

Amendment 3 to CB 120788 – 2024 Transportation Levy

Sponsor: Councilmember Strauss

Complete the Burke-Gilman Trail Missing Link

Effect: This amendment would make the following revisions to Attachment A (Transportation Levy Spending Breakdown) to CB 120788:

- Create a new category for completing the Burke-Gilman Trail along NW Market St and NW Leary Ave in the Bicycle Safety element and add \$20 million for this purpose.
- Reduce \$20 million in Arterial Roadway Maintenance in the Street Maintenance and Modernization element. This would reduce the amount of funds available for grant match and project readiness within the Arterial Roadway Maintenance program. The Executive’s levy proposal assumed \$26 million for this purpose.

This amendment would also adjust the eight-year appropriation requirements in Section 6 to reflect the \$20 million shift in spending between the Street Maintenance and Modernization element and the Bicycle Safety element.

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 the Bicycle Safety element of Attachment A (Transportation Levy Spending Breakdown) to CB 120788 as follows:

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
<u>Burke-Gilman Trail Extension</u>	<ul style="list-style-type: none"> • <u>Complete the Burke-Gilman Trail along NW Market St and Leary Way NW to complete the Missing Link</u> 	<u>\$20M</u>
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</u> 	\$68M <u>\$67.5M</u>

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.

	<p>connections throughout South Seattle. Initial projects include segments along the following corridors:</p> <ul style="list-style-type: none"> ○ N 130 St ○ S Henderson St ○ Beacon Ave S (Middle and Southern segments) ○ Highland Park Way SW ○ 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 Improvement	<ul style="list-style-type: none"> ● Make safety improvements to existing bike lanes, trails and neighborhood greenways 	\$10M
Levy Funding		<p>\$114M \$113.5M <u>\$133.5M</u></p>
Expected Additional Leverage		\$24M - \$30M

Amend the Street Maintenance and Modernization element of Attachment A (Transportation Levy Spending Breakdown) to CB 120788 as follows:

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 ○ 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 	<p>\$350M <u>\$330M</u></p>

	<ul style="list-style-type: none"> ○ 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>Fautleroy 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 \$403M
Expected Additional Leverage		\$19M-\$24M

Amend Section 6 to revise spending requirements for Levy Proceeds as follows:

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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 as follows:

i. \$160.5 million for Vision Zero, School and Neighborhood Safety;

ii. ~~\$423 million~~ **\$403 million** for Street Maintenance and Modernization,

including no less than ~~\$350 million~~ **\$330 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~~ ~~\$133.5 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 \$27 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.

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