



SEATTLE CITY COUNCIL

Select Committee on 2024 Transportation Levy

Agenda

(or after the Transportation Committee meeting)

Tuesday, May 7, 2024

10:30 AM

City Hall, Council Chambers
600 4th Ave
Seattle, WA 98104

Rob Saka, Chair
Joy Hollingsworth, Vice-Chair
Robert Kettle, Member
Cathy Moore, Member
Tammy J. Morales, Member
Sara Nelson, Member
Maritza Rivera, Member
Dan Strauss, Member
Tanya Woo, Member

Chair Info: 206-684-8801; Rob.Saka@seattle.gov

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Meeting Location:

City Hall, Council Chambers, 600 4th Ave, Seattle, WA 98104

Committee Website:

<https://www.seattle.gov/council/committees/select-committee-on-the-2024-transportation-levy>

This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business.

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Online registration to speak will begin one hour before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

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Submit written comments to Councilmembers at Council@seattle.gov.

Please Note: Times listed are estimated

A. Call To Order

B. Approval of the Agenda

C. Public Comment

D. Items of Business

1. Move Seattle Levy Oversight Committee Report and Recommendations

Supporting Documents:

[Levy to Move Seattle Oversight Committee Recommendation Presentation](#)

Briefing, Discussion (30 minutes)

Presenters: Kevin Werner, Geri Poor, and Lisa Bogardus, Move Seattle Levy Oversight Committee

2. Executive Presentation on the 2024 Transportation Levy

Supporting Documents:

[SDOT Proposal](#)
[SDOT Levy Proposal Brief](#)
[Executive Presentation](#)

Briefing and Discussion (60 minutes)

Presenters: Deputy Mayor Adiam Emery, Office of the Mayor; Greg Spotts, Francisca Stefan, and Meghan Shepard, Seattle Department of Transportation

E. Adjournment



Legislation Text

File #: Inf 2463, **Version:** 1

Move Seattle Levy Oversight Committee Report and Recommendations

Committee Members

Rachel Ben-Shmuel, Secretary

Alexander Bejarán Estévez

Tyler Blackwell

Lisa Bogardus, Vice-Chair

Clara Cantor

Samuel Ferrara

Dennis Gathard

Inga Manskopf

Jessica Nguyen

Kevin Werner, Co-Chair

Donna McBain Evans

Bicycle Advisory Board

Delaney Lind

Pedestrian Advisory Board

Geri Poor, Co-Chair

Freight Advisory Board

Ashwin Bhumbra

Transit Advisory Board

City Councilmember

Rob Saka

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The Levy Oversight Committee is an advisory body that monitors revenues, expenditures, and program and project implementation. The Oversight Committee advises the City Council, the Mayor, and SDOT on responding to program and project cost savings or overruns.

The Oversight Committee reviews SDOT's program and project priorities and financial plans and makes recommendations to the Mayor and City Council regarding the spending of levy proceeds.

Council Bill 118402

To: Mayor and City Council

From: Move Seattle Levy Oversight Committee

Subject: Recommendations for next Transportation Levy

Date: April 2024

The current Levy to Move Seattle is a nine-year, \$930 million levy that is the largest single source of funds for SDOT's budget. Approved in November 2015, it expires at the end of 2024. The Levy Oversight Committee (LOC) is pleased to submit recommendations that reflect on lessons learned from the current levy and consider future needs of Seattle's transportation system.

The LOC strongly recommends a future levy when the current levy expires at the end of 2024. The rationale for this recommendation is based on the success of the current levy and the need for ongoing funding. The complete rationale is articulated in Appendix A.

The LOC would be remiss if it stopped there.

- The levy is not sufficient to meet Seattle's transportation infrastructure requirements. We recommend a transportation package, **including a future levy**, that would address our markedly deteriorating infrastructure. 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. (Please see the [2020 Asset Status & Condition Report](#) for SDOT's own account of the condition of Seattle's transportation assets.)
- The levy is also not sufficient to meet Seattle's safety goals. We recommend that a future transportation package, including a future levy, address the ongoing deaths and serious injuries sustained by people using all transportation modes. Despite the City's goal of ending traffic deaths and serious injuries on city streets by 2030, traffic fatalities have steadily increased over the last ten years. (The [Vision Zero Top-to-Bottom Review](#) provides detailed information.)

Appendix B covers additional funding sources that could supplement property taxes for transportation projects.

Summary of LOC recommendations

The LOC recommends:

1. Considering the Seattle Department of Transportation (SDOT) will meet goals of 27 of 30 Levy to Move Seattle programs by the time it expires, the LOC strongly recommends a future transportation package that includes a bold levy with increased funding over current levy.

2. The LOC recommends the city explore a broader transportation package that considers other revenue sources in addition to the levy to address deteriorating roadways and bridges.
3. The LOC recommends the city also adopt funding tools that support a variety of projects and programs (see appendix B for alternative funding approaches).
4. SDOT should be prepared to increase staff capacity quickly as needed to execute the next levy.
5. Racial and Social Equity is a high priority in considering where SDOT should focus its efforts.
6. The LOC recommends the next levy not overpromise and ensure flexibility through its lifetime. Bold leadership from city leaders will be needed to successfully implement future transportation programs.
7. Considering the size and breadth of transportation levies, the LOC recommends improving the oversight function for future levies. The ability for a future LOC to request audits of levy-funded transportation programs will be necessary to improve oversight capacity. Specific funding should be included in the next Levy Ordinance to provide for a future LOC to request and conduct audits of levy-funded transportation programs.
8. The next levy should be additive to current City transportation funding and should not supplant current general funds. Maintaining the general fund floor and inflating over the life of the levy, as occurs in the current levy would prevent supplantation of transportation funding.

Background

The Levy Oversight Committee is an advisory board composed of members of the Seattle community representing diverse interests. The Ordinance requires the Committee to provide ongoing oversight to SDOT and periodic advice to the Mayor and City Council, and the Seattle Department of Transportation regarding the levy. In particular, the enabling Ordinance states:

Between January 1 and April 30 of 2024, the Oversight Committee is requested to make a recommendation to the Mayor and City Council regarding the advisability of proposing to the voters of Seattle another levy to authorize additional property taxes for implementation of transportation improvements.

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; (b) the availability of alternative revenue sources that provide a more direct link between the tax or fee paid and the use of the City's transportation system; and (c) the underlying need for funding to support the uses identified in Section 6. The Mayor and the Council will consider any timely recommendations that may have been made by the Oversight Committee.

What follows are LOC recommendations about the factors outlined in the ordinance as well as additional thoughts about management of the Levy and oversight challenges. The Levy to Move Seattle includes an emphasis on creating a walkable, transit-rich city; promoting a transportation system that helps fight climate change, nurtures vibrant economy and communities, and improves public health; providing safe infrastructure for all road users, especially pedestrians; reinforcing the City's bridges and structures; maintaining streets that can carry an increasing number of people and goods; and integrating and prioritizing the implementation of modal plans. These values helped inform the following comments and recommendations.

SDOT's ability to implement projects

The role of the LOC is to "serve as a vital mechanism of accountability on how levy revenues are spent." The 2015 ballot measure voters approved indicated that it would fund "bridge seismic upgrades, transit corridor and light rail access projects, pedestrian and bicycle safety projects, synchronized traffic signals, street maintenance and repair, freight projects, and neighborhood street fund projects."

The good news is that 27 of the 30 levy programs are on track to meet or exceed goals identified in 2015. Two of the programs not meeting goals (multi-modal improvements and connections to the future Graham Street light rail station) are complex programs that require coordination with other agencies, who may be on different timelines. Meeting goals for 86% of programs is a significant accomplishment considering the many set-backs over the past eight years including the closure and repair of the West Seattle bridge requiring SDOT's focus; revenue shortfalls, especially in 2020; a concrete worker's strike; and a pandemic.

The following is not an exhaustive list of levy programs but ones that the LOC is highlighting as successes and/or for which recommendations are offered. Since this document will be completed in the first quarter of 2024, the list may not include notable projects that may be completed with the remainder of levy funds.

- **Lander Street Overpass:** The Lander Street bridge was built over mainline railroad tracks in the SODO neighborhood, improving freight mobility and local access. The project cost less than budgeted in 2020.
- **Fairview Bridge:** The new bridge opened in 2021 and replaced a decaying wooden structure which no longer met seismic standards. The new bridge includes improvements to pedestrian and bike infrastructure.
- **John Lewis Memorial Bridge (Northgate Pedestrian Bridge):** The bridge opened in 2021 and created an essential pedestrian and bike link between the new Northgate Light Rail station and the west side neighborhoods of I-5. The project included the planting of 464 trees.
- **Road maintenance:** While levy road maintenance goals are being met, a future levy and funding plan should address our markedly deteriorating infrastructure. 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. Please see the [2020 Asset Status & Condition Report](#) for SDOT's own account of the condition of Seattle's transportation assets.
- **Smaller programs** such as Safe Routes to School, Freight Spot Improvements, and the Neighborhood Street Fund should continue to be supported and SDOT should consider expanding them.

- **Safe Routes to School:** This equity-focused, multi-pronged approach to increasing safety for students walking and biking to school does a great deal with a relatively small budget. During every year of this levy, the SRTS program exceeded their goal of 9-12 projects per year with 41 projects completed in one of the years.
- **Freight Spot Improvements:** The levy includes funding for small freight projects, primarily in the Manufacturing and Industrial Centers (MICs). This fund has provided funding each year for priority improvements such as safer lane channelization, truck parking, legacy rail track removal and other projects.
- **Neighborhood Street Fund:** At the time that this document was written, SDOT completed 25 Neighborhood Street Fund projects, meeting the goal outlined in 2015. If all projects planned are completed, the program will exceed the goal. During the last cycle, SDOT is implementing projects in traditionally underserved neighborhoods in the city. The LOC strongly commends construction in traditionally underserved neighborhoods.
- **Partnership with Seattle Public Utilities:** While SDOT regularly partners with SPU on a variety of projects, two levy-defined goals were for projects in South Park and in Broadview. Both projects not only improved drainage in places that frequently flooded, but they also reconstructed streets to include sidewalks and new trees. When building new sidewalks, partnerships with SPU can reduce SDOT project costs related to stormwater.
- **Tree Replacement:** Not only has SDOT replaced every tree removed due to disease or safety with two new trees, as outlined in the original goals, as of 2023 they had planted more than 3,007 new trees and had to remove 1,398 trees.

SDOT now uses Racial and Social Equity Index Mapping as one of the tools available to understand demographic components at the Census tract level. The composite Racial and Social Equity Index considers three basic demographic indicators: race/ethnicity; socioeconomic; and health. The LOC has great hopes that this mapping system will increase the number of trees in areas that need them the most in addition to areas where the most development occurs.

- **Multimodal bridge seismic improvements:** After updating cost estimates, SDOT's Bridge Seismic Improvement program will not meet the original goals of the 2015 levy to "seismically reinforce 16 vulnerable bridges." In 2020, SDOT advised the LOC of the significant deficit between programmed and then-estimated costs, indicating that the cost increases came primarily from significant foundation retrofits that were previously unknown. The LOC concurred with the memo. Among the significant implications, the Ballard and Fremont bridges were dropped off the list of bridges receiving seismic upgrades by 2024. It is expected that 11 of the bridges identified in the original levy plan will be completed plus 5 smaller bridge projects not included in the original list will be completed, for a total of 16 bridges. However, since those 5 bridges replaced larger bridges, the original goal is not exactly met.

Per the City Auditor's 2020 report regarding bridge maintenance, "to address the issue of aging bridge infrastructure, SDOT should develop a strategic bridge preservation program to make the most efficient use of current resources and to develop more effective plans for future needs." Before a bridge maintenance and/or seismic improvement project is put forward for funding by a Citywide levy, SDOT should show that sufficient project concept and cost development have been completed to provide a reasonable possibility of project implementation.

- **Bicycle program:** Since 2015, levy funds were used to make significant investments in a downtown bicycle hub that would only be strengthened with future connections to neighborhoods. It is now possible to begin cycling a block south of the Seattle Center and travel on a 2nd avenue protected bike lane through downtown to King Street Station. There is also a new bike lane on 4th Avenue, another on 9th/Bell which connects to Lake Union and a soon to be constructed waterfront path that will connect downtown to West Seattle, SODO, Interbay and Magnolia.

As part of the levy, voters approved building “approximately 50 miles of new protected bike lanes and 60 miles of greenways, completing over half of the Bicycle Master Plan.” It is expected that this goal will not be reached by the end of 2024, despite improvements to the bike network. Bike program goals will not be met for a variety of reasons including cost increases; differing priorities among some community groups; decisions made by leaders outside of SDOT’s control; lawsuits; staff/crew capacity; and the reliance on partnerships with other agencies.

Additionally, some promised bike projects did not meet the expectations of a safe, convenient, and connected bike route.

There are huge challenges ahead to tackle the thorniest places to build bicycle infrastructure. It is on multilane arterials where cyclists and pedestrians need to access transit stops or light rail stations or on the many bridges in our city where we need to create a safe portion of the roadway for walkers and cyclists. Sharing the roadway may mean narrowing lanes or removing parking.

If completed, 2024 planned bike projects could result in increasing total Levy-funded miles of bike lanes, paths, and greenways built to 80-90% of the original 110-mile goal. Through the end of the Levy, the LOC will closely monitor the bike program’s ability to complete the half dozen projects of protected bike lane/trail projects in the workplan now designed and in the pipeline to begin construction this year. Additionally, the LOC will monitor the ability of the Neighborhood Greenway program to complete over 20 projects for a total of up to 23 miles in 2024, considering less than 8 miles per year were completed in past years.

Instead of the number of bike lanes and greenways added, a future transportation package could measure success according to the connections new bike facilities make, including connections to transit, neighborhood schools, business districts, parks, and bike path networks. SDOT has promised to address disinvestment in the south end, and the LOC fully supports this.

- **Vision Zero:** One of the levy’s goals is to "Provide safe and accessible routes connecting schools, transit hubs, and other destinations," which supports the Vision Zero plan. While the overall safety program is on target for meeting project deliverables, the city is significantly further from the goal of Vision Zero: eliminating all traffic deaths and serious injuries by 2030. In fact, there has been an increase in traffic fatalities during the life of this levy. Since 2015, and not including 2024 YTD, nearly 1,495 people have been seriously injured and 199 people have been killed in traffic crashes.

In a future levy, Vision Zero program successes should be measured by outcomes related to reduced traffic deaths and serious injuries, not only by the number of projects completed. Future levy projects should target areas with highest need. These areas include major arterials serving many modes of varying sizes, such as Rainier Ave S, Aurora Ave, MLK Way S, 4th Ave S, and Lake City Way. Making changes to roads so that they are safer for all users is often controversial and SDOT needs city leaders to back them up when changes are planned.

- **Transit plus multimodal improvements:** The levy proposal promised the completion of “7 transit plus multimodal corridor projects, redesigning major streets with more frequent and reliable buses, upgraded paving, signals and other improvements to improve connectivity and safety for all travelers, whether walking, biking, driving, or taking transit.” The program has had mixed results, with some projects expected to be completed after the levy expires. Projects completed include the Delridge Rapid Ride H Line, Route 7, and Route 44. By the end of 2024, the levy-funded portion of the Madison Rapid Ride G Line should be completed, Route 48 should begin construction, and Route 40 should be at final design.

Many projects, particularly transit projects, take a long time to implement and they often include large federal grants. Future transit goals will be difficult to achieve if all the projects included in a final Seattle Transportation Plan continue to be subject to the current amount of process. Having a process is of course necessary due to the immense complexity and number of moving parts in these projects, however, adjustments to the process are needed to ensure SDOT can complete due diligence while not delaying much needed transit improvements.

- **Light rail connections:** While not a distinct levy program, four light rail connection-related projects were included in the levy goals: South Graham Street, Mt Baker, U District, and Northgate. As noted above, the John Lewis Memorial Pedestrian Bridge was completed and should be highlighted as a significant levy success. Connections to the other three stations have had limited success, as of early 2024. In 2024, the Seattle City Council provided \$1.5 million in Levy funds to support construction of the NE 45th Bridge I-5 Crossing Improvements." This project was scaled back to not include protected bike lanes due to WSDOT operational needs. While short-term projects for the Mt Baker project were completed, in line with levy goals, they have not made significant improvements for people walking and biking, at the time this letter is being completed. SDOT plans to make more improvements in 2024. Since Sound Transit shows the South Graham Street light rail station opening in 2031, and since there were some levy revenue shortfalls in 2018, this project was delayed beyond 2024.

Light rail connections are critical for the future transportation picture of the city. Done right, these connections are expensive and require extensive coordination with Sound Transit and other relevant agencies including Metro and WSDOT.

- **Workforce Development and Diversity:** The Move Seattle Levy funded necessary infrastructure and provided pathways out of poverty through access to apprenticeship, good family wage jobs and put money and resources back into our community. Eleven levy funded projects were completed under the City of Seattle Community Workforce Agreement, which contains requirements for implementing the City’s Priority Hire program. Priority Hire requires apprenticeship utilization, prioritizes workers living in City of Seattle and King County economically distressed zip codes and establishes goals for hiring a more diverse and inclusive workforce. According to Seattle FAS, these projects included 811,660 labor hours including 28% of those hours for workers in economically distressed city of Seattle and King County ZIP codes generating \$9.4M in wages and benefits.

General program implementation recommendations

In addition to recommendations about specific programs outlined above, the LOC recommends the following about program implementation, in general.

- **Don't over-promise:** To gain widespread voter support, the current levy promised something for everyone, sometimes without sufficiently developed plans to ensure a reasonable chance of construction within the budget proposed. For future levies, there should be high confidence that projects proposed for implementation should be constructable within the budget and timeline of the levy.
- **Continue to ensure flexibility:** The Levy to Move Seattle ordinance includes the following statements about the ability to reassess and adjust appropriation amounts:

“The nine-year appropriation amounts of Levy Proceeds for each core category established in this Section 6 may be changed by up to ten percent of the amount listed for each core category by separate ordinance, after the Levy Oversight Committee has been given an opportunity to comment. The nine-year appropriations amount of Levy Proceeds for each core category established in this Section 6 may be changed by more than ten percent of the amount listed for each core category by a 3/4 vote of City Council.”

“Within a budget year the City is authorized to reallocate unexpended and unencumbered funds from one program to another within each of the three core categories by making operating budget transfers consistent with Seattle Municipal Code 7 5.08.020.”

The next transportation package should include similar checkpoints and opportunities for adjustments to account for changing circumstances, needs, and priorities that might arise throughout the duration of the levy. For example, the ongoing Covid-19 pandemic, climate change or weather-related emergencies, changing community priorities, other funding or project coordination opportunities that could be leveraged, or other unforeseen circumstances.

- **Assert bold leadership:** Seattle has many plans and checklists that inform the implementation of SDOT's safety programs. Examples include a Complete Streets Checklist, a Vision Zero top-to-bottom review, Pedestrian, Bicycle, Transit and Freight Master Plans (rolled into the Seattle Transportation Plan). Recently, SDOT released the Climate Change Response Framework that includes increasing the number of people who choose to bike, walk, and take transit.

However, these checklists and plans can only be effective when they are actually implemented. Outreach conducted as part of the draft Seattle Transportation Plan indicates that these safety-related proposed changes have widespread support. When future projects addressing safety are planned for implementation, city elected leaders, particularly the mayor, will need to lead the way to ensure they are implemented. SDOT staff need the bold and unwavering support of the mayor and the SDOT director when facing opposition to safety projects when they are based on best practices, industry standards, and ongoing sound data collection and analysis. SDOT has collected a great deal of data about factors contributing to crashes and the successes of completed Vision Zero projects and should continue to do so since city leaders may use it to inform their support.

- **Using sound data is critical to this leadership, support, and accountability** - To build trust with the public and ensure projects produce desired results, SDOT should expand its data collection and analysis practices. This work should include selecting appropriate, impact-driven metrics and statistical analyses to determine needs and gauge the success of projects and programs. SDOT should continue to publish data publicly and make it accessible for all.

- **Continue focus on Racial and Social Equity** - We commend SDOT for their continued commitment and growing capabilities to assess the equity of services provided by the current Levy across the City, especially to historically underserved and disadvantaged populations. We encourage equity to be a focus of the next levy including continued investment in understanding the current and past geographic distributions of SDOT investments in the city, investing where people live and where they work, prioritizing accessibility for people with disabilities, and consistently using equity as a lens when choosing projects to implement in the future.

SDOT's ability to manage and control costs

SDOT's "ability to manage and control costs" has both internal and external influences. Internal issues include levy program/project definition and management, as well as the department's leadership (turnover), management (managing risk), having a well-developed project concept and cost opinion, and culture (transparency).

External influences, beyond SDOT's control, include a strong economy, leading to cost increases and resource constraints, the curb ramp consent decree, and matching funds availability. Early in the 9-year path of the levy, Mayor Durkan called for an assessment of the levy, which was completed in April 2018. The LOC provided recommendations to the mayor and city council in August 2018, leading to a levy "reset".

The more recent five years of levy implementation has provided a different trajectory from the first few years, with stronger internal management and public reporting at SDOT, but workforce shortages slowing projects. External hits came from new issues like the global COVID pandemic and labor issues, and the West Seattle Bridge closure, alongside continuing inflation, and uncertainty of partner/leverage funding.

Prioritization of projects: In these instances, the LOC was sometimes asked to advise on the prioritization of projects. The LOC recognizes that it is a difficult task to objectively select projects for prioritization given the uniqueness of each program in the Levy. In 2020, the LOC reviewed prioritization factors SDOT formed in response to the COVID-19 pandemic and associated staffing and funding shortfalls (see Levy Oversight Letter titled *Response to SDOT's Proposed Prioritization Methodology for Anticipated Budget Impacts Related to COVID* (dated 6/10/2020)). Among the various factors reviewed, the LOC sees that equity, safety, functionality, and associated leveraged funds are among the most important to consider when prioritizing projects.

The LOC recommends that any future levy, project funding be based on a level of development appropriate for project implementation and prioritization factors be developed as part of the levy legislation (rather than in reaction to a shortfall). Developing prioritization factors and scores for projects at the impetus of the levy will help streamline decisions should a shortfall occur at a future date. Including value engineering as part of the implementation process may also increase the flexibility of design and funding.

Leveraging other funds: The current Levy was highly leveraged with other funds (local, state, and federal). When successful, these additional funds increased the scope the Levy was able to deliver to the city. However, leveraging other funds brings uncertainty. Many of the funds that were leveraged were anticipated grants at both the state and federal levels. These grants were not guaranteed at the time when the Levy legislation was passed. Many of these grants come with additional conditions and reviews that have changed the scope and extended the timelines of Levy projects.

The LOC recognizes that leveraging other funds to expand the scope of a levy is a double-edged sword. It can maximize what the city can do with Levy revenues but also introduces uncertainty into an otherwise predictable revenue stream. The LOC recommends that any future ballot measure for a Levy that plans on leveraging other funds should be clear about the uncertainties that come with these leveraged funds.

SDOT preparedness for future levy: Over the course of the Levy to Move Seattle, there were instances where funding or staffing in certain programs was not sufficient to perform all the projects promised to the voters. During the first two years of the levy SDOT did not produce an accurate spend plan. Some of the funding shortfalls were due to inadequate project development prior to Levy funding recommendations. For instance, this was the situation for the bridges removed from the project list for seismic upgrades in 2020, covered above. The LOC recommends that SDOT take steps to build staff capacity in anticipation of the influx of funding from the next levy.

Availability of alternative revenue sources

While voter-approved property taxes have traditionally been used by the City of Seattle to fund large, multi-year transportation infrastructure packages, alternative revenue sources are available *“to provide a more direct link between the tax or fee paid and the use of the City’s transportation system.”* The LOC appreciates the authors of the 2015 Move Seattle ordinance including this question about alternative revenue sources, because property taxes, like most revenue sources, have shortcomings that include not having a direct link to transportation and that there have been substantial property tax increases over recent years.

These disadvantages and the “piling on” of property taxes highlight an opportunity to explore alternative funding sources for at least a portion of any new, large transportation infrastructure package. The LOC urges policymakers to diversify the funding sources to provide a more direct nexus (as implied by Section 9 of the 2015 measure) and to increase the likelihood that voters will more willingly accept an extension of this property tax burden if they see other, new funding sources contributing as well. The LOC explored other revenue sources. That information is in Appendix B (revenue sources).

Thoughts about how the LOC functions

The LOC is limited in its own resources to hold SDOT accountable. Our 16-member body includes 14 unpaid volunteers, a City Council Member, and a City staff person. We are charged with the oversight of 30 distinct SDOT programs and a levy that generates \$930 million in revenue. With the limited amount of time the LOC has to track this large, complex portfolio, we often do not have the capacity needed to conduct deep dives. The LOC sometimes was not able to absorb the depth of information needed for oversight or found itself unable to get the information requested. We, therefore, recommend that the oversight function be organized differently under future levies.

