestrian Safety:</b> Build and repair sidewalks, crossings, and curb ramps so people walking and rolling can safely get to where they need to go. |   |  |
| <b>Category</b>  | <b>Estimated Investments</b>  | <b>Levy Funding</b>                                      |
| New Sidewalks <u>and Sidewalk Alternatives</u>   | <p>Support construction of <del>280</del> <u>at least 350-376</u> blocks of new sidewalks, including:</p> <ul style="list-style-type: none"> <li><del>250-320-346</del> blocks of new sidewalks and <del>alternative walkways</del>, sidewalk alternatives, with 250 of these blocks complete or in construction by 2029</li> <li>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></li> <li><u>Build 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></li> </ul> <p>Anticipated initial projects include:</p> <ul style="list-style-type: none"> <li>1st Ave NE: NE 120th St – NE 130th St</li> <li>SW Brandon St: 26th Ave SW to 30th Ave SW</li> <li>NE Ravenna Blvd: 12th Ave NE to Brooklyn Ave NE</li> <li>Renton Ave S: 35th Ave S to S Dawson St</li> <li>Greenwood Ave N: N 112th St to N 117th St</li> <li>Gilman Ave W: W Manor Pl to 28th Ave W</li> <li><del>NE 95th St: Sand Point Way NE to 35th Ave NE</del></li> <li><u>NE 130th St Light Rail Station walkshed</u></li> <li><u>30th Ave NE: complete missing sections between NE 127th St to NE 145th St</u></li> </ul> | <del>\$63M</del><br><del>\$111M</del><br><u>\$125.5M</u> |

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|   | <a href="#">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.</a>  |   |
| Sidewalk Safety Repair                                | <ul style="list-style-type: none"> <li>Make up to approximately 34,000 spot repairs to sidewalks</li> </ul>   | <del>\$19M</del><br><del>\$34M</del><br><del>\$44M</del>      |
| <a href="#">Sidewalk and Infrastructure Solutions</a> | <ul style="list-style-type: none"> <li><del>Investigate and implement sidewalk and infrastructure repair and funding strategies</del></li> </ul>  | <del>\$5M</del>   |
| ADA Program   | <ul style="list-style-type: none"> <li>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)</li> </ul>  | \$30M   |
| Stairways   | <ul style="list-style-type: none"> <li>Complete up to 9 stairway repairs or expansions</li> </ul>   | \$4M  |
| Crossing Improvements                                 | <ul style="list-style-type: none"> <li>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"> <li>5th Ave NE and NE Banner Way</li> <li>Rainier Ave S and S Henderson St</li> <li>35th Ave NE</li> <li>11th Ave E and E Aloha St</li> <li><a href="#">N 137 St and Roosevelt Way N</a></li> </ul> </li> </ul> | <del>\$14M</del><br><del>\$19M</del>                          |
| <b>Levy Funding</b>                                   |   | <del>\$135M</del><br><del>\$193M</del><br><del>\$222.5M</del> |
| <b>Expected Additional Leverage</b>                   |   | <b>\$18M - \$22M</b>  |

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| <b>Signals and Operations:</b> 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. |  |                     |
| <b>Category</b>  | <b>Estimated Investments</b>   | <b>Levy Funding</b> |
| Traffic Signal Timing  | <ul style="list-style-type: none"> <li>Complete 40 corridor signal timing adjustment projects</li> <li>Implement up to 4 Intelligent Transportation System projects</li> </ul>   | \$32M               |
| Traffic Signals and Maintenance  | <ul style="list-style-type: none"> <li>Design and install traffic signals at up to 10 locations</li> <li>Complete major maintenance on 40 traffic signals</li> <li>Add accessible pedestrian signals for at least 50 crossings</li> <li>Conduct preventative maintenance at traffic signals</li> </ul> | \$45M               |
| Sign Maintenance   | <ul style="list-style-type: none"> <li>Replace at least 5,500 signs</li> </ul>   | \$5M                |

|                                     |  |               |
|-------------------------------------|--|---------------|
| Transportation Operations           | <ul style="list-style-type: none"> <li>Research and respond to approximately 24,000 constituent operational complaints and questions</li> <li>Maintain 24/7 service in the Transportation Operations Center</li> </ul> | \$18M         |
| <b>Levy Funding</b>                 |  | <b>\$100M</b> |
| <b>Expected Additional Leverage</b> |  | <b>\$0</b>    |