For the next levy, we recommend equipping the LOC with the ability to conduct periodic (annual or biannual) audits of its choosing by an independent auditor. For example, in 2020, the City Auditor completed an audit assessing the physical condition of the city’s 77 vehicle bridges and the maintenance investments needed. This audit has since helped the LOC better understand bridge maintenance needs. To enable audits in future levies, we recommend up to 0.15% of the total levy or transportation package revenue be dedicated to this.

Further, subject matter experts should comprise half of the volunteer membership of the LOC. This will bolster the LOC's base understanding of transportation and financial management, while also enabling the LOC to ask more pointed questions.

By way of closing, the LOC appreciates the opportunity to share its views about the current levy and a future levy with the Mayor and City Council. Two appendices follow: "Rationale for a Future Levy, and "Alternative Revenue Sources."

Appendix A: Rationale for future levy

Seattle's vision for the future of our city's transportation system (as outlined in the draft Seattle Transportation Plan) is that it be: easy and safe, convenient, dependable, and affordable to get around for people and goods. This goal requires funding to get there. Here are core values that drive the recommendation to renew the transportation levy:

- **Safety:** As noted earlier in this document, Seattle committed in 2015 to Vision Zero, zero traffic deaths or serious injuries by 2030. Yet the numbers of people injured and killed on our streets have increased. Traffic violence is disproportionately killing and harming people walking, rolling, and biking, people of color, people with disabilities, elders, low-income people, and unhoused people. It's also geographically concentrated in areas that have historically received significantly less infrastructure and safety investments.
- **Equity:** Historic and ongoing neglect and destruction of largely BIPOC and lower income neighborhoods means that there are large areas of the city where it is extremely unsafe and challenging to get where you need to go, particularly when walking, rolling, biking, and accessing transit. It is important that we center the people most harmed and impacted by an unjust transportation system in our future transportation decision-making and investments and that we allow for variations across the city to accommodate for differing community neighborhood needs and priorities.
- **Climate:** Two-thirds of our city's greenhouse gas emissions come from transportation, primarily from private vehicle use. Addressing climate change means improving our transportation system by increasing ease and access to transit and making walking, rolling, and biking the easiest and most convenient ways for people to get around. Simultaneously, it requires reducing the number of trips taken by private vehicles and increasing decarbonization of freight and other large vehicles.
- **Accessibility:** To make our city accessible to those with mobility disabilities, to families with young children, and to elders, we must move faster on building sidewalks, curb cuts, and accessible crossings and maintaining the infrastructure we do have.
- **Affordability:** We need a transportation system that allows people to get where they need to go without having to pay to own and maintain a private vehicle and one that supports goods movement without substantial costs to the end user.

Appendix B: Alternative Revenue Sources

The LOC recommends the city consider and adopt other funding tools to work in tandem with a future levy. Some can benefit short-term projects, such as “safe routes to school,” which are a product of the recent levy, and should be continued by a future levy. Others can benefit multiple generations by funding high value projects, such as bridges. For example, replacement of failing bridges and seismic upgrades of bridges is essential. The cash costs of major rehabilitation or replacement of bridges would be much higher and would consume too much of a single levy. Such projects would benefit from longer term financing such as bonds. Ideally, a transportation funding package would include a mix of funding tools that pay for both shorter term and longer-term high value projects on an annual basis that is affordable on an annual basis.

Below is a list of funding sources that could supplement property taxes for new transportation projects. This list includes recommendations from the [Revenue Stabilization Workgroup report](#), which presented a list of options for new City taxes that the mayor and council could adopt that may help offset potential future budget gaps. Some sources may require the City to lobby the State for changes to state law and some may require voter approval.

This list does not imply that the LOC is recommending or endorsing any of these since they require analysis that the LOC doesn't have the capacity to conduct. The LOC is recommending that these possible revenue sources be studied in addition to Seattle's next transportation levy. Each of these potential revenue sources should be evaluated for legality, potential positive or negative equity implications, sustainability, feasibility, and impact. In addition, the Seattle Race and Social Justice Initiative and relevant advisory boards or commissions should be consulted and engaged with this analysis. For example, some of the sources may require review to ensure they are implemented equitably and do not harm areas that have received less transportation investments than others. Some of the revenue sources may negatively impact other City programs and goals, which should be considered if the mayor and council choose to further analyze them.

- **Bonding:** Government entities commonly finance transportation projects by authorizing transportation bonds, loans which are repaid later. Bonds could be used for larger projects, such as bridges, that are beyond a levy's funding capacity.
- **Tolling on new bridges:** This is a “user fee” that directly connects use of the amenity to the cost of improvements. The bridge tolls could be used to pay down the bonds issued to build the bridge. Bridge tolls could also be used to construct seismic upgrades to existing bridges across the ship canal. In the interest of reducing the burden on lower-income drivers, the City should consider variable pricing and targeted exemptions to this tolling.
- **Transportation impact fee:** Transportation impact fees are fees paid by builders and are used to fund new transportation projects. With additional people living and working in Seattle when new housing or office buildings are built, there is an additional need for transportation-related infrastructure. This funding mechanism is for new projects and used by 70 other cities in Washington State as well as across the nation. The Revised Code of Washington authorizes impact fees and requires cities to use a calculation indicating the nexus between new office and residential projects and their impact on the need for new transportation infrastructure. Since most new housing and offices are currently being developed in dense neighborhoods, which have access to mass transit, sidewalks, and bike lanes, it may be advisable to consider impact fees based on the number of car parking spots in a new development. This would not only bring in revenue for transportation projects but help the city meet climate-related

goals. Transportation impact fees should be designed with a careful equity lens and include exemptions for affordable housing.

- **Congestion tax:** As noted in the Revenue Stabilization Workgroup report, the City could toll highly congested roadways. Tolls on local roads are authorized by state law for Transportation Benefit Districts (which exist in Seattle) and the revenue must go toward transportation. In the interest of reducing the burden on lower-income drivers, the City should consider variable pricing and targeted exemptions to this tolling. It could be worth exploring as it would be funding specifically dedicated to transportation purposes and could serve the dual purpose of discouraging driving in areas well served by other modes of transportation.
- **Vacancy tax:** As noted in the Revenue Stabilization Workgroup report, the City could tax vacant single family and/or multifamily residential units and vacant commercial lots/parcels within the City to disincentivize property owners to leave habitable properties vacant. This could increase the supply of available housing and potentially encourage more people to live in Seattle, bring economic activity, and increase use of the transportation system. The report indicates that this tax “likely could be imposed without requiring a ballot measure” and could generate “between \$5 million and \$20 million annually.”
- **Progressive real estate excise tax:** As noted in the Revenue Stabilization Workgroup report, the City could assess an additional tax on property sales over a certain price (particularly high-value properties). The gross annual revenue could be “between \$7 million and \$14 million, assuming a tax on properties valued higher than \$5 million.”
- **Expansion of the automated enforcement camera programs:** Examples include the following: school zone speed enforcement, red light running enforcement, and the “don’t block the box” and transit lane pilot programs. City leaders would need to mitigate inequitable impacts of punitive enforcement and regularly review the implementation of this program to ensure safety and equity goals are being met.
- **Commuter mobility tax:** Similar to impact fees, a commuter tax paid by employers could help mitigate the transportation-related costs created by commuters. New York City levies a Metropolitan Commuter Transportation Mobility Tax paid by businesses that engage in business within NYC jurisdictions. Since commuter impact costs are currently largely borne by people who reside in Seattle, this tax would more equitably distribute commute-related costs to account for all who work in the city.
- **Increase the non-residential parking tax:** This tax could be increased to charge more for private commercial off-street parking. In 2014, an increase in the commercial parking tax from 12.5% to 17.5% was considered by the City Council and it was estimated that, at the time, such an increase would raise an additional \$13million per year.
- **Ultra-low emission zones:** In neighborhoods most impacted by high motor vehicle emissions, develop low emissions zones. In London, people who drive in the zones in a vehicle that does not meet minimum emissions standards are required to pay a daily fee or risk a large fine. The policy would need to be developed so that people who cannot afford to purchase new low emission vehicles could be exempt or receive subsidies to purchase these types of vehicles. Not only would this generate revenue, but it could also have a positive impact on the health of people living in these zones.

- **Personal vehicle registration fees based on weight:** Washington, DC recently adopted higher registration fees for larger personal motor vehicles. Cars weighing more than 3,500 pounds now pay higher registration fees. It is expected that the fees will result in \$9 million in annual additional revenue, once fully implemented. Several states also charge weight-based registration fees. Since heavier vehicles impact city streets more than lighter vehicles (per SDOT presentation about the road maintenance program) and are more dangerous for people and buildings outside the vehicle if they are involved in crashes, Seattle could work with the state to be able to enact weight-based fees that could help the city meet climate goals in addition to generating revenue to mitigate the disproportionate impact heavy vehicles have on the maintenance of our roads.
- **Lobby to include local taxes in HB 1832:** This bill, which proposed a Road Usage Tax (RUC), was introduced into the Washington State House in February 2023 but has not moved forward this year. Ultimately, some means besides a gas tax will need to be incorporated into state law. Local governments can now charge up to a penny a gallon on gas sold in their jurisdictions. While it is unclear when a bill such as HB 1832 will become law, some form of it will most likely pass in the near future.
- **Local Improvement District (LID):** This is a funding tool governed by state law, by which property owners pay to help fund the costs of public improvements that directly benefit their property. A LID has been used to fund the Waterfront LID improvements, a multi-year investment in Seattle's central waterfront, and the South Lake Union streetcar.
- **Tax Increment Financing (TIF):** A financing tool that can be used to fund public infrastructure in targeted areas to encourage private development and investment. Local governments can designate an "increment area" surrounding the site of a transportation-related improvement. The property tax portion of assessed property value increases within the area is then allocated to the costs of the improvement. Chicago uses TIF for protected bike infrastructure in TIF areas.
- **Project-specific levies:** Considering the cost of some large projects, including bridge projects, individual levies could be used to pay for them.
- **High Value Capital Gains Tax.**
- **Public-private partnerships:** These contractual agreements between a public agency and a private sector entity could help SDOT deliver specific transportation projects. Public-private partnerships can reduce upfront construction costs and accelerate development. A recent example of a public-private partnership is the one between the city and philanthropists to develop an Elliot Bay waterfront greenway.

Agenda

- Oversight Committee purpose
- Oversight Committee ordinance recommendations
- Recommendations

Bottom Line Up Front

- The LOC recommends a new levy after the current one expires next year.
- The LOC sent final recommendations to the mayor and city council April 15, 2024, as outlined in the ordinance.

Levy Oversight Committee Members

As of March 2024

Name	Appointing authority
Alex Bejaran Estevez	Council
Rachel Ben-Shmuel, Secretary	Mayor
Tyler Blackwell	Council
Lisa Bogardus, Vice Chair	Mayor
Clara Cantor	Mayor
Samuel Ferrara	Mayor
Dennis Gathard	Council
Inga Manskopf	Council
Jessica Nguyen	Mayor
Kevin Werner, Co-chair	Council
Ashwin Bhumbla	Transit Advisory Board
Delaney Lind	Pedestrian Advisory Board
Donna McBain Evans	Bicycle Advisory Board
Geri Poor, Co-chair	Freight Advisory Board
Councilmember Rob Saka	City Council
Saroja Reddy	City Budget Office delegate



Oversight Committee Purpose

The Levy to Move Seattle Oversight Committee will serve as a vital mechanism of accountability on how levy revenues are spent.

The Oversight Committee:

- is an advisory body that monitors revenues, expenditures, and program and project implementation.
- advises the City Council, the Mayor, and SDOT on responding to program and project cost savings or overruns.
- reviews SDOT's program and project priorities and financial plans and makes recommendations to the Mayor and City Council regarding the spending of levy proceeds.
- publishes annual reports to the Mayor, City Council and people of Seattle.

Ordinance 124796, Section 9

Legislation available on SDOT's Levy to Move Seattle website - [CB118402FINAL.pdf\(seattle.gov\)](#)



Recommendation regarding new levy

Between January 1 and April 30 of 2024, the Oversight Committee is requested to make a recommendation to the Mayor and City Council regarding the advisability of proposing to the voters of Seattle another levy to authorize additional property taxes for implementation of transportation improvements.

The factors to be considered by the Oversight Committee in making any such recommendations will include, but are not limited to:

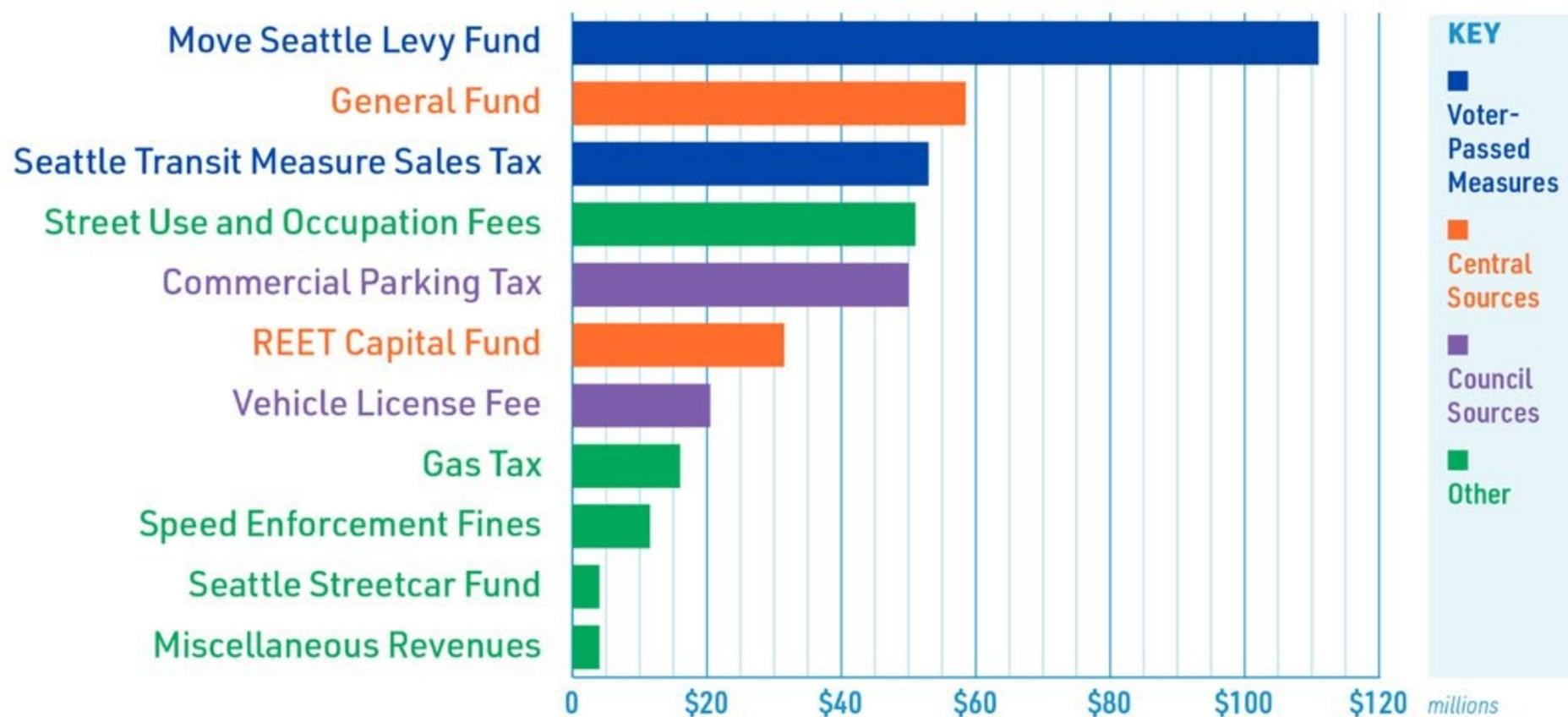
- a) the City's success in project implementation, including its ability to manage and control project costs;
- b) the availability of alternative revenue sources that provide a more direct link between the tax or fee paid and the use of the City's transportation system; and
- c) the underlying need for funding to support the uses identified in Section 6.

The Mayor and Council will consider any timely recommendations that may have been made by the Oversight Committee.

Ordinance 124796, Section 9

Legislation available on SDOT's Levy to Move Seattle website - [CB118402FINAL.pdf \(seattle.gov\)](#)

SDOT Funding Sources (2024)



Preparing recommendations

- Levy Implementation review: From spring 2022-summer 2023, SDOT provided overviews of all 30 levy programs to the LOC.
- Availability of other revenue sources: Oversight Committee identified some other sources and received assessment of other transportation-linked sources from SDOT staff in November.
- Underlying need for future levy: Oversight Committee & SDOT collaborating on linking STP with potential future funding sources.
- Reflections on oversight function and developing recommendations for improvement.
- *Final letter to council and mayor was sent on April 15, 2024.*

Program presentations LOC has received

Levy Program	Levy Category
Vision Zero corridors	Safe Routes
Safe Routes to School	Safe Routes
Markings	Safe Routes
Transportation Operations	
Bicycle Safety	Safe Routes
Sidewalk Safety Repair	Safe Routes
Curb Ramps and Crossings	Safe Routes
Neighborhood Street Fund	Safe Routes
Arterial Asphalt and Concrete	Maintenance & Repair
Arterial Major Maintenance	Maintenance & Repair
Bridge Spot Repair	Maintenance & Repair
Bridge Seismic Improvements	Maintenance & Repair
Fairview Bridge	Maintenance & Repair
Bridge Replacement Planning and Design	Maintenance & Repair
Stairway rehabilitation	Maintenance & Repair
Urban Forestry - Tree Trimming and Planting	Maintenance & Repair
SPU - South Park Drainage partnership	Maintenance & Repair

Levy Program	Levy Category
Multimodal improvements	Congestion Relief
Traffic Signal Timing Improvements	Congestion Relief
Intelligent Transp. Systems (ITS)	Congestion Relief
Transit Spot Improvements	Congestion Relief
Graham St light rail connections*	Congestion Relief
Northgate Bridge	Congestion Relief
Accessible Mt Baker	Congestion Relief
New sidewalks and Crossing Improvements	Congestion Relief
SPU - Broadview	Congestion Relief
Urban Trails and Bikeways	Congestion Relief
Lander Overpass	Congestion Relief
East Marginal Way	Congestion Relief
Freight Spot Improvements	Congestion Relief

*No Presentation: From 2021 & 2022 annual reports: Sound Transit currently shows the S Graham St light rail station opening in 2031. In response to Levy program revenue shortfalls and Sound Transit's timing, the funds have been removed from this program. When Sound Transit's timing changes, SDOT will address the City's funding contribution.

Program implementation overview

- Of the 30 programs, SDOT is meeting or exceeding 27 of the 2015 goals.
- The Bicycle Safety Program will get close to meeting 2015 goals and will exceed 2018 amended goals, though some specific projects outlined in levy will not be completed.
- Two of 11 Multimodal Improvements Program goals will not be met, due to project schedule changes.
- The Graham Street light rail connection is indefinitely postponed.
- Though Safety Corridor Program "projects" are meeting goals, the city is no closer to meeting the goal of eliminating traffic-related deaths than in 2015.
- While the number of bridges receiving seismic upgrades in the Bridge Seismic Program is meeting goals, the specific bridges are different than the original workplan listed in levy materials.



Successes

- Northgate Bridge (Now John Lewis Memorial Bridge)
- Lander Street bridge
- Fairview Bridge
- Smaller, flexible programs:
 - Safe Routes to School
 - Neighborhood Street Fund
 - Freight Spot Improvements
- Tree planting
- Partnerships with SPU

Recommendations

1. **The LOC strongly recommends a future transportation package that includes a bold levy with increased funding over current levy for the following reasons:**
 1. Safety
 2. Equity
 3. Climate
 4. Accessibly
 5. Affordability



Recommendations

1. **The LOC strongly recommends a future transportation package that includes a bold levy with increased funding over current levy.**
2. Beyond and following the levy, the LOC also believes that the city must also develop a full and broader transportation package **utilizing additional revenue sources** to address deteriorating roadways and bridges.
3. The LOC recommends the city also adopt funding tools that support a variety of projects and programs (see appendix B for potential alternative funding approaches).
4. SDOT should be prepared to increase staff capacity quickly as needed to execute the next levy.

Recommendations

5. **Racial and Social Equity** is a high priority in considering where SDOT should focus its efforts.
6. The LOC recommends the next levy not overpromise and ensure flexibility through its lifetime. Bold leadership from city leaders will be needed to successfully implement future transportation programs.
7. Considering the size and breadth of transportation levies, the LOC recommends **improving the oversight function for future levies**. Specific funding should be included in the next Levy Ordinance to provide for a future LOC to request and conduct audits of levy-funded transportation programs.
8. The next levy should be additive to current City transportation funding and **should not supplant current general funds**.



What's next?

- LOC recommendations sent April 15, 2024.
- LOC will continue to meet and oversee Levy to Move Seattle spending.
- As the Council and Mayor develop levy proposal for voters, the LOC is available to advise and support.



Legislation Text

File #: Inf 2464, **Version:** 1

Executive Presentation on the 2024 Transportation Levy



City of Seattle

Transportation

Levy Proposal

Mayor Bruce Harrell

May 2024



Transportation Levies in Seattle

- ✓ For the last 18 years, Seattle voters have supported transportation levies that make improvements to our streets, sidewalks, bridges, and traffic signals.
- ✓ The Levy to Move Seattle, which expires at the end of 2024, represents roughly 30% of the Seattle Department of Transportation's budget for core services and new projects.
- ✓ The levy described in this document is proposed for \$1.45 billion over 8 years, reflecting the safety, maintenance, and modernization needs of our transportation infrastructure and community input.
- ✓ The 9-year, \$930 million Levy to Move Seattle passed in 2015 costs the owner of a median-priced Seattle property (valued at \$866,000) about \$24 per month.
- ✓ The proposed levy would cost the median-value Seattle homeowner about \$41 per month, approximately \$17 more per month than the current levy.
- ✓ This levy would pave roads, repair bridges, build sidewalks and safer streets, improve connections to light rail stations and transit, and build safe walking, rolling, and biking routes.

WHAT THE LEVY WOULD COST

Levies are paid for by Seattle property owners. Under the expiring Levy to Move Seattle, the median assessed value Seattle homeowner pays about \$24 per month.

This levy proposal would increase monthly costs by about:



per month
for a \$1M home



per month
for an \$866,000 median-value home



per month
for a \$500,000 home

Seattle transportation levies have helped pay for:



345

Blocks of sidewalks



442

Crossing improvements



261

Safe Routes to School projects



3,019

Curb ramp upgrades



57

New signals



332

Transit spot improvements



509

Lane miles of paving



4,378

Bike spaces



57

Miles of neighborhood greenways



197

Miles of bike lanes



23

Bridge reinforcements



9,335

Trees planted

Transportation Levy Proposal

The Mayor's proposal calls for an 8-year, \$1.45 billion levy to renew the current levy expiring this year. The following pages describe our areas of investment, including specific activities and outputs, as well as some initial proposed projects.

-  Implement safety projects on 12 or more corridors that have the highest number of crashes.
-  Repave at least 15 of our busiest streets, improving them for people to walk, roll, bike, and take the bus.
-  Start a preventative bridge maintenance program for the City's 134 bridges.
-  Support construction of 280 blocks of new sidewalks.
-  Complete access projects to 3 Link light rail stations to make it easier to walk, bike, roll, or take the bus.
-  Improve lighting and walking and biking connections to public schools and light rail stations.
-  Repair 34,000 urgent sidewalk defects and replace sidewalks.
-  Build 16 neighborhood-initiated and co-created safety projects.





Repave and reconstruct 38% of the busiest blocks where streets are in poor condition.



Upgrade mechanical systems to keep moveable Ship Canal bridges working reliably.



Remark up to 3,600 crosswalks and refresh pavement markings on at least 2,100 miles of roadway.



Contribute to 10,000 new accessible curb ramps.



Upgrade 30% of existing protected bike lanes with better barriers.



Improve the bike network by increasing protection, enhancing maintenance, and closing gaps.



Install head-start pedestrian walk signals at 280 intersections.



Create or expand 5 or more neighborhood greenways connecting to schools.



Update signal timing on 40 corridors.



Improve up to 4 streets with high ridership bus routes with a focus in equity priority areas.



Work with partner agencies to create or improve east-west transit corridors providing access to Link light rail stations.



Implement 160 projects citywide to improve bus reliability, access, equity, and safety with a focus on performance “pinch points” affecting multiple routes.



Partner with community to install electric vehicle charging options and low-pollution neighborhoods.



Install 10 new traffic signals that improve flow and safety for people and goods.



Expand tree canopy cover and tree species diversity.



Improve public spaces and pedestrian lighting so people can walk, play, and enjoy outdoor activities safely.



Invest in maintenance, lighting, wayfinding, and activation to support Downtown revitalization.

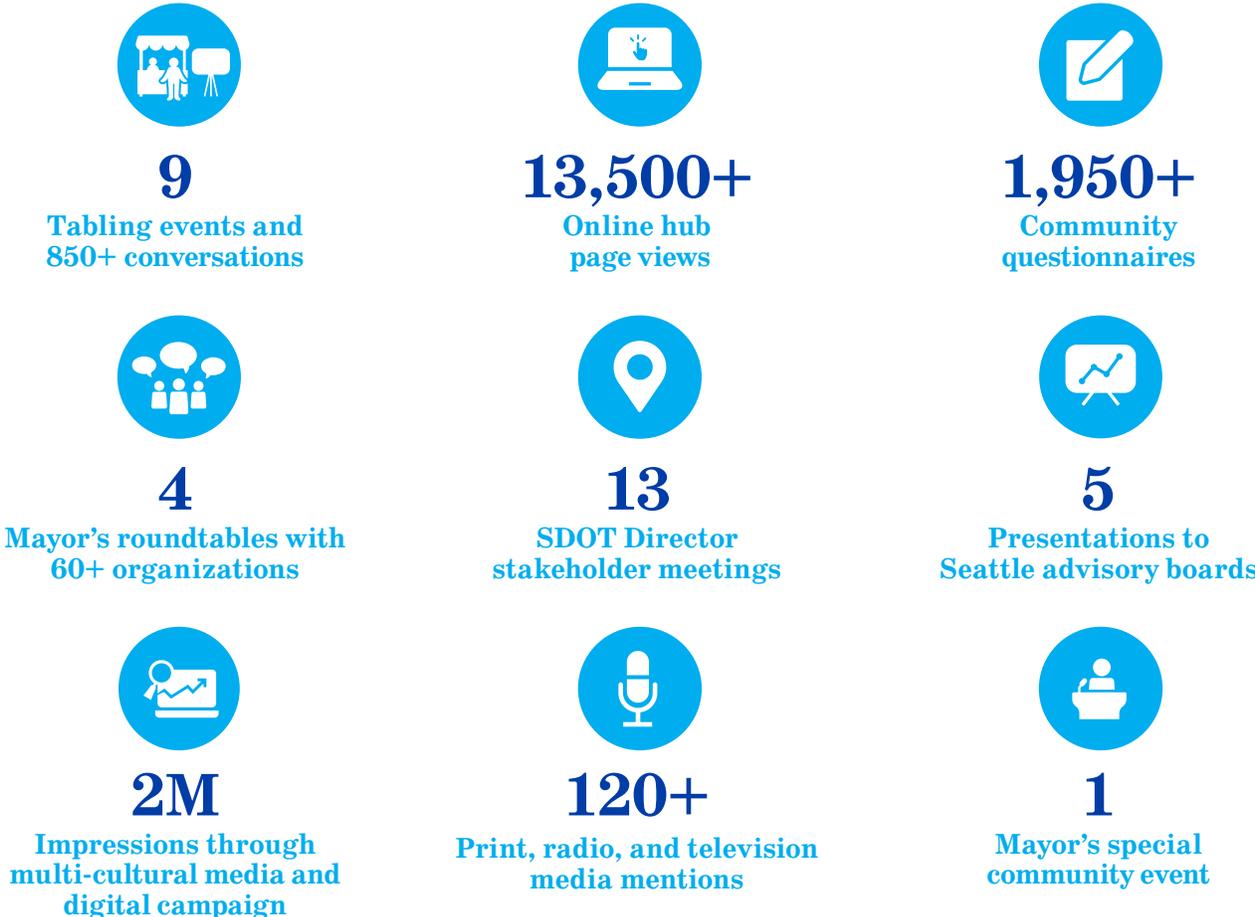


Repair 20% of Major Truck Streets in poor condition.

Public Engagement & Feedback

Citywide engagement in April 2024 provided an opportunity for the community to review the draft Transportation Levy Proposal and share feedback on the initial projects and programs.

The Mayor and SDOT engaged with thousands of people online and in person through the following activities:



The outreach team made a special effort to engage people and populations that have been underrepresented in past transportation planning and funding efforts. All core materials, including the levy proposal summary, online engagement hub, community questionnaire, and SDOT's draft levy proposal web page, were provided in 9 languages. Community Liaisons from the Department of Neighborhoods supported in-language engagement.



Public Engagement Summary

- ✓ People recognized that a good transportation system is important to our quality of life, Seattle's economy, and the ability to safely and reliably move around our neighborhoods, the city, and the region.
- ✓ There was general support for and recognition of the need to fund transportation using levies, although some people expressed concern about increasing property taxes.
- ✓ People expressed strong support for the levy proposal's focus on safety, connectivity, and reliability and for maintaining and modernizing our transportation system, especially bridges, sidewalks, and the most heavily used streets.
- ✓ There was broad support for investments that provide additional ways to get around without a car, including routes that are safer and easier; better connections to buses and light rail; safe paths for walking, rolling, and biking; and better crosswalks and sidewalks.
- ✓ Establishing a more equitable and safer transportation system that works for everyone, whether they're walking, rolling, biking, or taking the bus, was a high priority. People focused on the need to repair and replace sidewalks, create streets with good lighting and clear crosswalks, and ensure public transit is safe and well connected to all neighborhoods.
- ✓ People also noted the importance of transparency and accountability in managing taxpayer funds and encouraged regular reporting on levy progress and expenditures.

Changes to the Mayor's Transportation Levy Proposal

Informed by stakeholder engagement and community feedback, this Transportation Levy Proposal includes an additional \$100M (compared to the April draft proposal).

Vision Zero, School & Neighborhood Safety

- **Neighborhood programs** reorganized and defined.
 - » **Neighborhood-Initiated Safety Partnership Program (\$41M):** Updates the Neighborhood Street Fund, which expires with the current levy. This safety- and equity-focused program will co-create safety projects with community.
 - » **District Project Fund (\$14M):** Adds funds to address emergent neighborhood concerns and requests.

Bridges & Structures

- **\$3M added** to the new Bridge Preventative Maintenance Program to expand bridge preservation focused on optimum treatment cycles.

Transit Corridors & Connections

- **\$23M added** to improve transit reliability and safety.
 - » **Transit Projects (\$20M):** Funds transit-supportive projects and more substantially addresses transit “pinch points” that affect reliability for multiple routes.
 - » **Transit Rider Safety and Security (\$3M):** Invest in strategies to increase safety and security for people riding transit.

Pedestrian Safety

- **\$26M added** to improve walking and rolling, including a commitment to build 250 blocks of new sidewalks or alternative walkways in 4 years.
 - » **New Sidewalks (\$20M):** Funds an additional 30 blocks of sidewalks on transit routes in urban centers.
 - » **Sidewalk and Infrastructure Strategies (\$5M):** Advances strategies to increase sidewalk repair, and establishes a Transportation Funding Task Force.
 - » **Sidewalk Safety Repair (\$1M):** Increases funding to fix cracked and heaved sidewalks.

TRANSPORTATION FUNDING TASK FORCE

Establish a Transportation Funding Task Force to propose funding and policy solutions for sidewalks, bridges, and other transportation infrastructure needs with recommendations by the end of 2026.

Bicycle Safety

- **\$20M added** to expand the bike network, with a focus on South Seattle.

People Streets & Public Spaces

- **\$11M added** to improve public spaces.
 - » **Pedestrian Lighting (\$5M):** Funds additional lighting leading to transit stops and stations.
 - » **Occidental Promenade (\$6M):** Provides funding for additional project development.

Climate & Resiliency

- **\$10M added** to support Seattle City Light's expansion of publicly available electric vehicle chargers through grant matching and more chargers at libraries, community centers, and public facilities.

Project & Program Selection

This levy proposal would fund 10 program areas over the next 8 years, which include specific projects and programs, as well as the flexibility to address future needs.

The 10 program areas include the following:

- ✓ Vision Zero, School & Neighborhood Safety
- ✓ Street Maintenance & Modernization
- ✓ Bridges & Structures
- ✓ Transit Corridors & Connections
- ✓ Pedestrian Safety
- ✓ Bicycle Safety
- ✓ Signals & Operations
- ✓ People Streets & Public Spaces
- ✓ Climate & Resiliency
- ✓ Freight & Goods Movement

Each of the 10 program areas includes a proposed level of funding and program commitments. Because the program areas are different, not all commitments are defined in the same way. Some programs, like Street Maintenance & Modernization, include a smaller number of specific, large, and costly projects; other programs, like Vision Zero, consist of hundreds of smaller but important interventions distributed throughout the city.

SDOT uses a data-driven approach in project selection:

- **Need based on program goals**, for example, focusing pedestrian improvements in areas with higher demand for walking and rolling and near sensitive land uses, informed by the Seattle Transportation Plan and the future Comprehensive Plan
- **Number of people who could benefit**, investing where there is demonstrated need to serve the most people and modes of travel
- **Geographic distribution**, balancing investments around the city
- **Optimal investment timing to extend the life** of our highest-value transportation assets
- **Equity**, with a focus on neighborhoods where the City has historically invested fewer resources
- **Opportunities to co-create** with community or to align with nearby investments
- **Leveraging opportunities** from a grant or partner investment

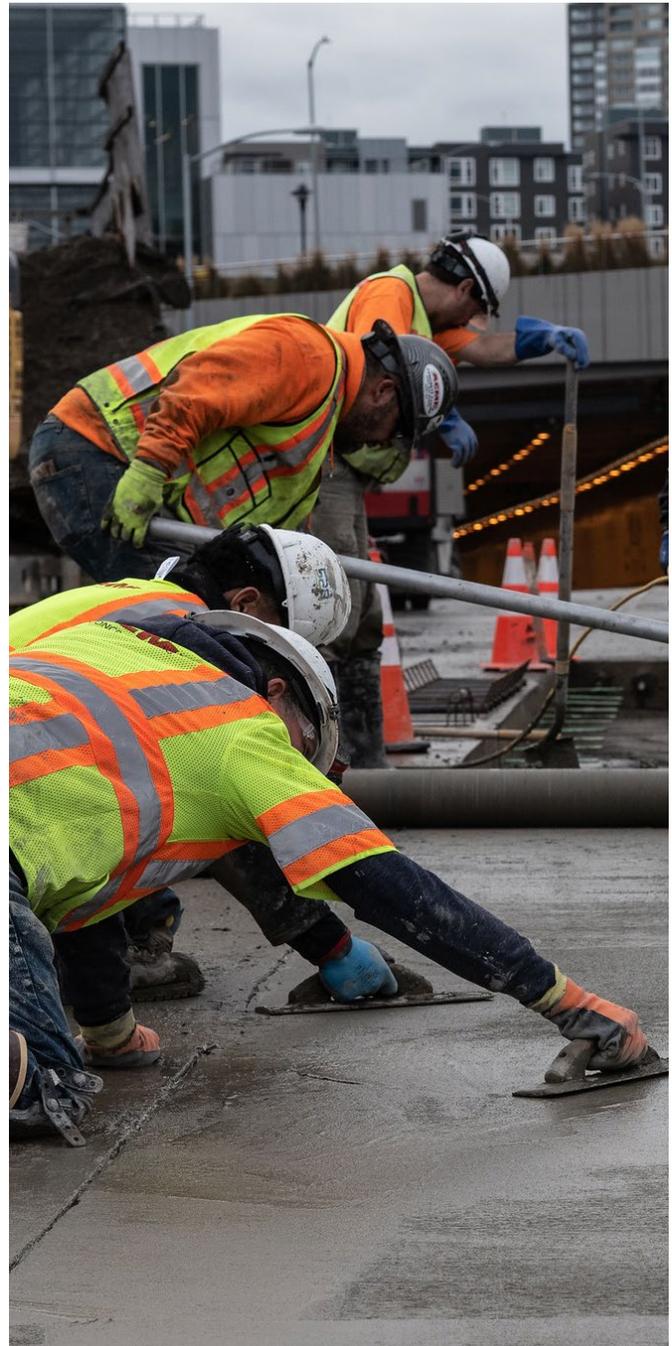
This proposal makes commitments to many large projects, including 15 corridor projects, as well as specific outputs, such as 10 new traffic signals and 5 neighborhood greenways connecting to schools. It also commits to significant maintenance work, such as for bridges, that will be done based on optimum maintenance schedules.

This proposal outlines initial projects that SDOT will deliver across the city. Over the 8-year levy period, we anticipate additional projects in multiple program areas. These will be determined through a combination of factors, including the adopted Seattle Transportation Plan, the data-driven prioritization process, and community input. We aim to distribute levy investments equitably, informed by Seattle’s Racial and Social Equity Index and SDOT’s Transportation Equity Framework.

We know that Seattle will change over the course of 8 years. And those changes — which may include evolving land uses and shifting resident needs — will affect transportation demand. This levy proposal is as specific as possible today. The City will need the ability to respond to changes and emerging needs during implementation.

TRANSPARENCY AND ONGOING OVERSIGHT

Like the current Levy to Move Seattle, the proposed levy would have an appointed Levy Oversight Committee to ensure transparency and accountability. SDOT prepares an annual work plan and progress report that outlines levy spending and project and program delivery. Specific projects, locations, and accomplishments are highlighted in each annual report and in quarterly progress reports to the committee.



Vision Zero, School & Neighborhood Safety

Make targeted and community-requested improvements to streets, sidewalks, intersections, and crossings to reduce traffic collisions, severe injuries, and fatalities (\$162M)

- Deliver Vision Zero improvements in prioritized high-collision areas and safety corridor projects on the High Injury Network, as well as signal, lighting, crossing, and street design treatments (\$70M).
- Improve walking and biking routes to schools, calm and organize traffic circulation around school buildings, and expand safety programs at Seattle Public Schools (\$7M).
- Advance the Aurora Ave N Safety Corridor Project, investing in a critical transit and freight corridor with a history of collisions, gaps in pedestrian facilities, and accessibility barriers, to leverage \$50M in WSDOT funds (\$30M total; \$10M for pedestrian facilities).
- Create a District Project Fund to address emerging safety concerns and requests (\$14M).



THE LEVY WOULD FUND:

- ✓ Safety redesign projects on 12 or more corridors in the High Injury Network
 - ✓ Responsive safety projects at up to 40 high-collision locations
 - ✓ Leading pedestrian intervals (head starts for people crossing) at 280 intersections
 - ✓ Traffic calming treatments on 50 corridors
 - ✓ Contributions toward up to 70 projects and safety education programs at public schools
 - ✓ Up to 16 neighborhood-initiated and co-created safety projects
- Co-create Neighborhood-Initiated Safety Partnership projects — an evolution of the Neighborhood Street Fund program — that could include new sidewalks, crossings, and transit accessibility improvements (\$41M).

Corridors for Initial Vision Zero Safety Projects:

- Aurora Ave N
- N / NE 85th St
- S Othello St
- N 105th St / Holman Rd NW
- Dexter Ave N
- Lake City Way NE
- 4th Ave S
- MLK Jr Way S
- Lakeside Ave S at Lake Washington Blvd
- N / NE 50th St
- Other corridors as identified in annual Vision Zero work plans



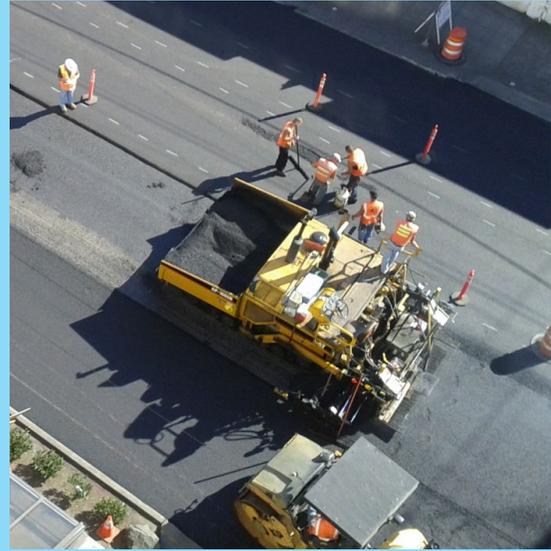
Street Maintenance & Modernization

Repave arterial streets that carry the most buses, trucks, and cars, and improve infrastructure for people walking, rolling, biking, and taking transit (\$423M)

- Repave major corridors, representing the most traveled locations where streets are in poor condition, while also making Complete Street improvements that deliver safety, freight, transit, bike, and people street benefits (\$350M).
- Repave and repair pavement on arterial streets, and fill potholes with work delivered by City crews (\$67M).
- Refresh curb and pavement markings (\$6M).

Criteria Used to Select Street Maintenance & Modernization Projects:

- **Underlying Pavement Condition:** areas in poor and very poor condition requiring reconstruction, as well as opportunities to conduct preventative maintenance paving
- **Street Volumes:** streets that serve the most vehicles, particularly buses and freight vehicles
- **Safety:** streets on the High Injury Network



THE LEVY WOULD FUND:

- ✓ 80% of reported potholes filled within 72 hours
- ✓ Paving on 38% of the busiest blocks where streets are in poor condition
- ✓ Repairs for approximately 400 locations, totaling about 50 lane-miles of pavement on arterial streets
- ✓ Paving on approximately 15 corridors, with improvements for all modes
- ✓ Remarketing up to 3,600 crosswalks and refreshing pavement markings on at least 2,100 miles of roadway

- **Seattle Transportation Plan:** opportunities to improve multimodal benefits for all travelers
- **Leverage and Partnerships:** grant funding or agency partnership opportunities



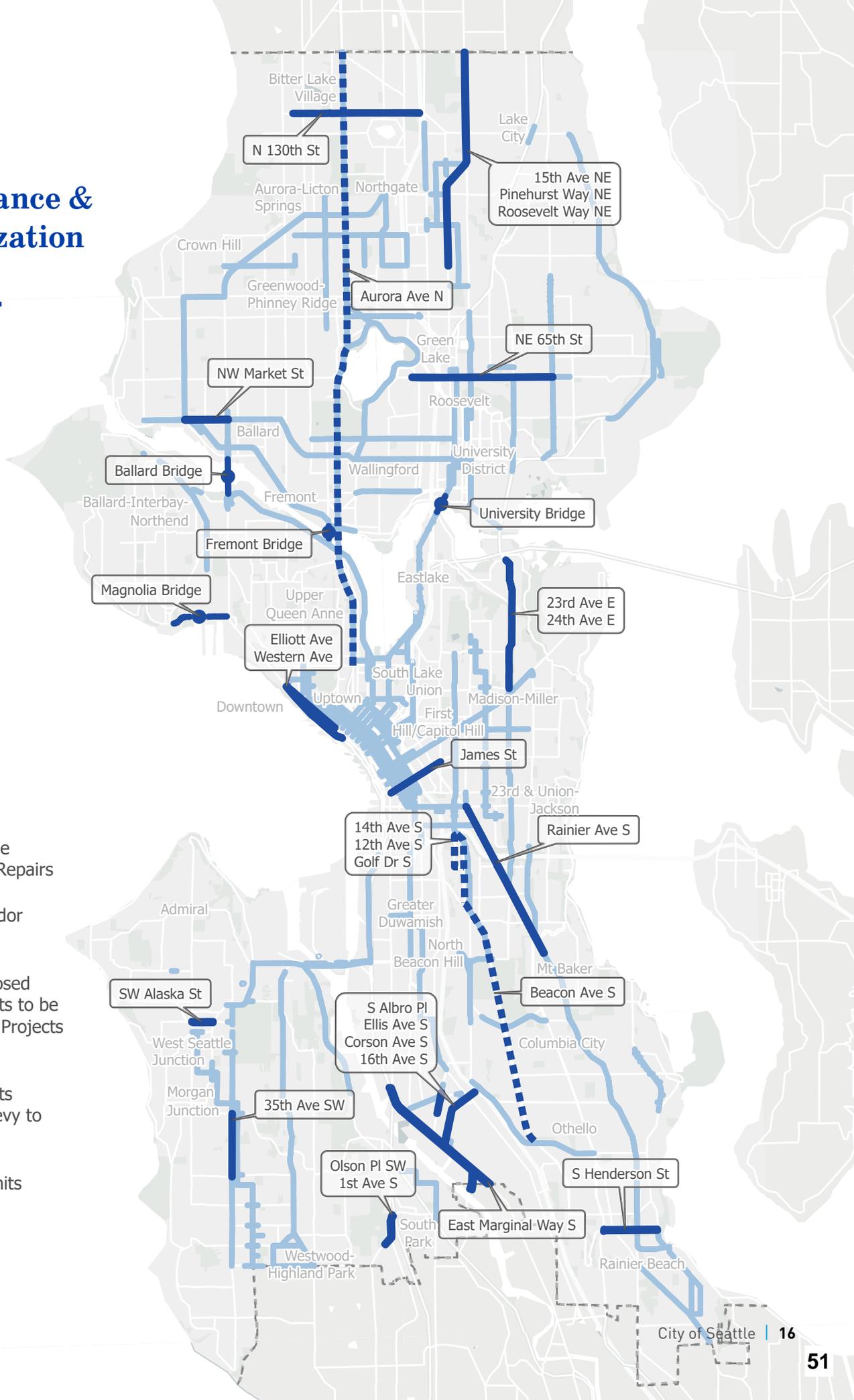
Street Maintenance & Modernization Projects:

These projects are not yet designed. The descriptions below illustrate potential improvements.

- **N 130th St: 1st Ave NW to I-5** — Paving with a safety redesign to better connect people to the future 130th St Station. Includes protected bike lanes, crossing improvements, trees, sidewalk reconstruction, and transit priority.
- **15th Ave NE / Pinehurst Way NE / Roosevelt Way NE: NE 92nd St to NE 145th St** — Paving with redesign for safer speeds, including upgraded and expanded protected bike lanes and bus stops, pedestrian lighting, sidewalks, and crossings.
- **NE 65th St: 2nd Ave NE to 35th Ave NE** — Paving with upgraded protected bike lanes, bus stops, and accessible connections to Roosevelt Station. Includes sidewalk repairs, crossing improvements, extended protected bike lanes, and trees.
- **NW Market St: 15th Ave NW to 24th Ave NW** — Street reconstruction to make existing street designs safer for all travelers and upgrade sidewalks, crossings, and bike connections.
- **23rd Ave E / 24th Ave E: E John St to E Lake Washington Blvd** — Reconstruction and paving, including a corridor safety analysis, additional transit investment, and crossing improvements, sidewalk repair, and neighborhood greenway upgrades.
- **Elliott Ave & Western Ave: Bell St to Thomas St** — Paving with upgraded bike lanes, sidewalk repair, and safety upgrades.
- **James St: 3rd Ave to Broadway** — Street reconstruction to support high-volume traffic and bus service. Includes upgrades to sidewalks and traffic signals, pedestrian safety redesigns, and landscaping and trees.
- **Rainier Ave S: S Walden St to S Jackson St** — Street reconstruction and paving to support RapidRide R Line. Includes bus lanes, improved crossings, sidewalk expansion and repair, trees, pedestrian lighting, safety updates, better access to the Judkins Park Station, and evaluation of protected bike lanes.
- **Beacon Ave S: 14th Ave S to 39th Ave S and 12th Ave S & 14th Ave S: Jose Rizal Bridge to Beacon Ave S** — Street redesign for more reliable Route 36 service and to extend protected bike lanes and trails. Includes paving, sidewalk repairs, and crossing improvements to improve safety and accessibility.
- **35th Ave SW: SW Morgan St to SW Holden St** — Street reconstruction with a corridor safety analysis and evaluation of transit improvements. Includes sidewalk repair, crossing improvements, and evaluation of bike routes.
- **S Albro Pl, Corson Ave S, & Ellis Ave S: East Marginal Way S to I-5** — Pavement preservation project with improved crossings, sidewalk repair, and an enhanced pedestrian environment. Includes evaluation for safety and transit improvements.
- **E Marginal Way S: 1st Ave S to 16th Ave S** — Leverages grant funding to restore pavement, evaluate safety improvements, and make sidewalk repairs and small upgrades to transit.
- **Olson Pl SW / 1st Ave S: 2nd Ave SW to SW Cloverdale St** — Street reconstruction with a widened sidewalk or trail and treatments to keep vehicles from skidding on wet pavement.
- **S Henderson St: MLK Jr Way S to Seward Park Ave S** — Street reconstruction to support RapidRide R Line and better connect Rainier Beach Station with the community, schools, and Be'er Sheva Park. Includes protected bike lanes, crossing improvements, and sidewalk repair, as well as elements from the Recreating Henderson Street plan.