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| <b>Bicycle Safety:</b> Expand Seattle's protected bike lane network; connect schools to bike lanes, paths, and neighborhood greenways; and maintain and upgrade existing bike lanes |   |   |
| <b>Category</b>   | <b>Estimated Investments</b>  | <b>Levy Funding</b>   |
| <a href="#"><u>Burke-Gilman Trail Extension</u></a>   | <ul style="list-style-type: none"> <li><a href="#"><u>Extend the Burke-Gilman Trail along NW Market St and Leary Way NW to complete the Missing Link</u></a></li> </ul>   | <a href="#"><u>\$20M</u></a>  |
| Neighborhood Greenways  | <ul style="list-style-type: none"> <li>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</li> <li><a href="#"><u>Initial projects include NW 6th Ave from NW 58th St to Carkeek Park</u></a></li> </ul>  | <del>\$20M</del><br><a href="#"><u>\$25M</u></a>  |
| Bike Lane Maintenance   | <ul style="list-style-type: none"> <li>Maintain existing protected bike lanes with regular sweeping and barrier repair</li> </ul>   | \$8M  |
| Protected Bike Lanes  | <ul style="list-style-type: none"> <li>Add concrete-protected bike lanes as part of paving projects, closing gaps in all ages and abilities bicycle network <a href="#"><u>with a focus on improving bicycle connections throughout South Seattle</u></a>. Initial projects include segments along the following corridors: <ul style="list-style-type: none"> <li>N 130 St</li> <li>S Henderson St</li> <li>Beacon Ave S (Middle and Southern segments)</li> <li>Highland Park Way SW</li> <li>Cleveland High School Swift Ave S protected bike lane and Georgetown S Albro Pl Connection</li> <li>Chief Sealth Trail: S Myrtle St to S Webster St</li> <li><a href="#"><u>12<sup>th</sup> Ave/12<sup>th</sup> Ave S: E Madison St to Jose Rizal Bridge</u></a></li> <li><a href="#"><u>Protected Bike Lane Project in West Seattle to be named in honor of Steve Hulsman</u></a></li> </ul> </li> </ul> | <del>\$68M</del><br><del>\$67.5M</del><br><a href="#"><u>\$87.5M</u></a>                |
| Upgraded Bike Lanes   | <ul style="list-style-type: none"> <li>Upgrade 30% of existing protected bike lanes with improved barriers or buffer areas</li> </ul>   | \$8M  |
| Bike Spot Improvements  | <ul style="list-style-type: none"> <li>Make safety improvements to existing bike lanes, trails and neighborhood greenways</li> </ul>  | \$10M   |
| <b>Levy Funding</b>   |   | <a href="#"><u>\$114M</u></a><br><del>\$113.5M</del><br><a href="#"><u>\$158.5M</u></a> |
| <b>Expected Additional Leverage</b>   |   | <b>\$24M - \$30M</b>  |

| <b>People Streets and Public Spaces:</b> 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"> <li>• S Henderson St</li> <li>• Occidental Promenade</li> <li>• Chinatown/International District Alley Activation</li> <li>• E Union St Revival Corridor</li> <li>• NE 42nd St Green Street Improvements</li> <li>• Additional projects identified with business districts and community organizations</li> </ul> | \$39M  |
| Downtown Activation  | Invest in near-term maintenance and placemaking improvements, construction coordination, and advancement of a longer-term vision for 3rd Ave  | \$15M  |
| <a href="#">Ballard Avenue Curbless Street</a>   | <a href="#">Implement street redesign of Ballard Ave NW from 20<sup>th</sup> Ave NW to NW Market St</a>   | <a href="#">\$10M</a>                                    |
| <a href="#">Lid I-5 Private Funding Study</a>  | <a href="#">Explore the feasibility of private funding strategies for lidding Interstate 5 between NE 45<sup>th</sup> St and NE 65<sup>th</sup> St and around the NE 130<sup>th</sup> St Light Rail Station</a>   | <a href="#">\$0.5M</a>                                   |
| 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  |
| <b>Levy Funding</b>  |   | <del>\$66M</del><br><del>\$66.5M</del><br><b>\$76.5M</b> |
| <b>Expected Additional Leverage</b>  |   | <b>\$14M - \$17M</b>                                     |