Street Maintenance & Modernization Projects

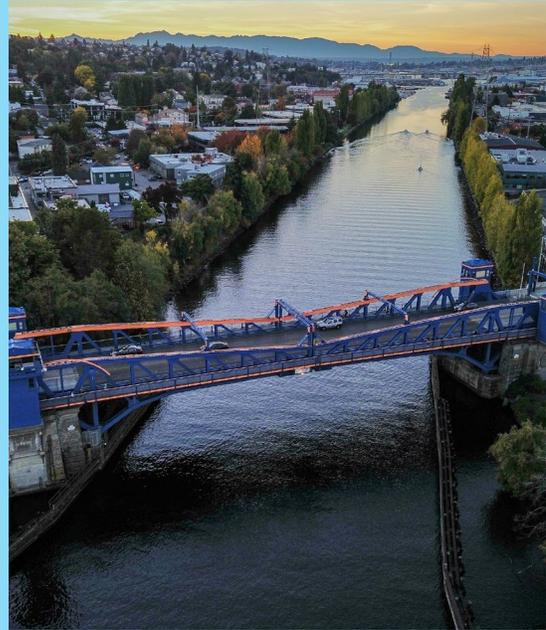
-  Proposed Bridge Upgrades and Repairs
-  Proposed Corridor Projects
-  Extent of Proposed Corridor Projects to be Determined as Projects are Developed
-  Corridor Projects Delivered by Levy to Move Seattle
-  Seattle City Limits



Bridges & Structures

Keep bridges in reliable working condition and prepare for future bridge projects (\$221M)

- Start a preventative maintenance program for the City’s bridges with optimum preservation-focused treatment schedules for deck and joint replacement, bridge cleaning and painting, and spot repair (\$127M).
- Advance design of structures to seek funding partnerships for replacement (\$20M).
- Upgrade electrical and mechanical systems on moveable Ship Canal bridges to modernize their operations, and make structural repairs on the Ballard Bridge and Magnolia Bridge (\$71M).
- Work with private properties to collect data, monitor, and improve areaways, the underground spaces between the sidewalk and building basements (\$3M).



THE LEVY WOULD FUND:

- ✓ Upgraded electrical and mechanical systems on 3 moveable Ship Canal bridges
- ✓ Preventative maintenance program for the City’s 134 bridges on optimal treatment schedules
- ✓ Preparing 6 structures to seek funding partnerships for replacement

Bridge Capital Projects:

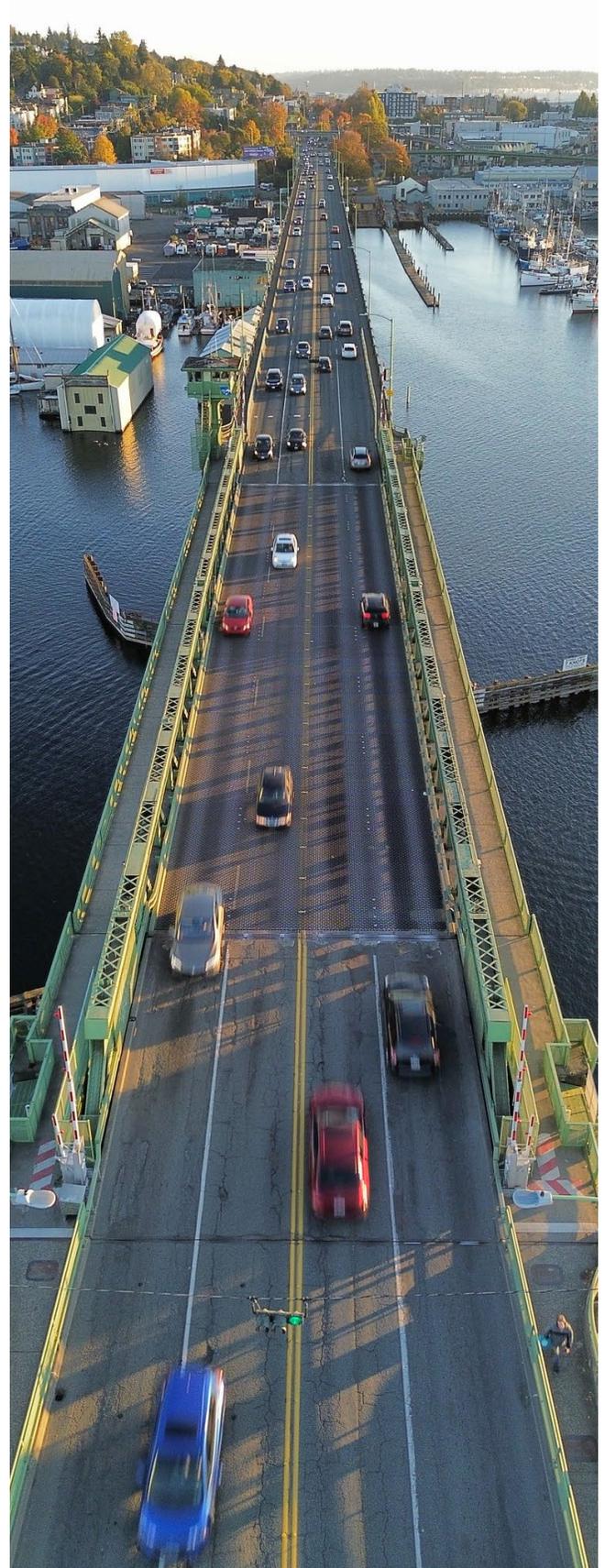
- Ballard Bridge Structural Repairs
- Ballard Bridge Mechanical & Electrical Upgrade
- Fremont Bridge Mechanical & Electrical Upgrade
- University Bridge Mechanical & Electrical Upgrade
- Magnolia Bridge Structural Repairs

Project Readiness Structures:

- Elliott Bay Seawall Phase II (north segment)
- 1st Ave S Bridge over Argo Railyard
- 4th Ave S Bridge over Argo Railyard
- W Dravus St over Railyard
- NE 45th St Viaduct Central Span
- Magnolia Bridge Replacement Alternatives Cost Estimate Updates

Initial Preventative Bridge Maintenance Program Projects (2025-2026):

- Schmitz Park Bridge
- S Albro Pl / Airport Way S
- Yesler Way / 5th Ave S
- Lakeside Ave S / Colman Park
- NE 45th St Viaduct
- Roosevelt Way NE / NE Campus Pkwy Seismic Retrofit
- 15th Ave NE / Thornton Creek
- Phinney Ave N / N 57th St
- S Main St over Railroad Seismic Retrofit
- W Emerson St Viaduct



Transit Corridors & Connections

Connect people safely to transit hubs, including Link light rail stations and bus stops, and reduce delays on bus routes (\$145M)

- Implement projects citywide to improve bus reliability, access, and safety with a focus on transit performance “pinch points” that improve and benefit multiple routes and the rider experience (\$27M).
- Invest in strategies to increase transit rider safety and security (\$3M).
- Make transit improvements on streets with high-ridership bus routes with a focus on equity priority areas, improve access to Link light rail stations, and advance key partnership connections to future Link light rail stations (\$115M).

Initial Transit Performance Projects:

- 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



THE LEVY WOULD FUND:

- ✓ Improvements on up to 4 streets with high-ridership bus routes in equity priority areas
- ✓ Up to 3 access projects to Link light rail stations, with improved sidewalks, crossings, bike lanes, and/or lighting
- ✓ Up to 5 key connections to future Link light rail stations
- ✓ 160 projects to improve bus reliability, safety, and access with a focus on transit performance “pinch points”

High-Ridership Bus Projects:

- Beacon Ave S
- Denny Way / Olive Way
- Rainier Ave S
- RapidRide R Line – Rainier Valley Partnership
- Aurora Ave N Corridor Safety Improvements (funded via Vision Zero, School & Neighborhood Safety)

Access to Link Light Rail Projects:

- N 130th St
- S Henderson St
- Judkins Park Station Connections

Advance Partnership Connections to Future Link Stations:*

- NE 145th St
- SW Alaska St
- 4th Ave S
- S Graham St
- South Lake Union East-West Transit Connections

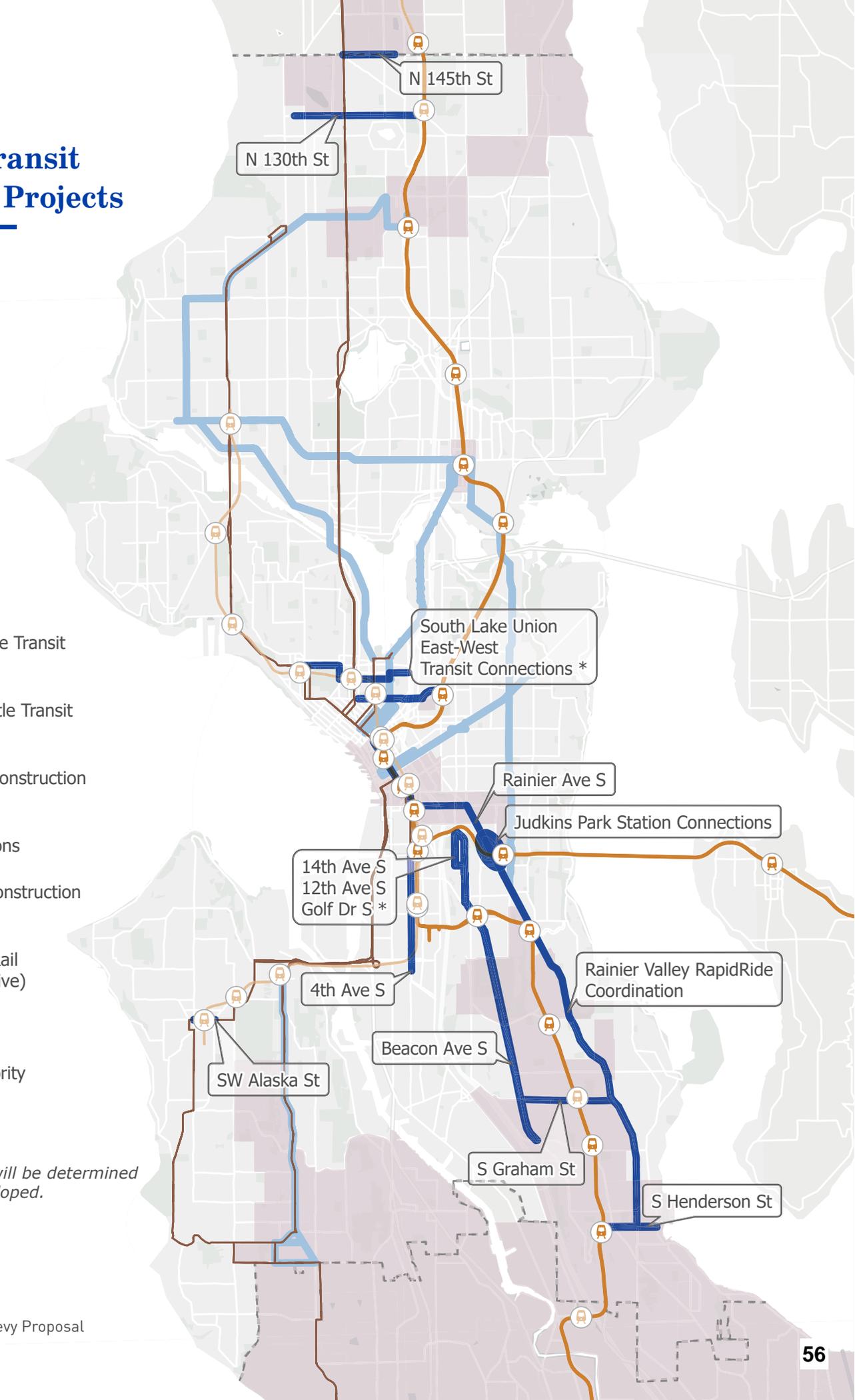
**These projects are dependent on partner agency schedules. Levy funds are intended to advance design, enhance partners' investments, and/or be used to secure grants and leverage funds.*



Initial Transit Corridor Projects

-  Proposed Signature Transit Corridor Projects
-  Levy to Move Seattle Transit Corridor Projects
-  Existing & Under Construction Link Stations
-  Planned Link Stations
-  Existing / Under Construction Link Light Rail
-  Future Link Light Rail (preferred alternative)
-  Existing RapidRide
-  Highest Equity Priority
-  Seattle City Limits

* Specific paving areas will be determined as the projects are developed.



Pedestrian Safety

Build and repair sidewalks, crossings, and curb ramps so people walking and rolling can safely get to where they need to go (\$135M)

- Double the pace of new sidewalk construction, using both traditional and alternative walkways, for 4 years (\$63M).
- Fix buckled and damaged sidewalks (\$19M).
- Repair or expand stairways to connect our hilly neighborhoods (\$4M).
- Build new curb ramps and facilities that ensure our neighbors with disabilities and families with strollers can travel easily (\$30M).
- Make crosswalk, visibility, and other improvements at street crossings (\$14M).
- Advance strategies to increase sidewalk repair, and establish a Transportation Funding Task Force to explore and implement sidewalk and infrastructure repair and funding strategies (\$5M).



THE LEVY WOULD FUND:

- ✓ Support for construction of 280 blocks of new sidewalks and alternative walkways, with 250 blocks built or in construction by 2029 and 30 blocks on the frequent transit network
- ✓ Contributions to 10,000 new accessible curb ramps
- ✓ 34,000 spot repairs on damaged sidewalks
- ✓ 9 stairway repairs or expansions

Initial Locations for New Sidewalks:

- 1st Ave NE: NE 120th St to 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

Initial Locations for Intersection Projects:

- 5th Ave NE / NE Banner Way
- Rainier Ave S / S Henderson St
- 35th Ave NE
- 11th Ave E / E Aloha St



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 (\$114M)

- Build protected bike lanes with a focus on closing gaps in the all ages and abilities bicycle network (\$68M).
- Create bicycle connections for all ages and abilities with neighborhood greenways on residential streets, focusing on K-8 public schools (\$20M).
- Make safety improvements to the existing bike network (\$10M).
- Maintain and improve existing bike lanes with regular sweeping and barrier repair (\$8M).
- Upgrade existing bike lanes with improved barriers or buffer areas (\$8M).

Initial Projects:

- N 130th St Multimodal Improvements
- S Henderson St Multimodal Improvements
- Beacon Ave S Middle and Southern Segments
- Highland Park Way SW
- Georgetown - Cleveland High School Connection via S Albro Pl and Swift Ave S
- Chief Sealth Trail: S Myrtle St to S Webster St



THE LEVY WOULD FUND:

- ✓ Connections for gaps in the bike network
- ✓ New and upgraded bikeways in equity priority areas
- ✓ 5 new neighborhood greenways
- ✓ 30% of existing protected bike lanes upgraded with improved barriers or buffer areas
- ✓ Sweeping of protected bike lanes 1 to 3 times per month

Early Project Development:

- 14th Ave S: S Director St to South Park Bridge at Dallas Ave S
- E Roanoke St: Boylston Ave E to Eastlake Ave E in collaboration with WSDOT
- 10th Ave E: Broadway to E Roanoke St (E Miller St to E Roanoke St in collaboration with WSDOT)
- Georgetown Connections Study
- NE 47th St Bike & Pedestrian Bridge Study

Signals & Operations

Install new and maintain and upgrade existing traffic signals for safe, reliable movement; improve pedestrian and bike accessibility; and support traffic operations during large events and for trips in and out of the port (\$100M)

- Improve traffic signal timing and add intelligent transportation system (ITS) improvements to help all travelers move more reliably around the city (\$32M).
- Install new and maintain existing traffic signals to improve traffic flow, modernize our system with accessible pedestrian and bike signals, and make our intersections safer for people walking, biking, rolling, and driving (\$45M).
- Maintain signs to make it easy for people to find their way (\$5M).
- Ensure traffic flows smoothly and support quick responses to incidents with 24/7 staffing of Seattle’s Transportation Operations Center (\$18M).

Initial ITS Projects:

- SODO Smart Mobility Project, focusing on event management, safety, and freight operations
- Downtown Smart Mobility Project, improving sensors and communications to make travel better for everyone



THE LEVY WOULD FUND:

- ✓ 40 corridor signal timing adjustment projects
- ✓ 4 Intelligent Transportation System pilot projects
- ✓ 24/7 service in the Transportation Operations Center
- ✓ Major maintenance projects on 40 traffic signals
- ✓ At least 10 new modernized traffic signals for increased intersection safety
- ✓ Traffic signal preventative maintenance
- ✓ Over 5,500 replacement signs
- ✓ Accessible pedestrian signals at 50 crossings

People Streets & Public Spaces

Activate public spaces and improve lighting in partnership with business districts and community organizations so people can enjoy unique and vibrant, activated spaces (\$66M)

- Co-design, build, and maintain projects with business districts and community organizations, including street redesigns, seating, wayfinding, activation, and lighting at transit plazas (\$39M).
- Expand Downtown Seattle activation with investments in near-term maintenance and placemaking projects, construction coordination, and a longer-term vision for 3rd Ave (\$15M).
- Maintain existing activation projects and the citywide wayfinding system (\$2M).
- Install pedestrian lighting leading to transit stops (\$10M).



THE LEVY WOULD FUND:

- ✓ 8 large People Streets projects
- ✓ Dozens of spot improvements and pilot projects, with a focus in equity priority areas
- ✓ 8 projects to declutter sidewalks, improve landscaping and lighting, and add street furniture, art, activation, and pedestrian wayfinding

Initial People Streets & Public Spaces Projects:

- Downtown Activation and 3rd Ave Early Improvements
- S Henderson St
- Chinatown/International District Alleys Transformation and Activation
- NE 42nd St Green Street Improvements
- Capitol Hill-Central District E Union St Revival Corridor
- Occidental Promenade

Climate & Resiliency

Address climate change directly, reducing air pollution and making sustainable transportation options more available (\$59M)

- Support partnerships that help electrify our transportation system, encourage e-bike programs, promote mode shift and transportation emissions reduction, and improve electric vehicle charging options in neighborhoods (\$22M).
- Launch strategies for low-pollution neighborhoods, including low-emissions goods delivery in areas most impacted by climate change and pollution (\$8M).
- Plant and maintain trees and expand tree species diversity in neighborhoods that historically have had less investment in tree planting and care (\$29M).



THE LEVY WOULD FUND:

- ✓ Partnerships with up to 3 neighborhoods on low-pollution pilot projects
- ✓ Partnership with Seattle City Light to install electric vehicle charging stations at libraries, community centers, and community facilities
- ✓ Investments that reduce emissions and encourage mode shift to more sustainable travel options
- ✓ Expanded tree canopy cover and tree species diversity
- ✓ 3-to-1 tree replacement, per the Mayor's One Seattle Tree Plan Executive Order

Freight & Goods Movement

Make freight improvements to support trucks delivering goods and providing services (\$25M)

- Make investments to support the freight network, including adjustments to improve truck movement, intersection upgrades, and additional truck parking (\$17M).
- Pave streets that carry the heaviest truck traffic in partnership with the Port of Seattle and alignment with the Heavy Haul Network Agreement (\$8M).

Anticipated Projects:

Partnership paving projects with the Port of Seattle are expected to be determined in 2025 and could include:

- Harbor Island Operations and Maintenance Projects
- East Marginal Way Central Segment



THE LEVY WOULD FUND:

- ✓ Repairs on 20% of Major Truck Streets in poor condition
- ✓ 32 spot improvements to freight corridors

Investments at a Glance

This levy proposal reflects the safety and maintenance needs of our transportation infrastructure. The \$1.45 billion, 8-year proposal would cost a Seattle homeowner with a median-price home about \$17 more per month than the expiring Levy to Move Seattle, for a total of \$41 per month. It would fund investments in every neighborhood and business district to help build a safe, reliable, and connected Seattle.

The proposed levy would benefit Seattle in many ways:

	 Safety	 People Walking and Rolling	 People Biking	 Transit Riders	 Climate	 Neighborhoods	 Downtown	 Freight
Repave arterial streets that carry the most buses, trucks, and cars, and improve infrastructure for people walking, rolling, biking, and taking transit (\$423M)	●	●	●	●		●	●	●
Keep bridges in reliable working condition and prepare for future bridge projects (\$221M)	●	●	●	●				●
Make targeted and community-requested improvements to streets, sidewalks, intersections, and crossings to reduce traffic collisions, severe injuries, and fatalities (\$162M)	●	●	●	●		●	●	●
Connect people safely to transit hubs , including Link light rail stations and bus stops, and reduce delays on bus routes (\$145M)	●	●	●	●	●	●	●	
Build and repair sidewalks, crossings, and curb ramps so people walking and rolling can safely get to where they need to go (\$135M)	●	●	●	●	●	●	●	
Expand Seattle’s protected bike lane network ; connect schools to bike lanes, paths, and neighborhood greenways; and maintain and upgrade existing bike lanes (\$114M)	●	●	●	●	●	●	●	
Install new and maintain and upgrade existing traffic signals for safe, reliable movement; improve pedestrian and bike accessibility; and support traffic operations during large events and for trips in and out of the port (\$100M)	●	●	●	●			●	●
Activate public spaces and improve lighting in partnership with business districts and community organizations so people can enjoy unique and vibrant, activated spaces (\$66M)	●	●	●	●	●	●	●	
Address climate change directly , reducing air pollution and making sustainable transportation options more available (\$59M)		●	●	●	●	●		●
Make freight improvements to support trucks delivering goods and providing services (\$25M)	●						●	●



City of Seattle

May 2024



City of Seattle

Transportation Levy Proposal

Mayor Bruce Harrell

May 2024

- ✓ For the last 18 years, Seattle voters have supported transportation levies that make improvements to our streets, sidewalks, bridges, and traffic signals.
- ✓ The Levy to Move Seattle, which expires at the end of 2024, represents roughly 30% of the Seattle Department of Transportation's budget for core services and new projects.
- ✓ The levy proposal is for \$1.45 billion over 8 years, reflecting the safety, maintenance, and modernization needs of our transportation infrastructure and community input.
- ✓ The 9-year, \$930 million Levy to Move Seattle passed in 2015 costs the owner of a median-priced Seattle property (valued at \$866,000) about \$24 per month.
- ✓ The proposed levy would cost the median-value Seattle homeowner about \$41 per month, approximately \$17 more per month than the current levy.
- ✓ This levy would pave roads, repair bridges, build sidewalks and safer streets, improve connections to light rail stations and transit, and build safe walking, rolling, and biking routes.

Transportation Levy Proposal

The Mayor's proposal calls for an 8-year, \$1.45 billion levy to renew the current levy expiring this year.

-  Implement safety projects on 12 or more corridors that have the highest number of crashes.
-  Repave at least 15 of our busiest streets, improving them for people to walk, roll, bike, and take the bus.
-  Start a preventative bridge maintenance program for the City's 134 bridges.
-  Support construction of 280 blocks of new sidewalks.
-  Complete access projects to 3 Link light rail stations to make it easier to walk, bike, roll, or take the bus.
-  Improve lighting and walking and biking connections to public schools and light rail stations.
-  Repair 34,000 urgent sidewalk defects and replace sidewalks.
-  Build 16 neighborhood-initiated and co-created safety projects.



Safe
Seattle



Reliable
Seattle

One
Seattle

The expiring Levy to Move Seattle represents roughly 30% of SDOT's budget for core services and new projects. Learn more about the levy proposal at



www.seattle.gov/transportation/levy



-  Repave and reconstruct 38% of the busiest blocks where streets are in poor condition.
-  Upgrade mechanical systems to keep moveable Ship Canal bridges working reliably.
-  Remark up to 3,600 crosswalks and refresh pavement markings on at least 2,100 miles of roadway.
-  Contribute to 10,000 new accessible curb ramps.

-  Upgrade 30% of existing protected bike lanes with better barriers.
-  Improve the bike network by increasing protection, enhancing maintenance, and closing gaps.
-  Install head-start pedestrian walk signals at 280 intersections.
-  Create or expand 5 or more neighborhood greenways connecting to schools.



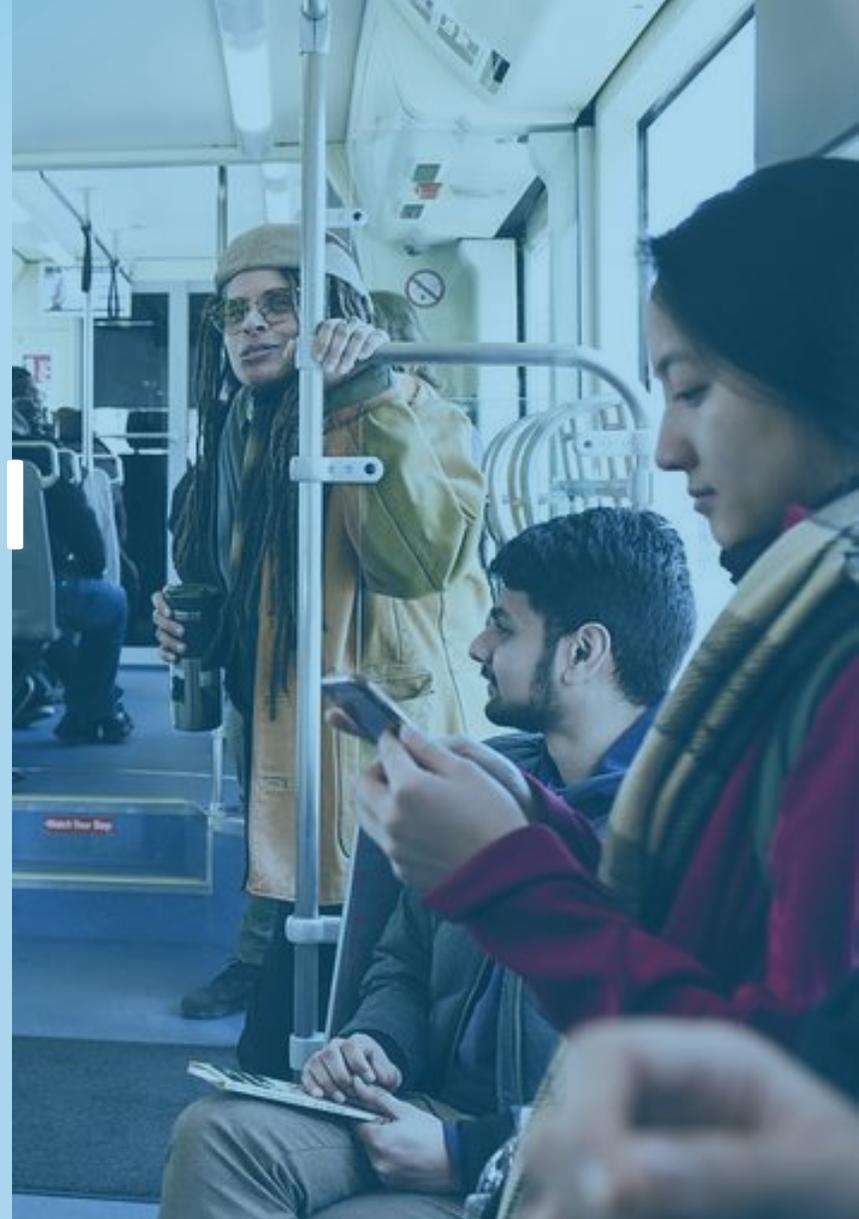
-  Update signal timing on 40 corridors.
-  Improve up to 4 streets with high ridership bus routes with a focus in equity priority areas.
-  Work with partner agencies to create or improve east-west transit corridors providing access to Link light rail stations.
-  Implement 160 projects citywide to improve bus reliability, access, equity, and safety with a focus on performance “pinch points” affecting multiple routes.
-  Partner with community to install electric vehicle charging options and low-pollution neighborhoods.
-  Install 10 new traffic signals that improve flow and safety for people and goods.
-  Expand tree canopy cover and tree species diversity.
-  Improve public spaces and pedestrian lighting so people can walk, play, and enjoy outdoor activities safely.
-  Invest in maintenance, lighting, wayfinding, and activation to support Downtown revitalization.
-  Repair 20% of Major Truck Streets in poor condition.

Investments at a Glance

This levy proposal reflects the safety and maintenance needs of our transportation infrastructure. The \$1.45 billion, 8-year proposal would cost a Seattle homeowner with a median-price home about \$17 more per month than the expiring Levy to Move Seattle, for a total of \$41 per month. It would fund investments in every neighborhood and business district to help build a safe, reliable, and connected Seattle.

The proposed levy would benefit Seattle in many ways:	 Safety	 People Walking and Rolling	 People Biking	 Transit Riders	 Climate	 Neighborhoods	 Downtown	 Freight
Repave arterial streets that carry the most buses, trucks, and cars, and improve infrastructure for people walking, rolling, biking, and taking transit (\$423M)	●	●	●	●		●	●	●
Keep bridges in reliable working condition and prepare for future bridge projects (\$221M)	●	●	●	●				●
Make targeted and community-requested improvements to streets, sidewalks, intersections, and crossings to reduce traffic collisions, severe injuries, and fatalities (\$162M)	●	●	●	●		●	●	●
Connect people safely to transit hubs , including Link light rail stations and bus stops, and reduce delays on bus routes (\$145M)	●	●	●	●	●	●	●	
Build and repair sidewalks, crossings, and curb ramps so people walking and rolling can safely get to where they need to go (\$135M)	●	●	●	●	●	●	●	
Expand Seattle's protected bike lane network ; connect schools to bike lanes, paths, and neighborhood greenways; and maintain and upgrade existing bike lanes (\$114M)	●	●	●	●	●	●	●	
Install new and maintain and upgrade existing traffic signals for safe, reliable movement; improve pedestrian and bike accessibility; and support traffic operations during large events and for trips in and out of the port (\$100M)	●	●	●	●			●	●
Activate public spaces and improve lighting in partnership with business districts and community organizations so people can enjoy unique and vibrant, activated spaces (\$66M)	●	●	●	●	●	●	●	
Address climate change directly , reducing air pollution and making sustainable transportation options more available (\$59M)		●	●	●	●	●		●
Make freight improvements to support trucks delivering goods and providing services (\$25M)	●						●	●

Transportation Levy Proposal



Seattle City Council
May 7, 2024



Transportation levies build Seattle

- For the last 18 years, Seattle voters have supported transportation levies that make improvements to our streets, sidewalks, bridges, and traffic signals
- The Levy to Move Seattle, which expires at the end of 2024, represents roughly 30% of SDOT's budget for core services and new projects

Mayor's Transportation Levy Proposal

- ✓ \$1.45B over 8 years
- ✓ Balanced and practical set of investments
- ✓ Safer, better connected, and more reliable transportation system
- ✓ Invests in maintenance needs while modernizing our transportation system to meet our growth, affordability, equity, and climate values



Why this is the levy Seattle needs now



Once in a generation Seattle Transportation Plan



Robust and well-researched asset management strategy



Broad and growing understanding of how to invest equitably



18 years of experience from past levies



Vision Zero Response to Injuries and Fatalities on our streets

Guided by Seattle Transportation Plan values

SAFETY



Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes

EQUITY



Co-create with community and implement restorative practices to address transportation-related inequities

SUSTAINABILITY



Respond to climate change through innovation and a lens of climate justice

MOBILITY & ECONOMIC VITALITY



Provide reliable and affordable travel options that help people and goods get where they need to go

LIVABILITY



Reimagine city streets as inviting places to linger and play

MAINTENANCE & MODERNIZATION



Improve city transportation infrastructure and ready it for the future

Safety is the Foundation

- Delivering the Mayor's safety vision
- Safer Streets and Safer People
- Vision Zero innovation and investment

VISION
ZERO
SAFER STREETS FOR SEATTLE



Transportation Equity Framework (TEF) & proposal development

Transportation Equity Workgroup (TEW)

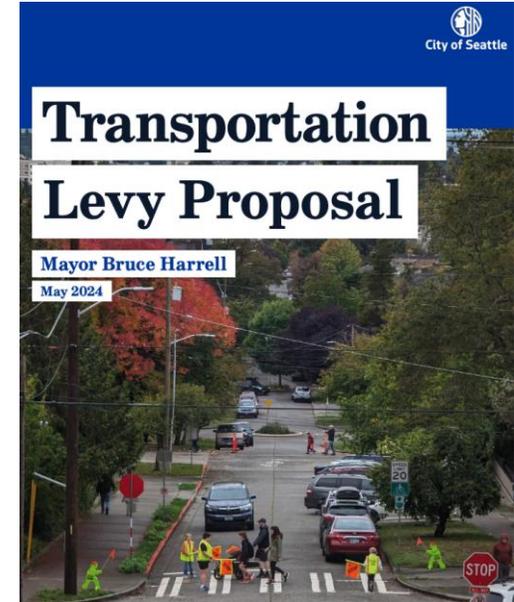


External community members with lived experiences and connections to communities of color and vulnerable communities

Transportation Equity Strategies



TEF and implementation plan with 200+ tactics co-developed with TEW members



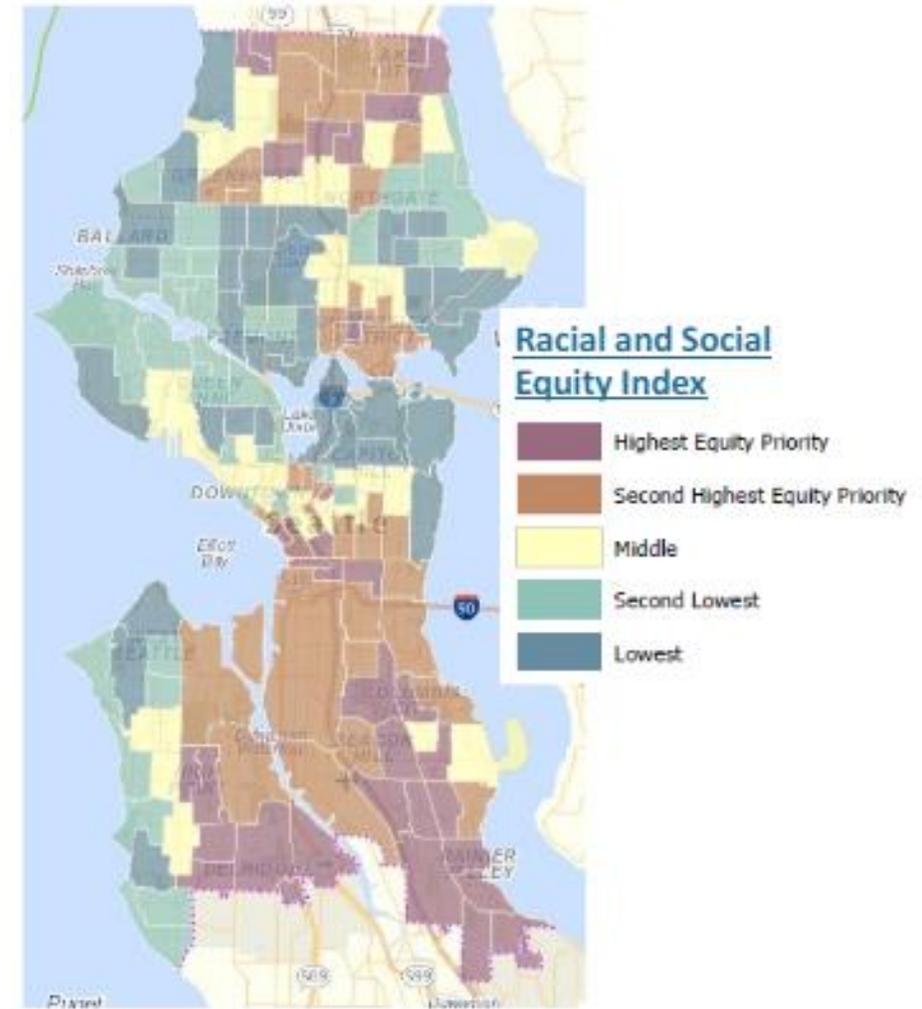
Transportation justice is central

In support of Seattle Transportation Plan equity goal, the levy proposal aims to *address inequities in the transportation system by prioritizing investments for impacted communities.*

EQUITY



- Implemented 15 Transportation Equity Framework tactics in development
- Embedded equity throughout



We aim to distribute our levy investments equitably, informed by Seattle's Racial and Social Equity Index, The Seattle Transportation Plan and SDOT's Transportation Equity Framework

New approach to sidewalks

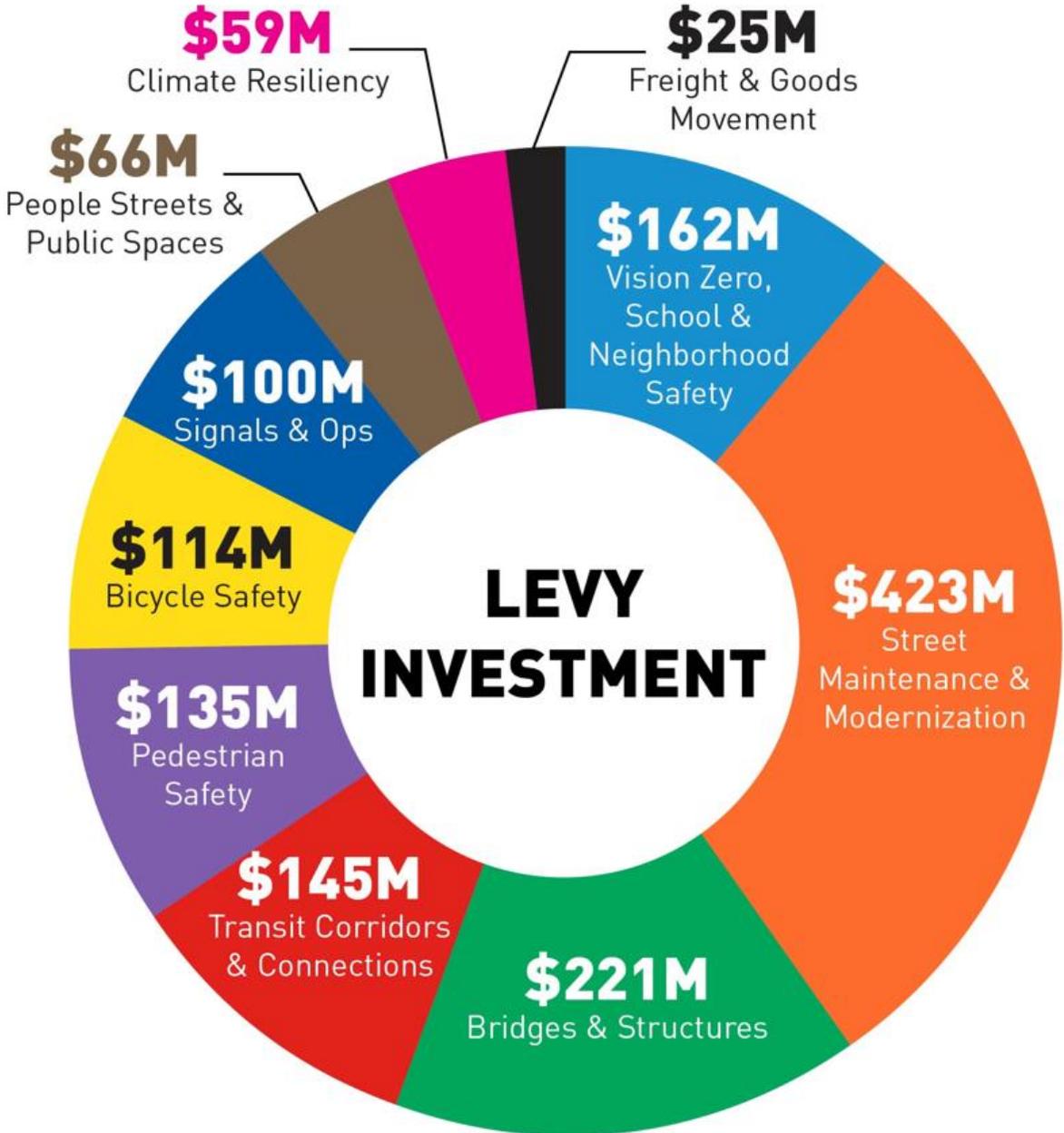
- What we heard
 - Disability Rights Washington engaged the Mayor's Office and SDOT, requesting **greater urgency** to Seattle's sidewalk challenges – echoed by many stakeholders
- Proposal
 - **Doubles** the rate of new sidewalk construction starting in year 1
 - **Continues** building 250 blocks of new sidewalks through year 4
 - **Creates** a task force to investigate and implement sidewalk and infrastructure repair and funding strategies



Goal is to increase the pace of construction, reevaluate current practices, and find longer-term solutions to create accessible streets for all

Proposal Overview

Levy is expected to allow SDOT to leverage an additional \$350 - \$450 million in grants and partner funds to invest in levy-funded projects and programs.



Cost to Taxpayers

For median home with a tax-assessed value of \$804,000*:	Levy to Move Seattle	Levy Proposal
Monthly Cost	\$23	\$39
Annual Cost	\$276	\$468
<p>Proposal Mill Rate Approximately \$0.59 per \$1,000 in assessed value</p>		

*Updated to reflect 2024 median-home value; per King County Tax Assessor

Levy proposal development process



Engagement by the numbers



9

Tabling events and
850+ conversations



13,500+

Online hub total
page views



1,950+

Community
questionnaires
completed



4

Mayor's roundtables
with 60+ organizations



30

SDOT Director
meetings



9

Presentations with
advisory boards



2

Million multi-cultural
media and digital
campaign impressions



120+

Print, radio, and
television media
mentions



1

Mayor's special
community event



1

Community Liaison
roundtable



3

Additional advocates
meetings



85

Briefings



What we heard and how we responded

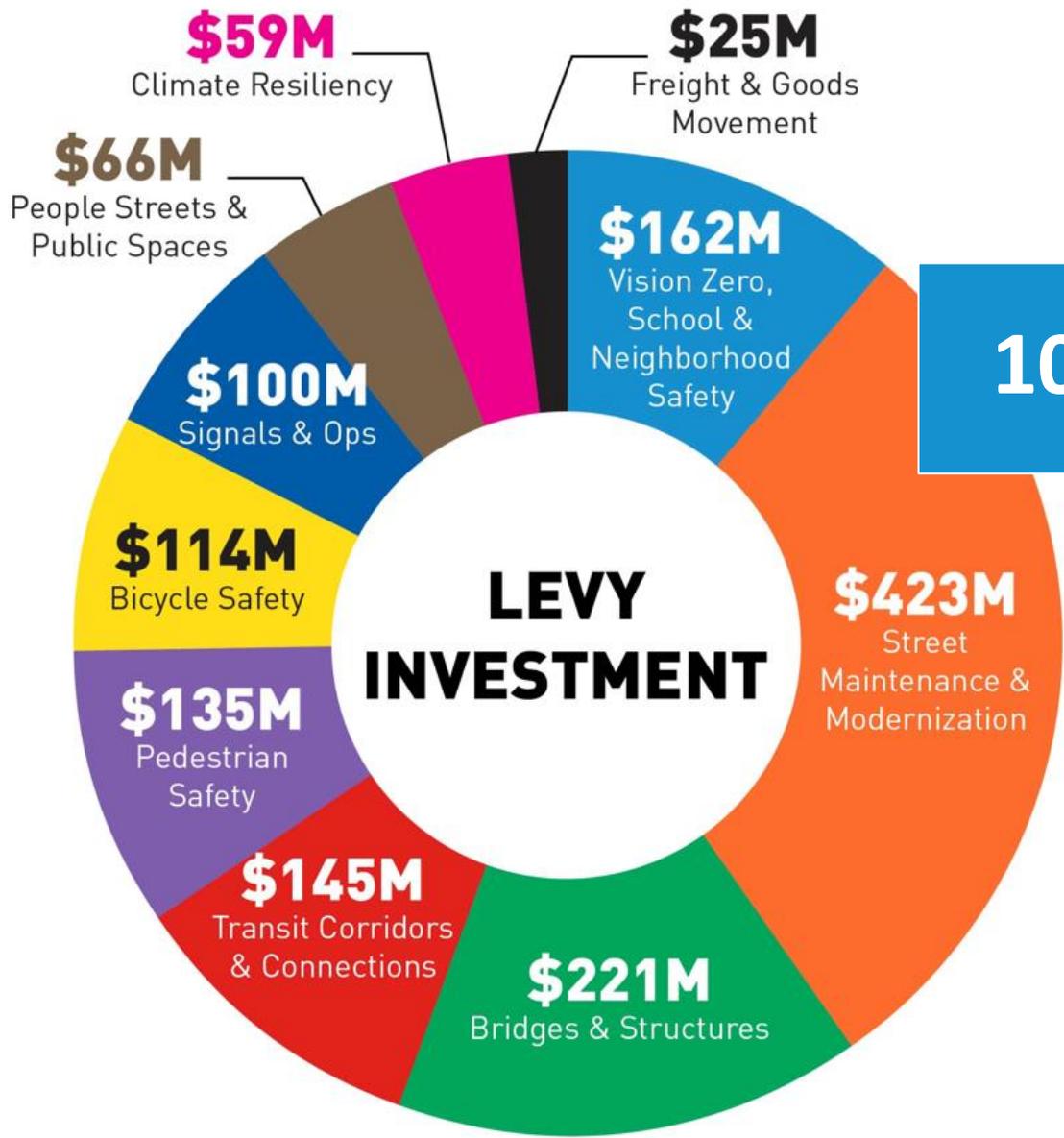
We heard	Response
\$1.35B is acceptable but inadequate	\$100M added to address top priorities, <i>including the below:</i>
Change the status quo on building sidewalks	\$26M added including commitment to build 250 blocks of new sidewalks in 4 years and build 30 blocks near transit
Invest more in transit	\$23M added to transit program
Expand the bike network	\$20M added to expand the bike network with a focus on South Seattle
Community-centered programs, equitable spending, and equitable outcomes are critical	Neighborhood-Initiated programs elevated to safety program, with \$14M to respond to emerging community requests for safety projects
Our streets and bridges need more investment, including to support freight needs	\$3M added to the new Bridge Preventative Maintenance Program
Hope for additional funding strategies and measures beyond this levy	Recommendation to create a Transportation Funding Task Force to investigate and recommend infrastructure funding strategies

Flexible approaches, initial specificity

- Key commitments + initial/anticipated projects included in proposal
- Additional projects will be identified through the levy workplan
- Flexibility has benefited the community during Levy to Move Seattle in projects like RapidRide partnerships and in response to the West Seattle Bridge closure

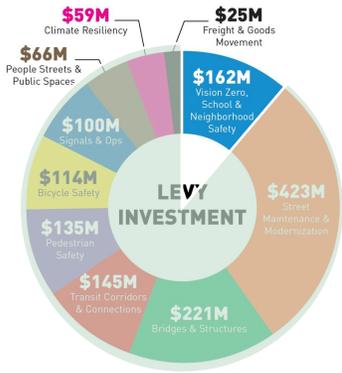
Project selection criteria:

- ✓ Need based on program goals
- ✓ Number of people who would benefit
- ✓ Geographic distribution
- ✓ Optimal investment timing
- ✓ Equity
- ✓ Opportunities to co-create
- ✓ Leveraging opportunities



10 Programs - Overview

Vision Zero, School & Neighborhood Safety



SAFETY



EQUITY



MOBILITY & ECONOMIC VITALITY

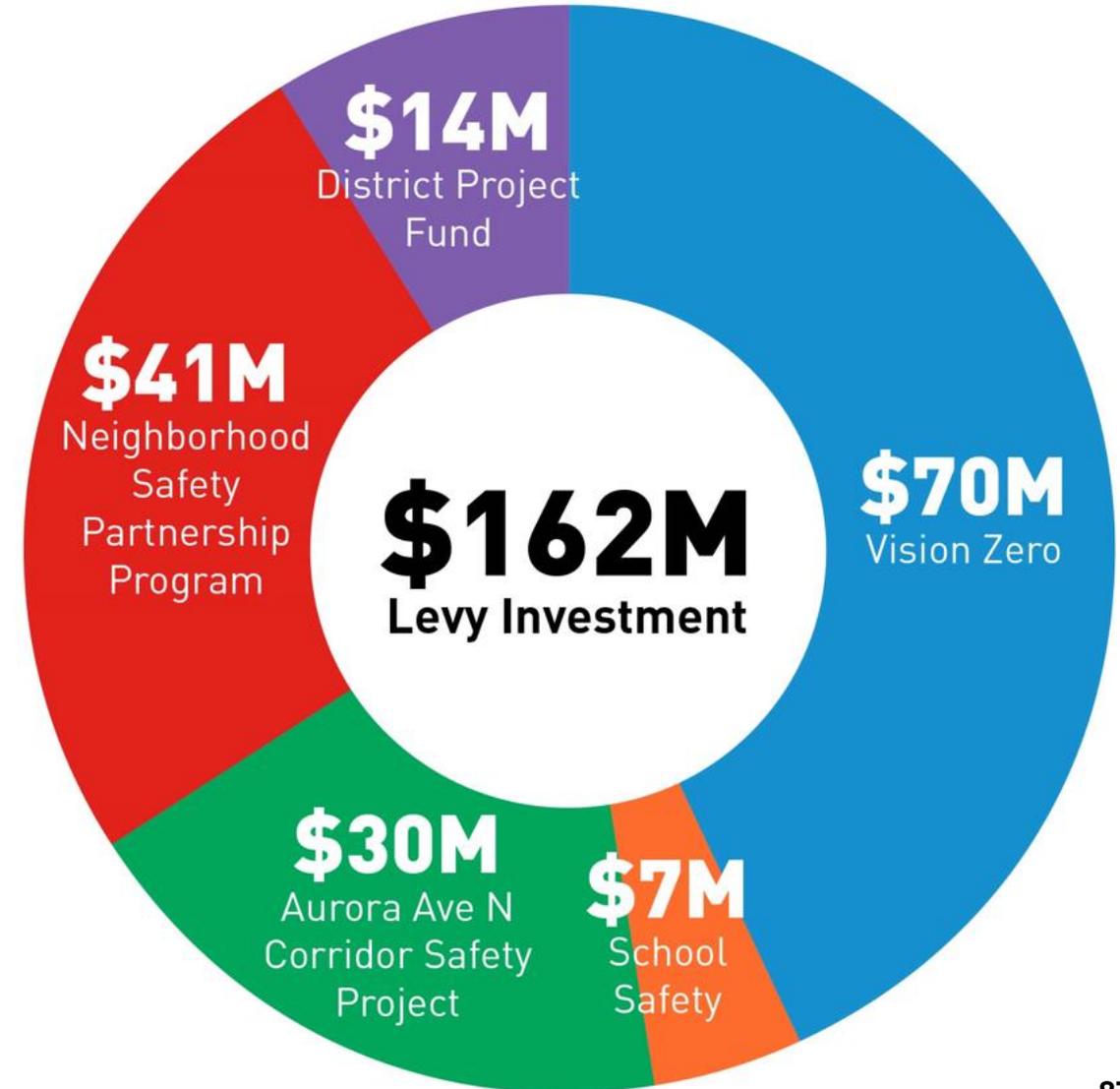


LIVABILITY



INVEST IN

- ✓ Safer crosswalks
- ✓ Safer signals
- ✓ Corridor treatments
- ✓ Speed humps
- ✓ Additional crossings
- ✓ Community-requested projects