| <b>Climate and Resiliency:</b> 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"> <li>• Support Seattle City Light's expansion of electric vehicle charging stations to libraries, community centers and parks</li> <li>• Support partnerships and pursue grants that help electrify the transportation system</li> </ul> | <del>\$22M</del><br><a href="#">\$32M</a> |

|                              |  |   |
|------------------------------|--|---|
| Low Pollution Neighborhoods  | <ul style="list-style-type: none"> <li>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</li> </ul>   | \$8M  |
| Urban Forestry               | <ul style="list-style-type: none"> <li>Plant and maintain trees, meeting the Mayor's Executive Order for 3 to 1 tree replacement</li> <li>Expand tree species diversity in areas that historically have had less investment in tree planting and care</li> <li><a href="#">Support maintenance and plant establishment for landscape elements of the Central Waterfront Project and Pike/Pine Corridor in coordination with Seattle Center</a></li> <li><a href="#">Plant street trees and support maintenance in equity priority areas</a></li> </ul> | <del>\$29M</del><br>\$44M                     |
| Levy Funding                 |  | <del>\$59M</del><br><del>\$69M</del><br>\$84M |
| 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                                      |
| <a href="#">Freight Program</a>   | <a href="#">Freight improvements to support trucks delivering goods and providing services</a>   | <a href="#">\$10M</a>                     |
| <a href="#">Port Connection to I-90</a>   | <a href="#">Implement spot or corridor improvements connecting Port of Seattle facilities through SODO to Interstate 90 and/or Interstate 5</a>  | <a href="#">\$5M</a>                      |
| <a href="#">Leary Way Industrial Zone Safety Improvements</a>   | <a href="#">Implement spot or corridor improvements connecting Maritime, Manufacturing and Logistics (MML) Zones within the Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC) to Interstate 5 and/or State Route 99</a> | <a href="#">\$5M</a>                      |
| Levy Funding  |  | <del>\$25M</del><br><a href="#">\$45M</a> |
| Expected Additional Leverage  |  | \$12M - \$15M                             |

| <a href="#">Good Governance &amp; Equitable Implementation Initiative</a> |                                       |                              |
|---|---------------------------------------|------------------------------|
| <a href="#">Program</a>   | <a href="#">Estimated Investments</a> | <a href="#">Levy Funding</a> |

|  |  |   |
|--|--|---|
| <a href="#">Oversight Committee Auditing and Professional Services</a> | <a href="#">Provide auditing and professional services support for the Levy Oversight Committee</a>  | <a href="#">\$1M</a>  |
| <a href="#">Property Tax Relief Outreach and Education</a>             | <a href="#">Support public outreach and education on property tax relief programs</a>  | <a href="#">\$1.5M</a>  |
| <a href="#">Durable Infrastructure Solutions</a>                       | <p><a href="#">By January 1, 2029, investigate and propose a comprehensive long-range strategy to:</a></p> <ul style="list-style-type: none"> <li><a href="#">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;</a></li> <li><a href="#">Achieve and maintain an average Pavement Condition Index of 80 for arterial streets; and</a></li> <li><a href="#">Complete the missing sidewalk network Tier 1 through Tier 5.</a></li> </ul> <p><del><a href="#">Investigate Transportation Impact Fees as a funding strategy for meeting sidewalk, bridge, and pavement needs and make recommendations for a Transportation Impact Fee proposal.</a></del></p> <p><a href="#">Investigate non-levy funding sources including Transportation Impact Fees (TIF) as a funding strategy for new sidewalks/sidewalk alternatives. By January 1, 2027, complete a TIF rate study and make recommendations for a TIF proposal to provide supplemental funding for the installation of sidewalks and sidewalk alternatives.</a></p> | <a href="#">\$5M</a>  |
| <a href="#">Levy Funding</a>   |  | <a href="#">\$7.5M</a>  |
| <a href="#">Expected Additional Leverage</a>                           |  | <a href="#">\$0</a>   |
| <b>Grand Total Levy Funding (All Categories)</b>                       |  | <a href="#">\$1,450M</a><br><del><a href="#">\$1,550M</a></del><br><a href="#">\$1,700M</a> |

Note: Totals may not sum properly due to rounding.