Vision Zero, School & Neighborhood Safety

COMMITMENTS

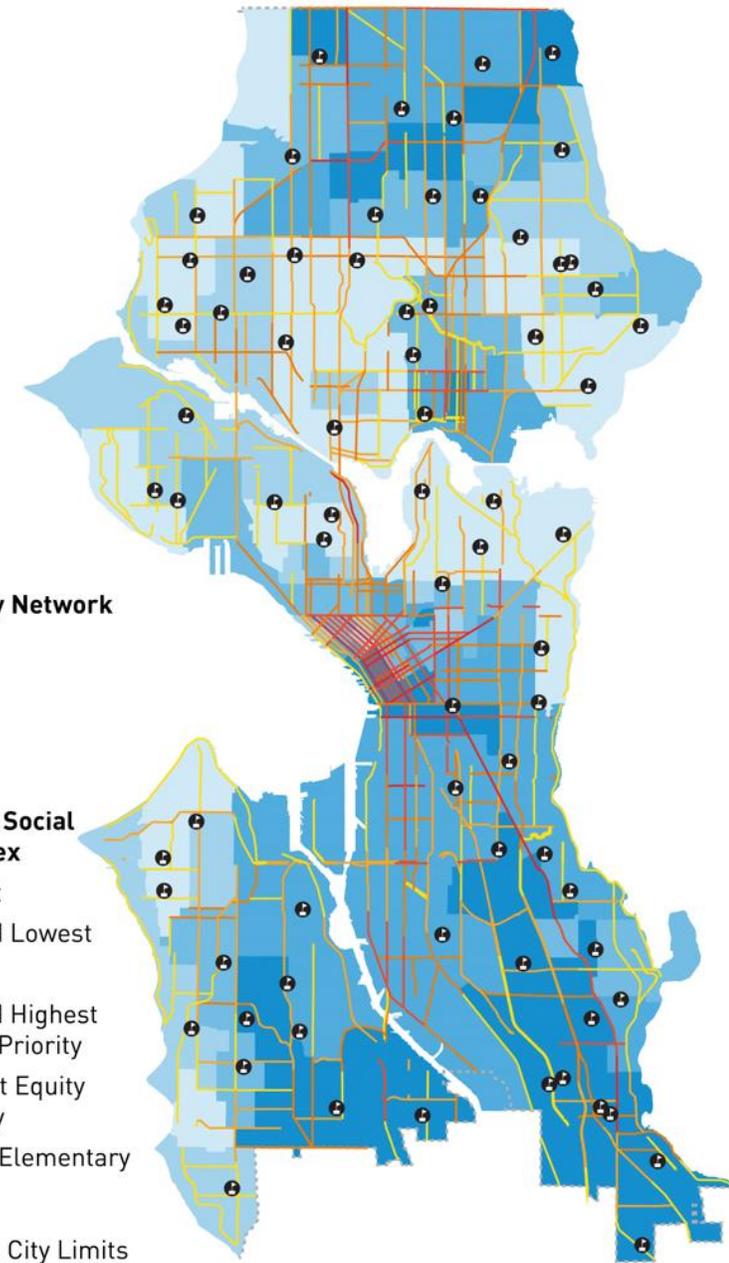
- ✓ Safety projects at 40 high-collision locations
- ✓ Leading pedestrian intervals at 280 intersections
- ✓ 12 safety redesign projects on the high injury network
- ✓ Traffic calming on 50 corridors
- ✓ Contributions to safety education programs and up to 70 projects at public schools
- ✓ 16 neighborhood initiated, co-created safety projects

High Injury Network

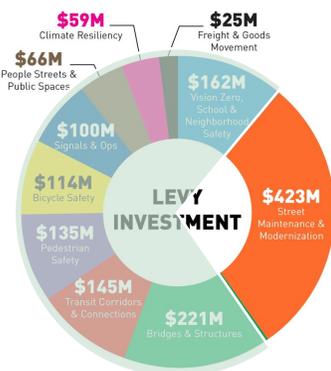
- Tier 1
- Tier 2
- Tier 3
- Tier 4
- Tier 5

Racial and Social Equity Index

- Lowest
- Second Lowest
- Middle
- Second Highest Equity Priority
- Highest Equity Priority
- Public Elementary School
- Seattle City Limits



Street Maintenance and Modernization



INVEST IN

- ✓ Repaving arterial streets
- ✓ Spot repairs to pavement
- ✓ Filling potholes
- ✓ Modern streets redesigned for safety and for people walking, rolling, taking transit, riding bikes, and moving goods and freight

SAFETY



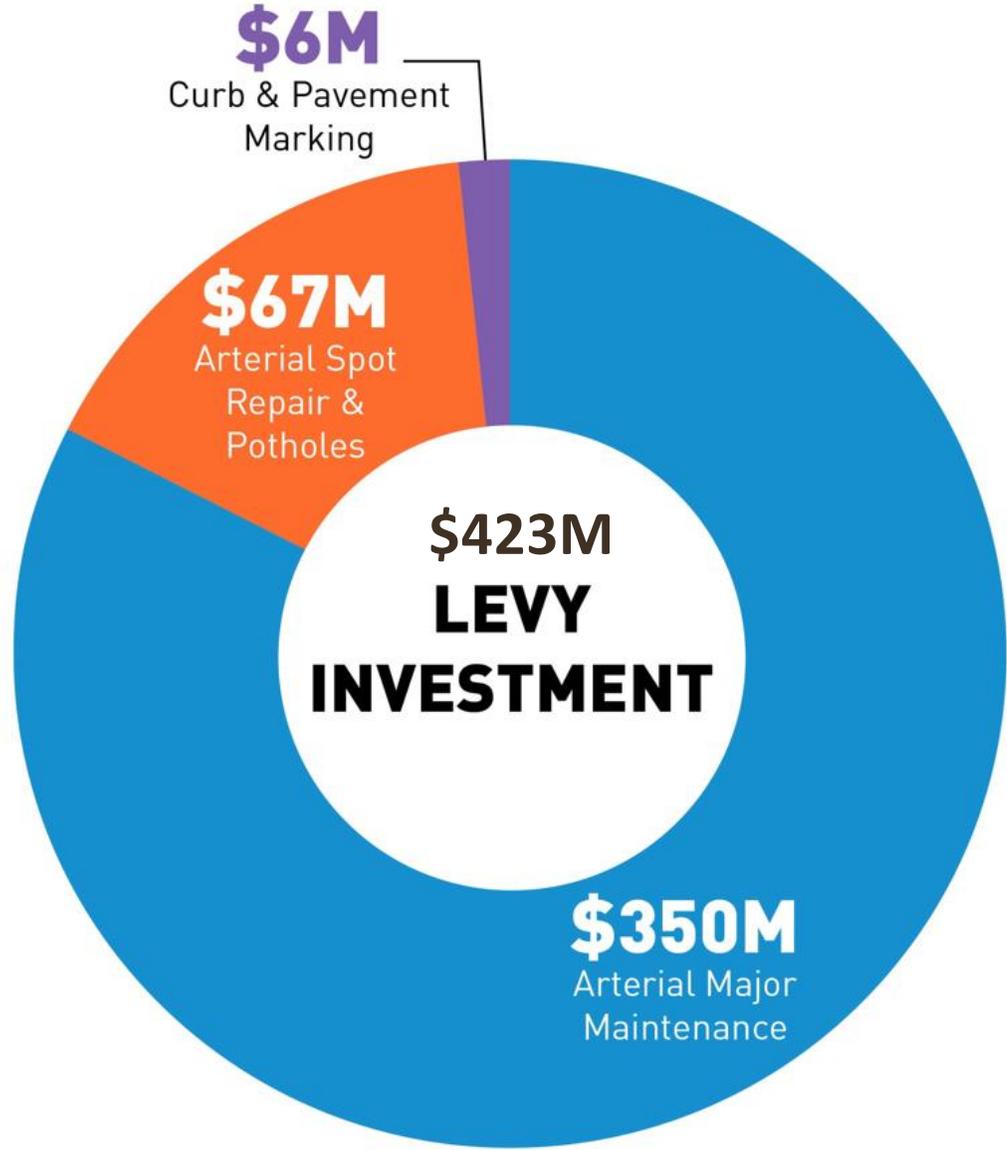
EQUITY



MOBILITY & ECONOMIC VITALITY



MAINTENANCE & MODERNIZATION



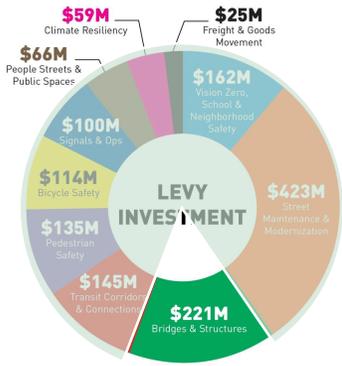
Street Maintenance and Modernization

COMMITMENTS

- ✓ Fill 80% of reported potholes within 72 hours
- ✓ Repave approximately 15 streets
- ✓ 50 lane-miles of spot paving repair and paving on arterial streets at approximately 400 locations
- ✓ Refresh curb and pavement markings



Bridges and Structures



SAFETY



MOBILITY & ECONOMIC VITALITY

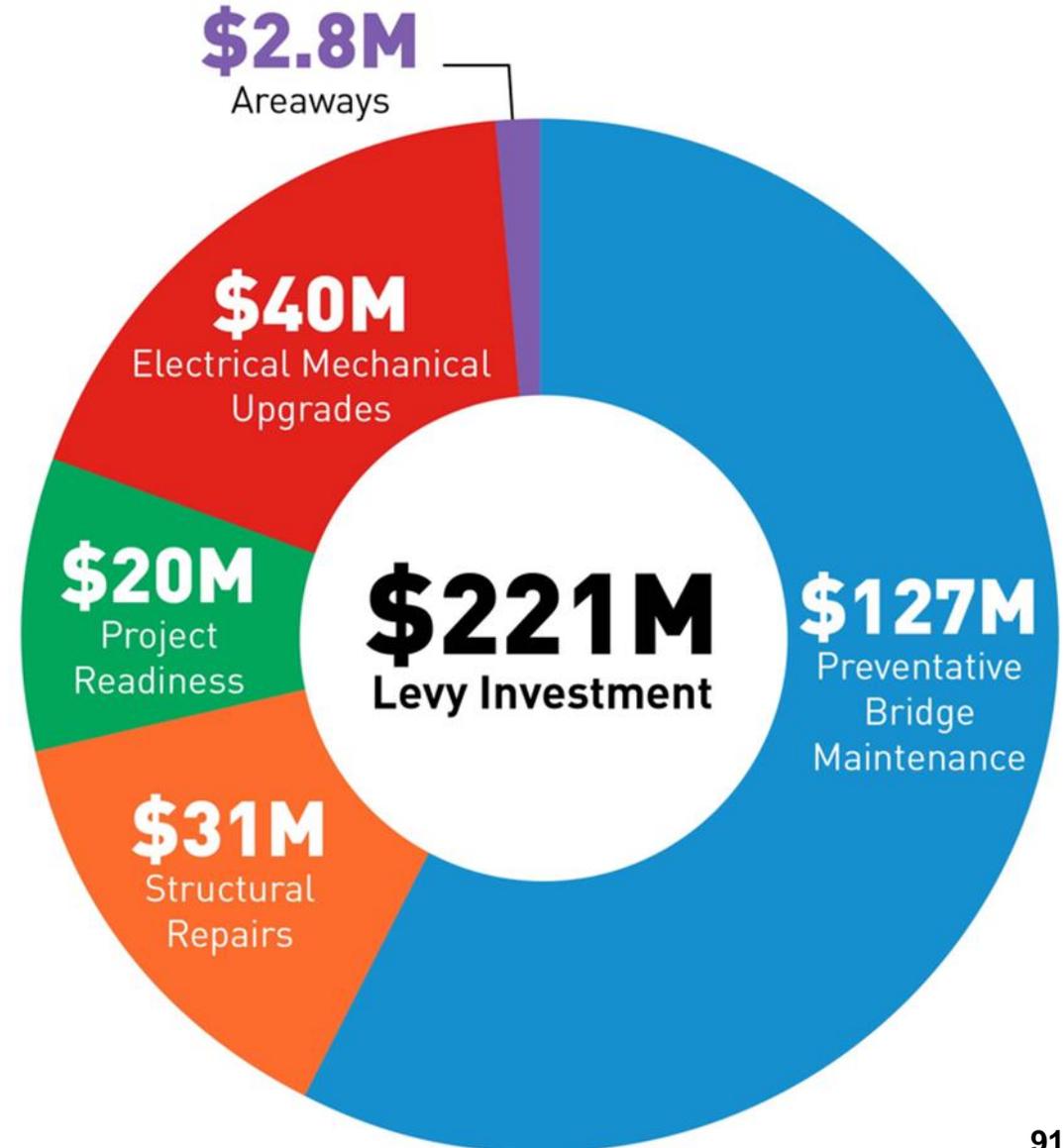


MAINTENANCE & MODERNIZATION



INVEST IN

- ✓ Preservation bridge deck and joint replacement, cleaning, and painting on optimum schedules to extend the life of our bridges
- ✓ Bridge repairs, seismic retrofits, and upgrades
- ✓ Planning for future bridge replacement
- ✓ Areaways in Pioneer Square

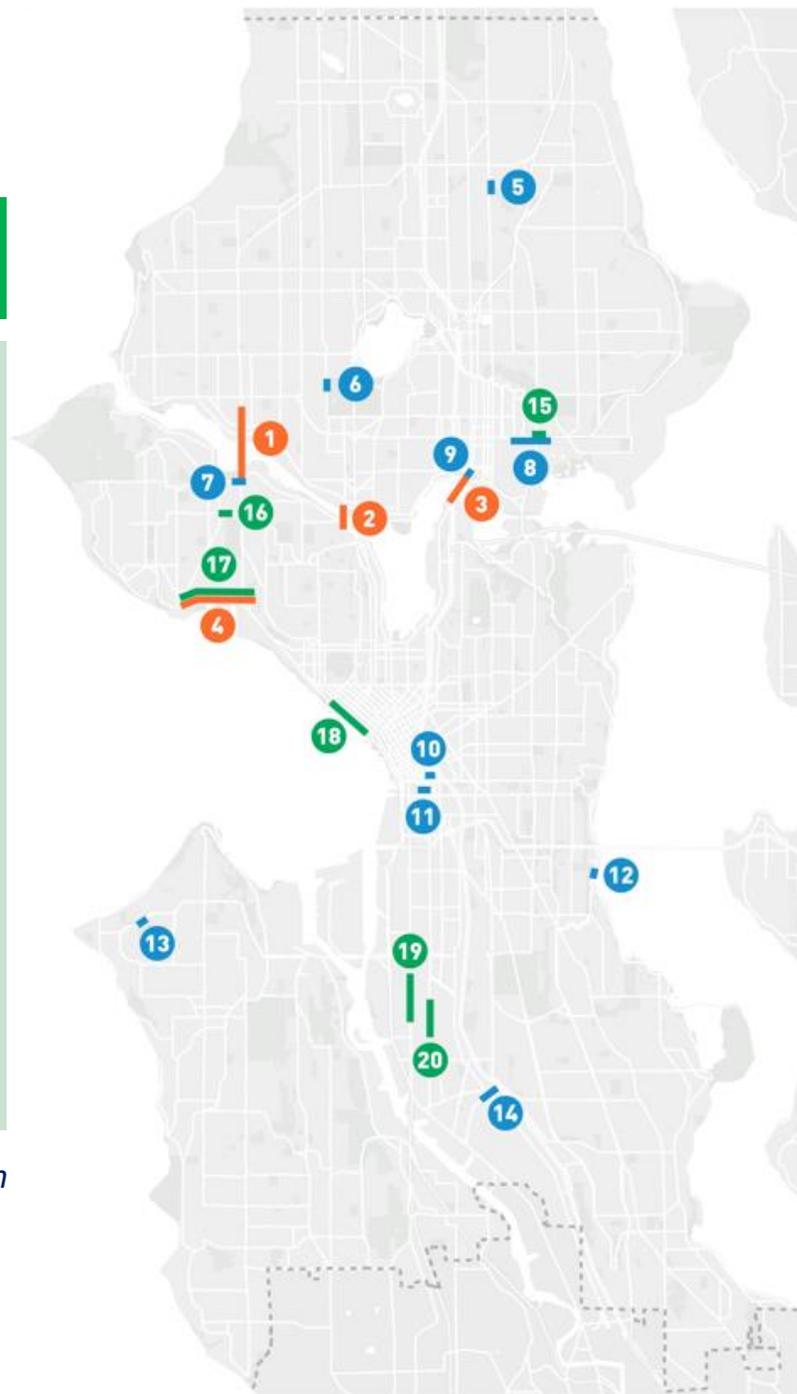


Bridges and Structures

COMMITMENTS

- ✓ Upgraded electrical and mechanical systems on Ship Canal bridges
- ✓ Structural repairs on Ballard Bridge and Magnolia Bridge
- ✓ Preventative bridge maintenance program for the City's 134 bridges
- ✓ Advance 6 structures for future replacement
- ✓ Improve areaway* data collection, pursue partnerships and grants

**the underground spaces between sidewalks and building basemen*



— Bridge Capital Projects

- 1 Ballard Bridge structural repairs and mechanical & electrical
- 2 Fremont Bridge mechanical & electrical
- 3 University Bridge mechanical & electrical
- 4 Magnolia Bridge structural repairs

— Initial Preventative Bridge Maintenance Program Projects (2025-2026)

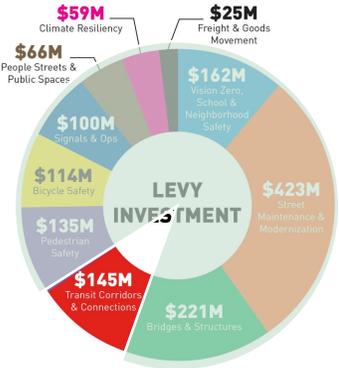
- 5 15th Ave N/Thornton Creek
- 6 Phinney Ave N/N 57th St
- 7 W Emerson St Viaduct
- 8 NE 45th St Viaduct
- 9 Roosevelt/Campus Pkwy seismic retrofit
- 10 Yesler Way/5th Ave S
- 11 S Main St railroad seismic retrofit
- 12 Colman Park - Lakeside
- 13 Schmitz Park Bridge
- 14 Albro Pl/Airport Way S

— Project Readiness Structures

- 15 NE 45th St Viaduct central span
- 16 W Dravus St over railyard
- 17 Magnolia Bridge alternatives update
- 18 Elliott Bay Seawall Phase II (north segment)
- 19 1st Ave S Bridge over Argo railyard
- 20 4th Ave S Bridge over Arto railyard

--- Seattle City Limits

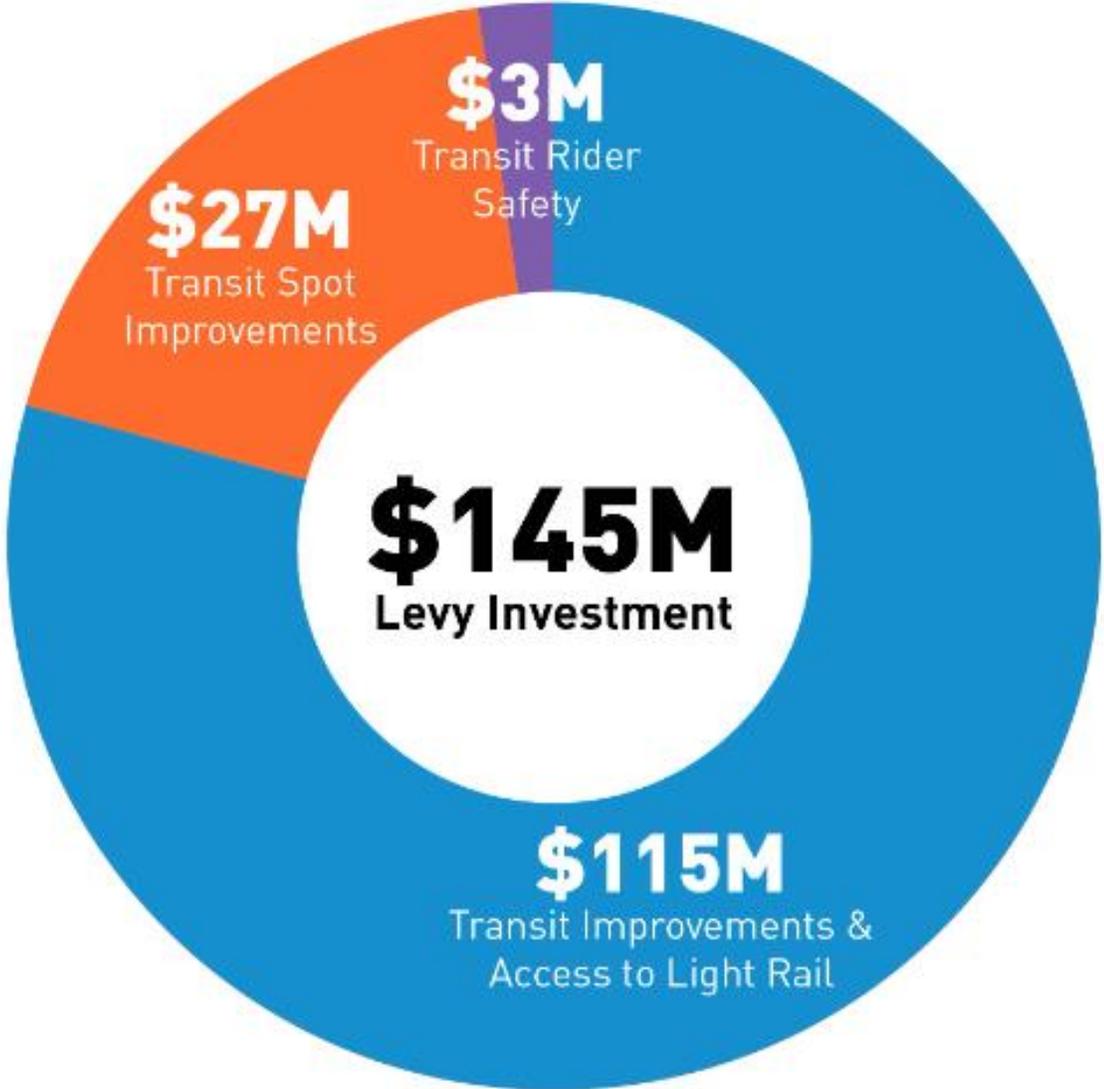
Transit Corridors and Connections



INVEST IN

- ✓ Bus lanes
- ✓ Light Rail connections
- ✓ Bus signal priority
- ✓ Transit spot improvements
- ✓ Walk, bike and bus to transit
- ✓ Lighting and safety

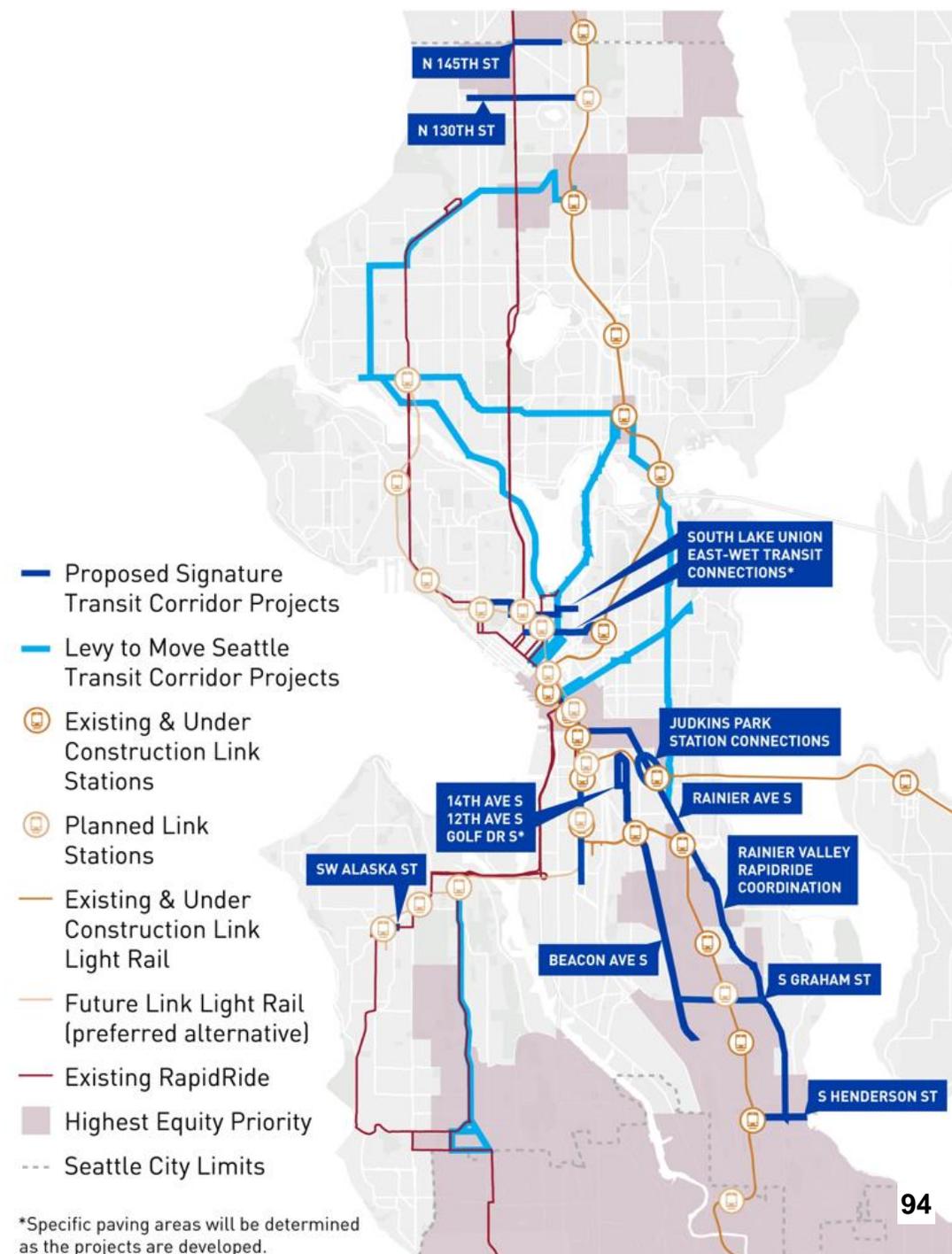
SAFETY 	MOBILITY & ECONOMIC VITALITY
EQUITY 	LIVABILITY
SUSTAINABILITY 	MAINTENANCE & MODERNIZATION



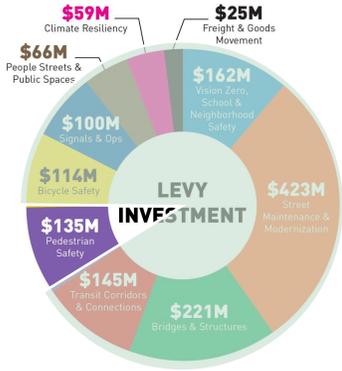
Transit Corridors and Connections

COMMITMENTS

- ✓ 4 bus route projects on high-ridership routes serving equity priority areas
- ✓ 3 Link light rail access projects, with improved sidewalks, crossings, bike lanes, and/or lighting
- ✓ 5 key partnership projects connecting to Link light rail stations
- ✓ 160 transit spot improvements for reliability, safety, and access



Pedestrian Safety



INVEST IN

- ✓ New sidewalks
- ✓ Sidewalk repair
- ✓ Crosswalks
- ✓ Stairways
- ✓ Accessible curb ramps

SAFETY



EQUITY



SUSTAINABILITY



MOBILITY & ECONOMIC VITALITY



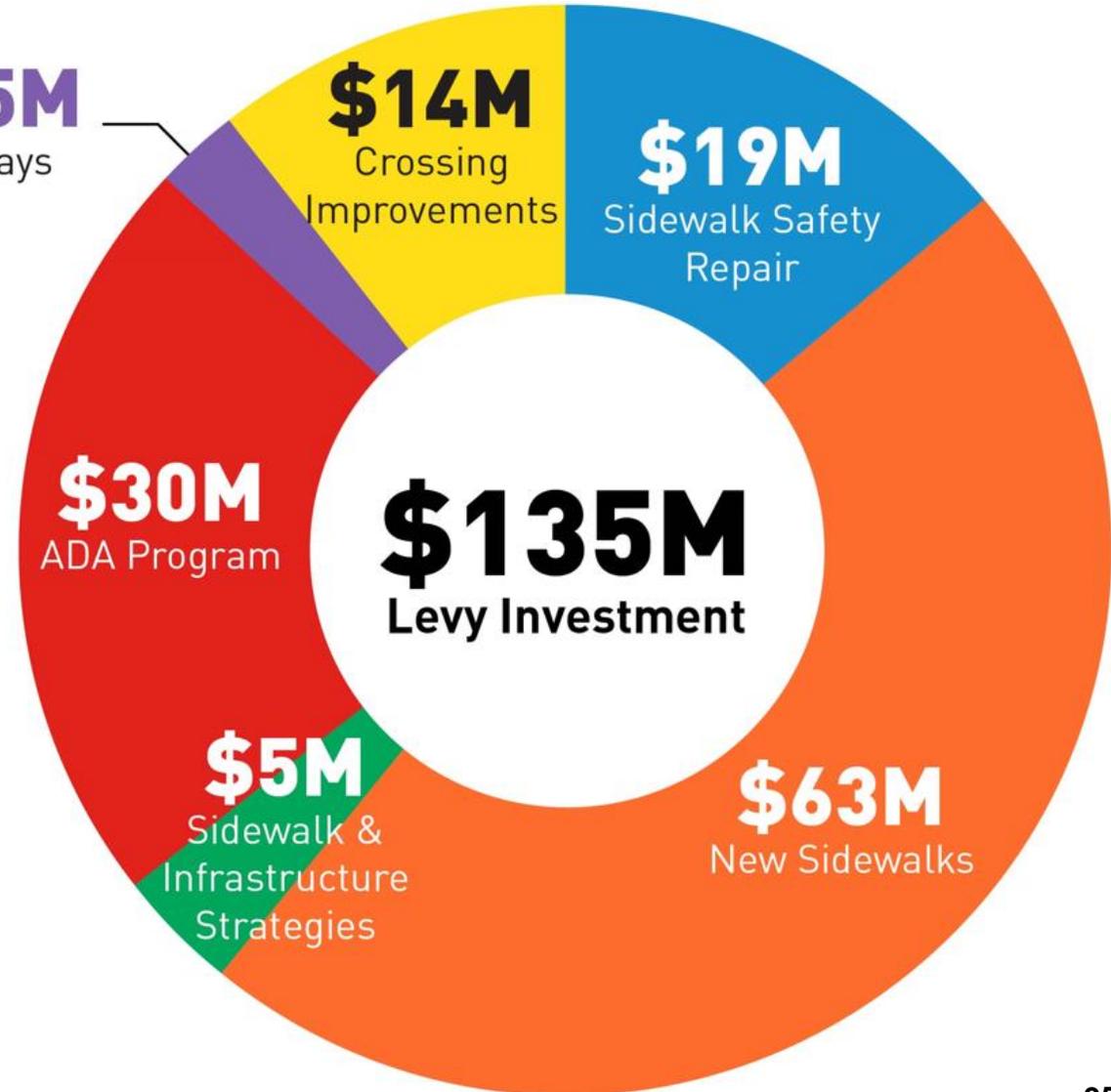
LIVABILITY



MAINTENANCE & MODERNIZATION



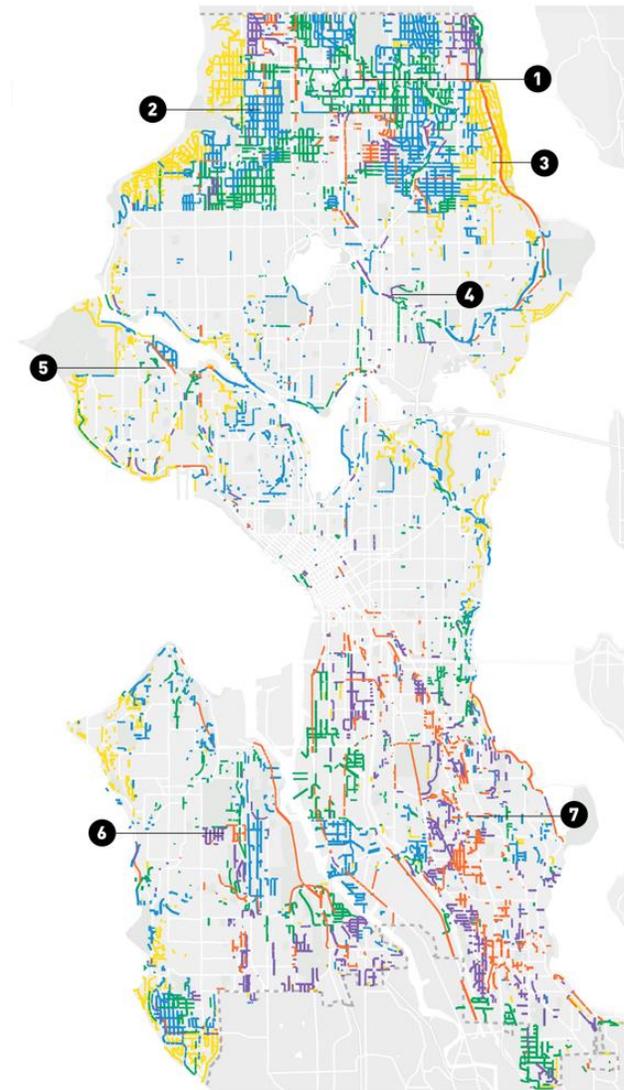
\$3.5M
Stairways



Pedestrian Safety

COMMITMENTS

- ✓ 280 blocks of new sidewalks - 30 along frequent transit network
- ✓ Sidewalk surge: deliver 250 blocks in first 4 years
- ✓ Support for 10,000 accessible curb ramps
- ✓ 34,000 sidewalk spot repairs on buckled and damaged sidewalks
- ✓ 9 stairway repairs
- ✓ New and upgraded crosswalks
- ✓ Sidewalk and infrastructure repair and funding strategies



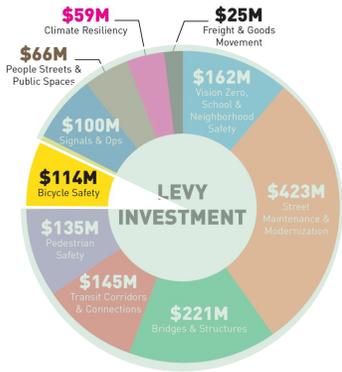
Potential Initial Projects

- 1 1st Ave NE:
120th St to NE 130th St
- 2 Greenwood Ave N:
N 112th St to N 117th St
- 3 NE 95th St:
Sand Point Way NE to 35th Ave NE
- 4 NE Ravenna Blvd:
12th Ave NE to Brooklyn Ave NE
- 5 Gilman Ave W:
W Manor Pl to 28th Ave W
- 6 SW Brandon St:
26th Ave SW to 30th Ave SW
- 7 Renton Ave S:
35th Ave S to S Dawson St

Missing Sidewalks

- Tier 1
- Tier 2
- Tier 3
- Tier 4
- Tier 5

Bicycle Safety



INVEST IN

- ✓ Protected bike lanes
- ✓ Neighborhood greenways
- ✓ Better bike barriers on existing bike facilities
- ✓ Bike lane sweeping, maintenance, and spot repairs

SAFETY



EQUITY



SUSTAINABILITY



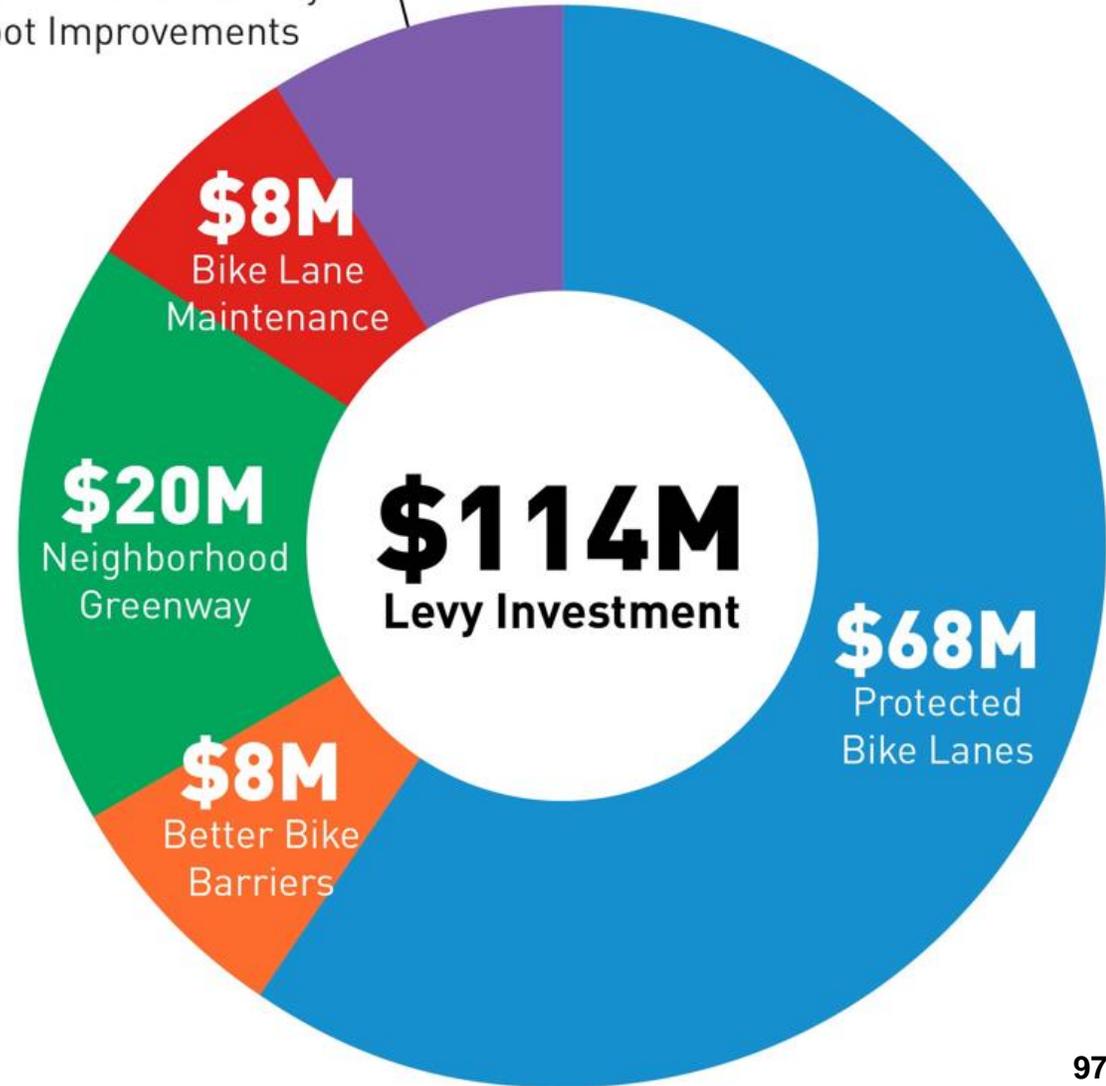
LIVABILITY



MOBILITY & ECONOMIC VITALITY



\$10M
Urban Trails & Bikeways
Spot Improvements

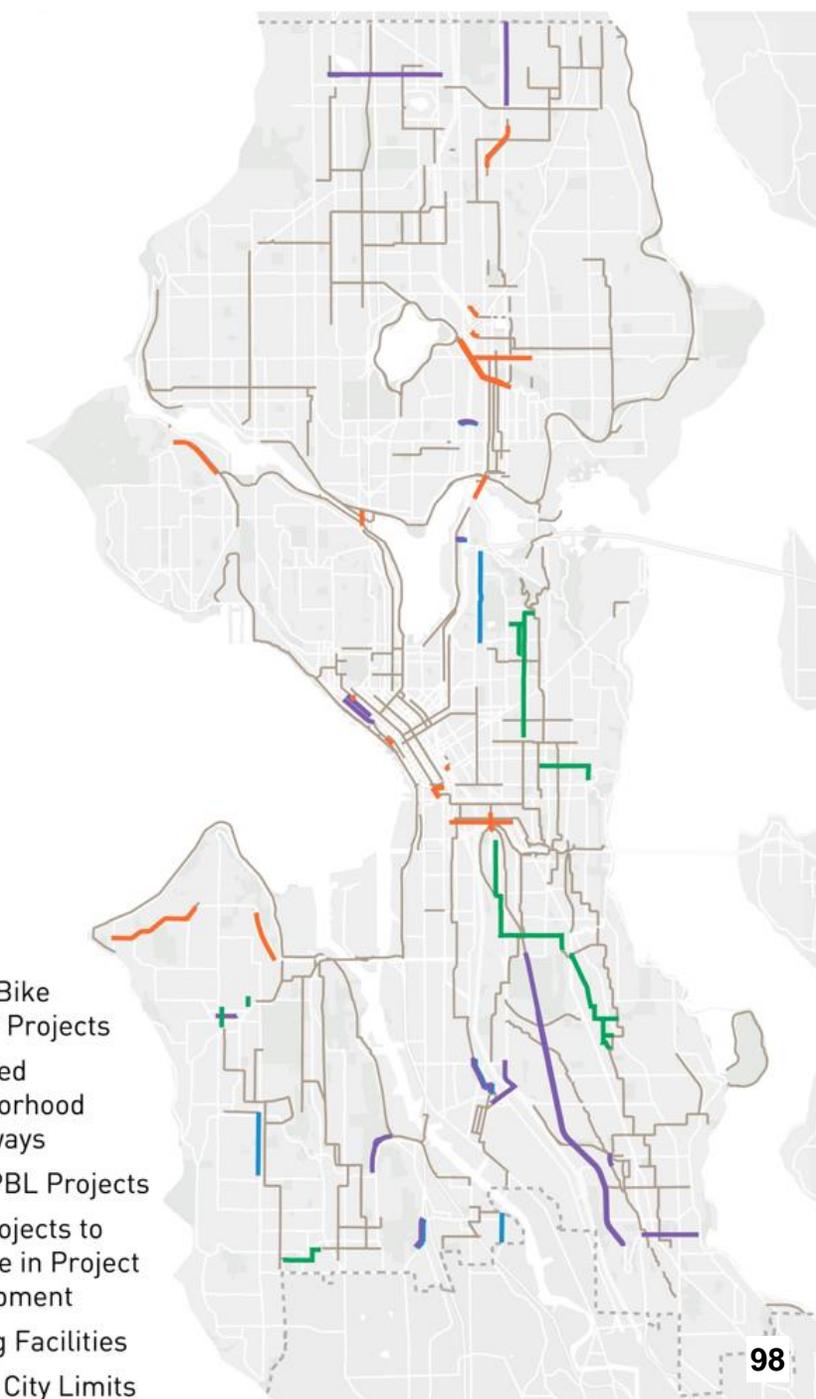


Bicycle Safety

COMMITMENTS

- ✓ 5 new neighborhood greenways - focus on K-8 public schools and south Seattle
- ✓ Regular sweeping and barrier repair
- ✓ Close gaps in the all ages and abilities bicycle network
- ✓ Upgrade 30% of existing protected bike lanes with improved barriers or buffers
- ✓ Make safety improvements to existing bike lanes, trails and neighborhood greenways

- Better Bike Barrier Projects
- Proposed Neighborhood Greenways
- Initial PBL Projects
- PBL Projects to Advance in Project Development
- Existing Facilities
- Seattle City Limits

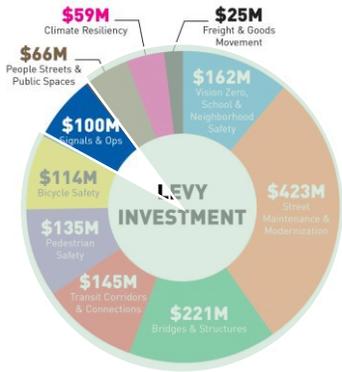


Example: Bicycle Safety

- **Upgrade the existing network** – better bike barriers
- **Bike lane maintenance** – sweeping, paint and post repairs, and maintenance of Urban Trails
- **Maintenance & modernization** – complete streets considerations in paving projects
- **Protected bike lanes and gap closures** - 6 initial projects; 5 projects to advance
- **Neighborhood Greenways** - 5 initial projects with focus on connections to schools
- **Leverage funds for future opportunities**
- **Bicycle safety** connected to Vision Zero, Neighborhood & School Safety programs



Signals and Operations



SAFETY



EQUITY



MOBILITY & ECONOMIC VITALITY

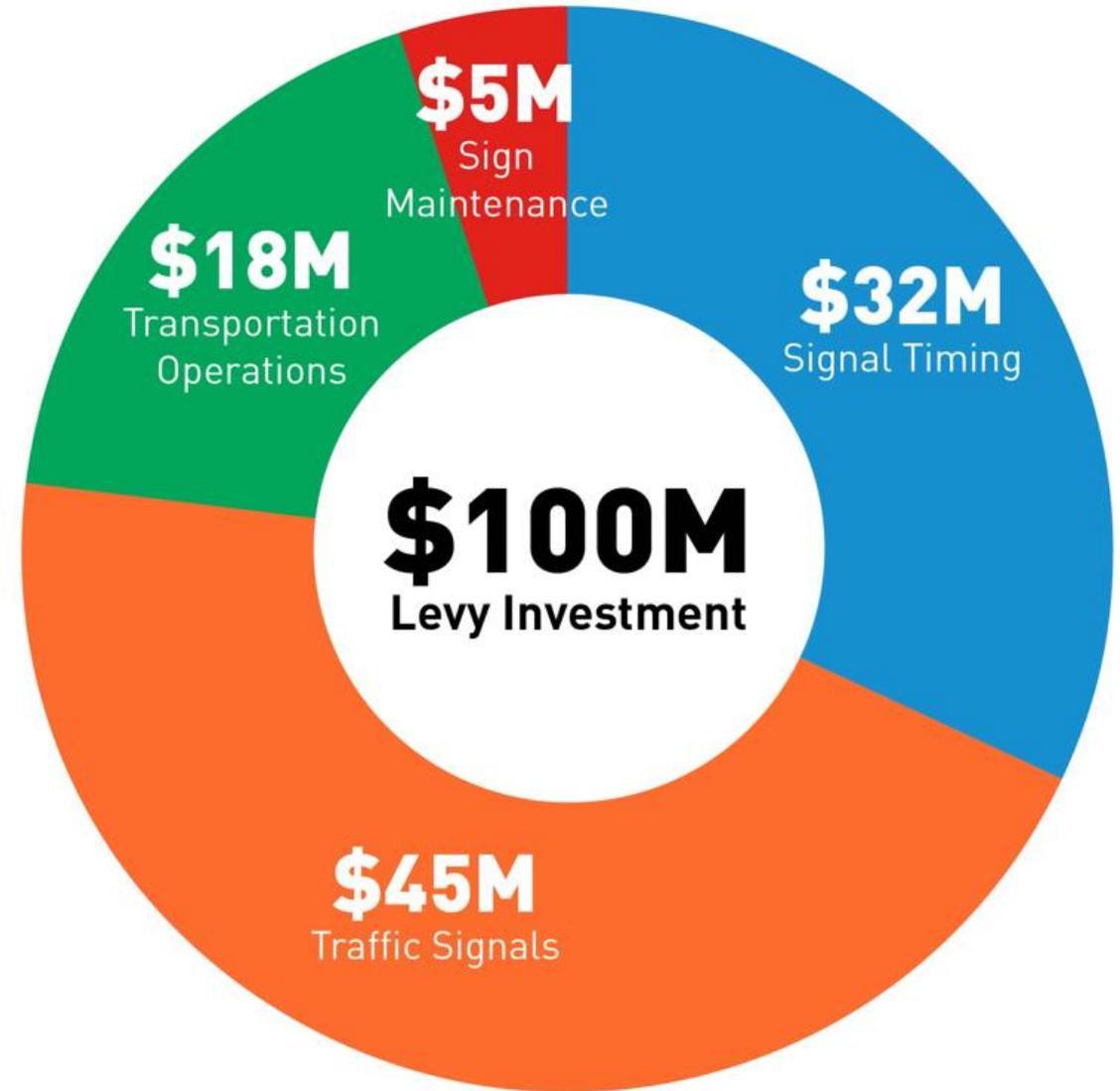


MAINTENANCE & MODERNIZATION



INVEST IN

- ✓ New traffic signals
- ✓ Accessible pedestrian signals
- ✓ Bikeway signals
- ✓ Transit queue jump signals
- ✓ Traffic signal maintenance
- ✓ Sign replacement
- ✓ Traffic signal timing
- ✓ Transportation Operations Center
- ✓ Constituent responses



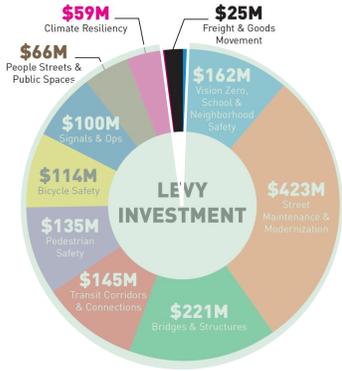
Signals and Operations

COMMITMENTS

- ✓ 40 corridor signal timing projects
- ✓ 4 Intelligent Transportation System projects
- ✓ New traffic signals at 10 locations
- ✓ Major maintenance on 40 traffic signals
- ✓ Accessible pedestrian signals at 50 crossings
- ✓ Preventative traffic signal maintenance
- ✓ 5,500 signs replaces
- ✓ Research and respond to ~24,000 constituent inquiries
- ✓ 24/7 service in the Transportation Operations Center



Freight and Goods Movement



INVEST IN

- ✓ Intersections
- ✓ Drayage truck parking
- ✓ Paving on freight corridors
- ✓ Rail crossings
- ✓ Safety improvements

SAFETY



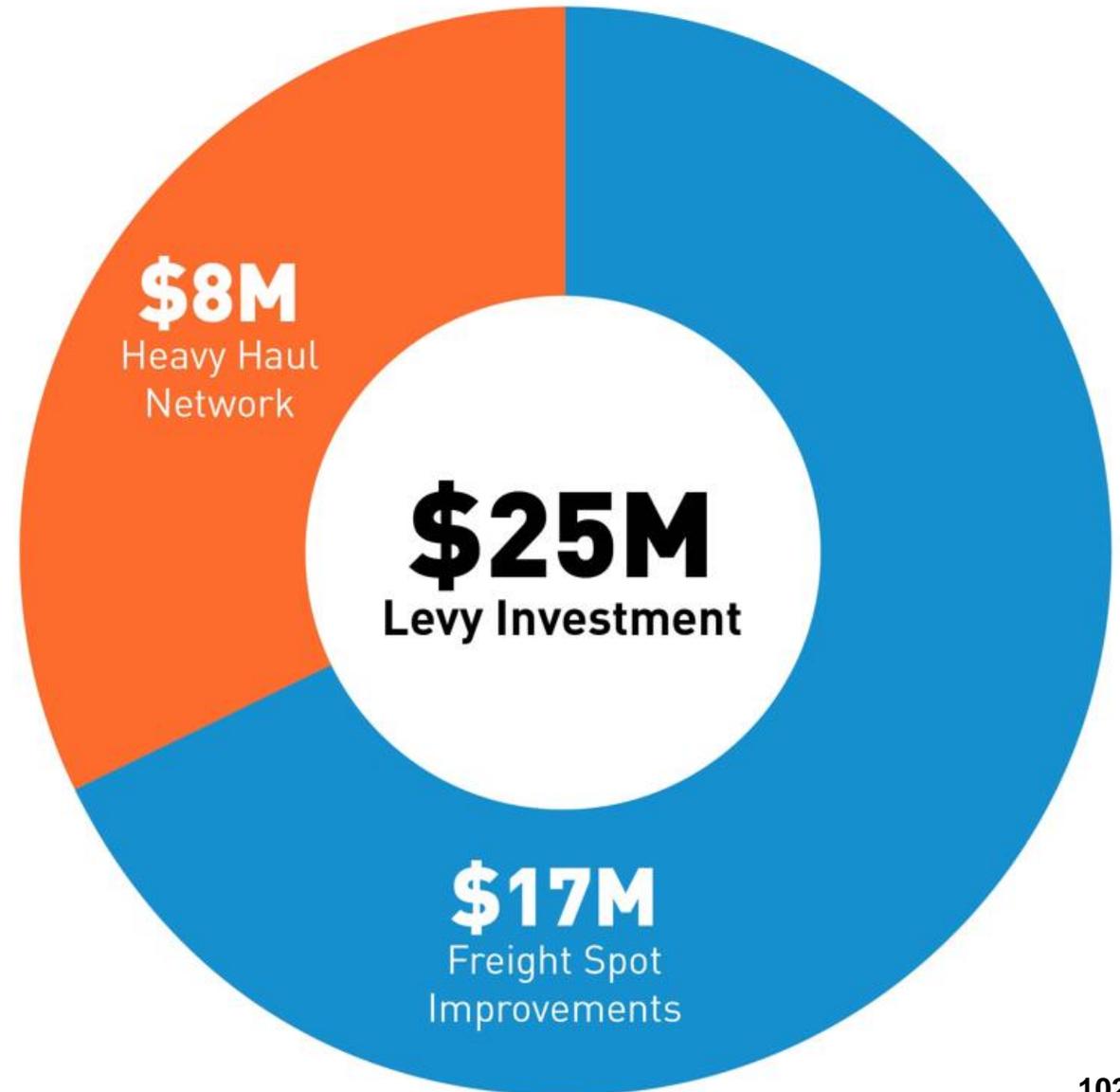
EQUITY



MOBILITY & ECONOMIC VITALITY



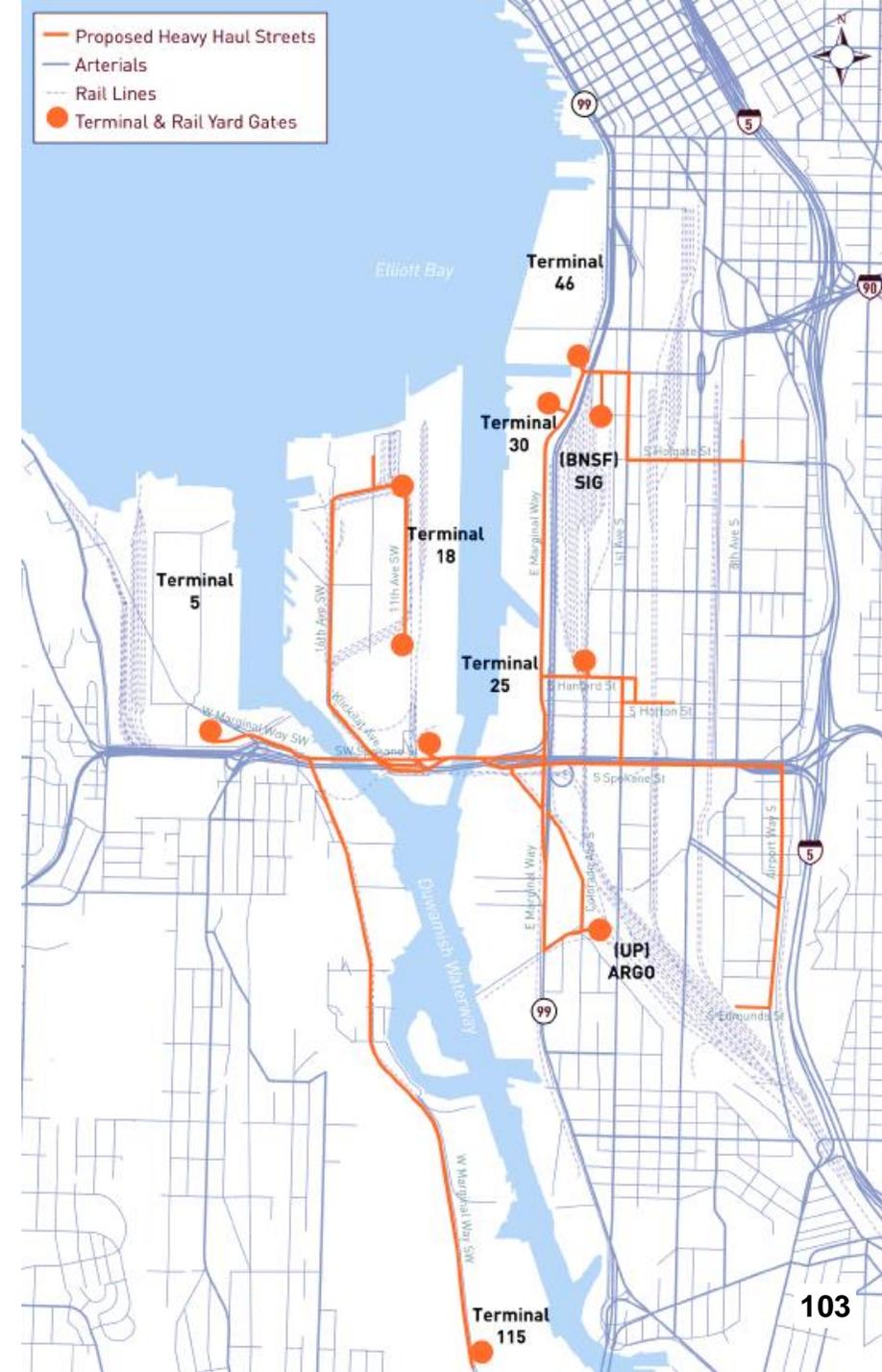
MAINTENANCE & MODERNIZATION



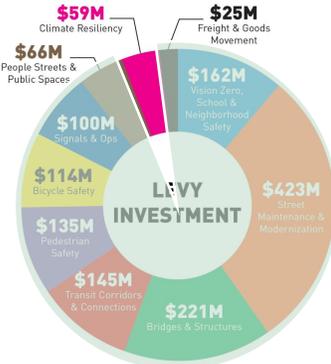
Freight and Goods Movement

COMMITMENT

- ✓ 32 investments to improve truck movement, intersection upgrades, and additional truck parking
- ✓ Additional paving on the Heavy Haul Network in partnership with the Port of Seattle



Climate and Resiliency



INVEST IN

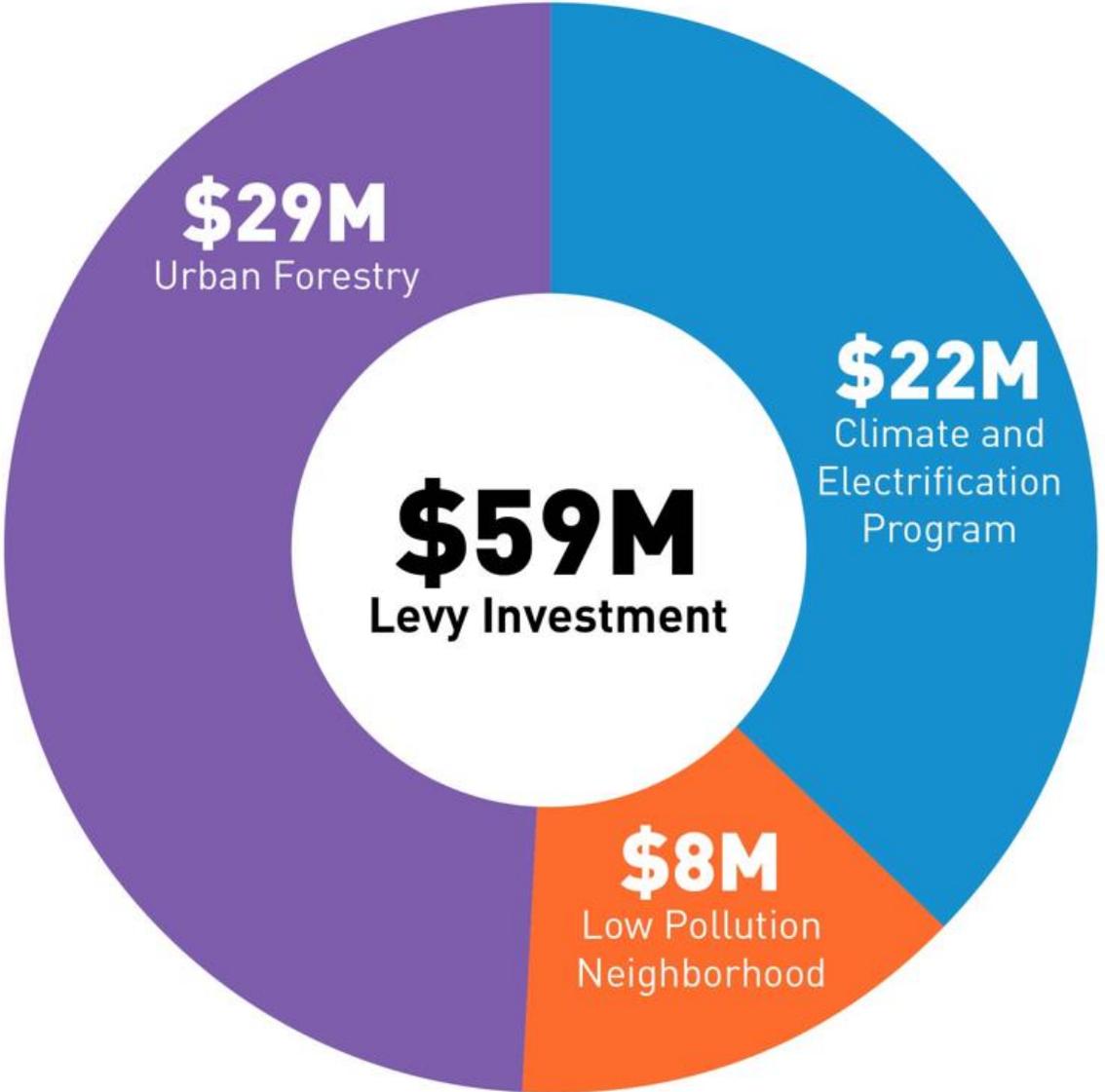
- ✓ EV charging
- ✓ Electrification grants
- ✓ Low Pollution Neighborhoods
- ✓ Low-emission goods delivery
- ✓ Tree planting
- ✓ Tree maintenance

EQUITY

SUSTAINABILITY

MOBILITY & ECONOMIC VITALITY

LIVABILITY



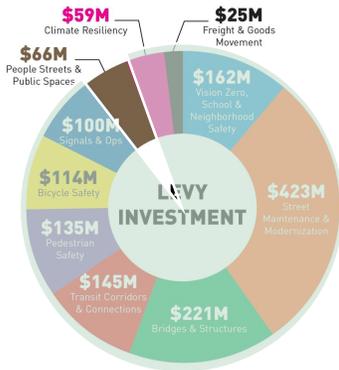
Climate and Resiliency

COMMITMENTS

- ✓ Expand public electric vehicle charging at public facilities in partnership with Seattle City Light and operating departments
- ✓ Pursue grants for transportation electrification
- ✓ 3 low pollution neighborhood pilot projects
- ✓ Meet the 3 to 1 tree replacement requirement
- ✓ Expand tree species diversity
- ✓ Expand tree canopy in neighborhoods that have had less investment in tree planting and care



People Streets and Public Spaces



INVEST IN

- ✓ Projects designed, built and activated in partnership with business and community groups
- ✓ Plazas and people-focused spaces
- ✓ Activation activities
- ✓ Wayfinding
- ✓ Pedestrian lighting
- ✓ Maintenance
- ✓ Decluttering sidewalks
- ✓ Improving landscaping
- ✓ Street furniture and art

SAFETY



EQUITY



SUSTAINABILITY



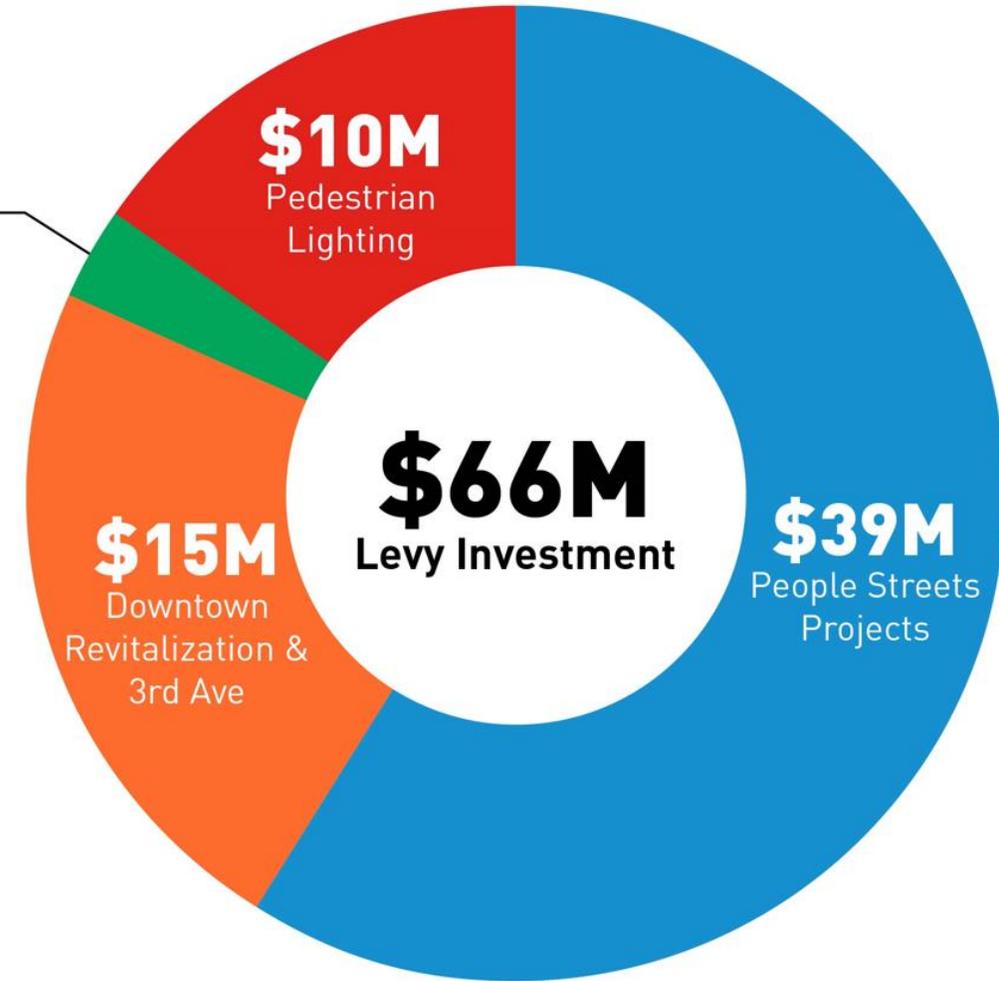
MOBILITY & ECONOMIC VITALITY



LIVABILITY



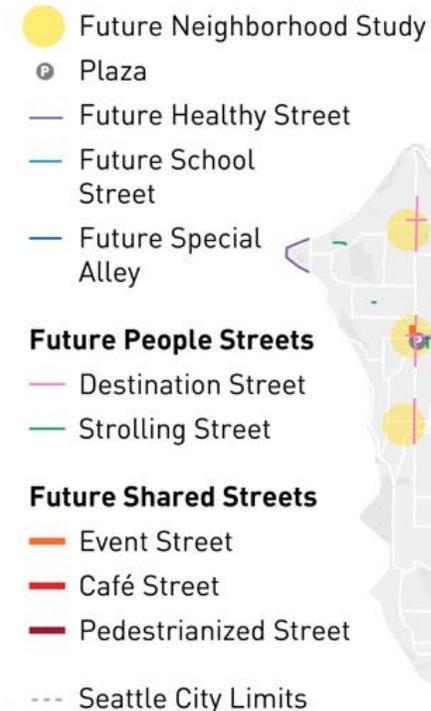
\$2M
People Streets & Wayfinding Maintenance



People Streets and Public Spaces

COMMITMENTS

- ✓ 8 People Street Projects
- ✓ 8 Public Space investments
- ✓ Spot improvements
- ✓ Pilot projects in equity priority areas
- ✓ Downtown Activation and 3rd Avenue
- ✓ Maintenance for activation projects
- ✓ Citywide wayfinding maintenance and expansion
- ✓ Pedestrian lighting leading to transit stops



Delivering on Transportation Levies



Delivering on transportation levy commitments

Levy Program Expected Status

As of end of Levy (Levy spending could extend past 2024)

Pending adoption of future annual and supplemental budgets, administrative transfers, and future legislation.

1 Safety Corridors	2 Safe Routes to School	3 Markings	4 Transportation Operations	5 Bicycle Safety
6 Sidewalk Safety Repair	7 Curb Ramps and Crossings	8 Neighborhood Street Fund	9 Arterial Roadway Maintenance	10 Paving Spot Improvements
11 Bridge Repair Backlog	12 Bridge Seismic Improvements	13 Fairview Bridge	14 Bridge Replacement, Planning and Design	15 Stairway Maintenance
16 Tree Planting and Trimming	17 SPU Drainage Partnership, South Park	18 Multimodal Improvements (9 of 11 projects meeting goals)	19 Traffic Signal Timing Improvements	20 ITS Improvements
21 Transit Spot Improvements	22 Light Rail Connections, Graham St	23 Northgate Bridge	24 Light Rail Connections, Mt Baker	25 New Sidewalks
26 SPU Broadview	27 Bike Parking and Spot Improvements	28 Lander St Bridge	29 East Marginal Way	30 Freight Spot Improvements

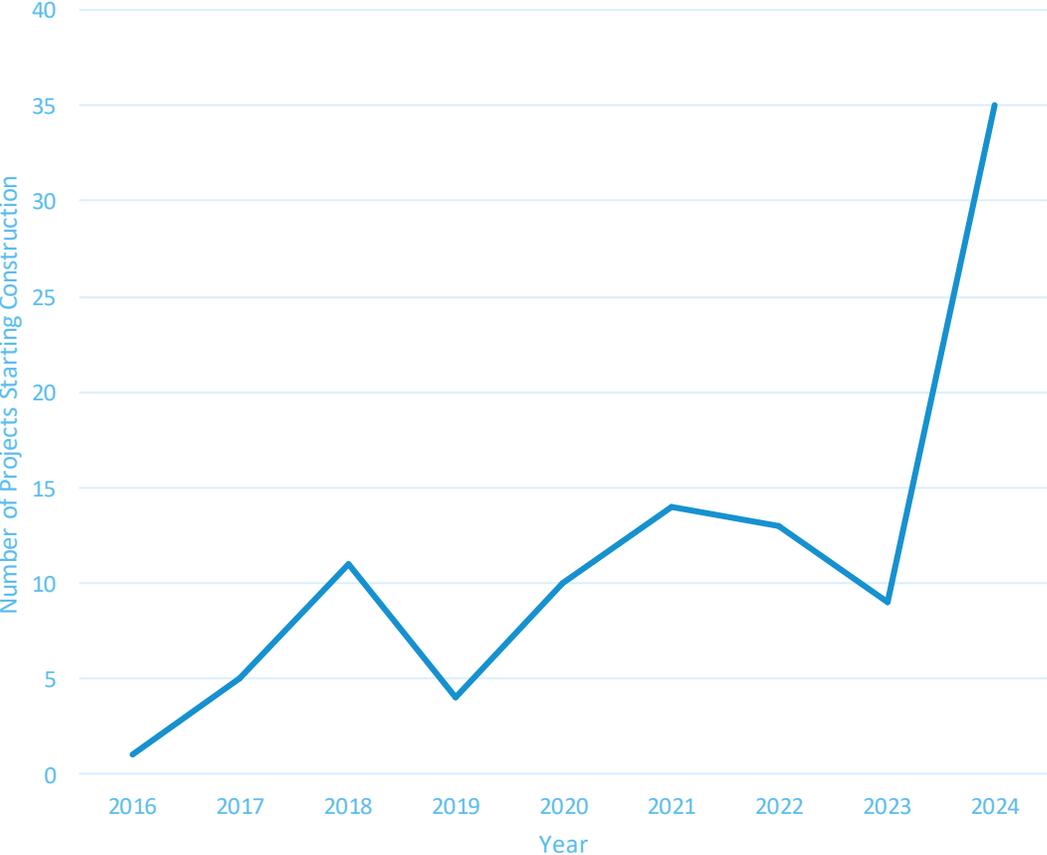
■ Meeting or exceeding 2015 Goals & 2018 Workplan Target

■ Exceeding 2018 Workplan Target and taking action to get closer to 2015 Goals

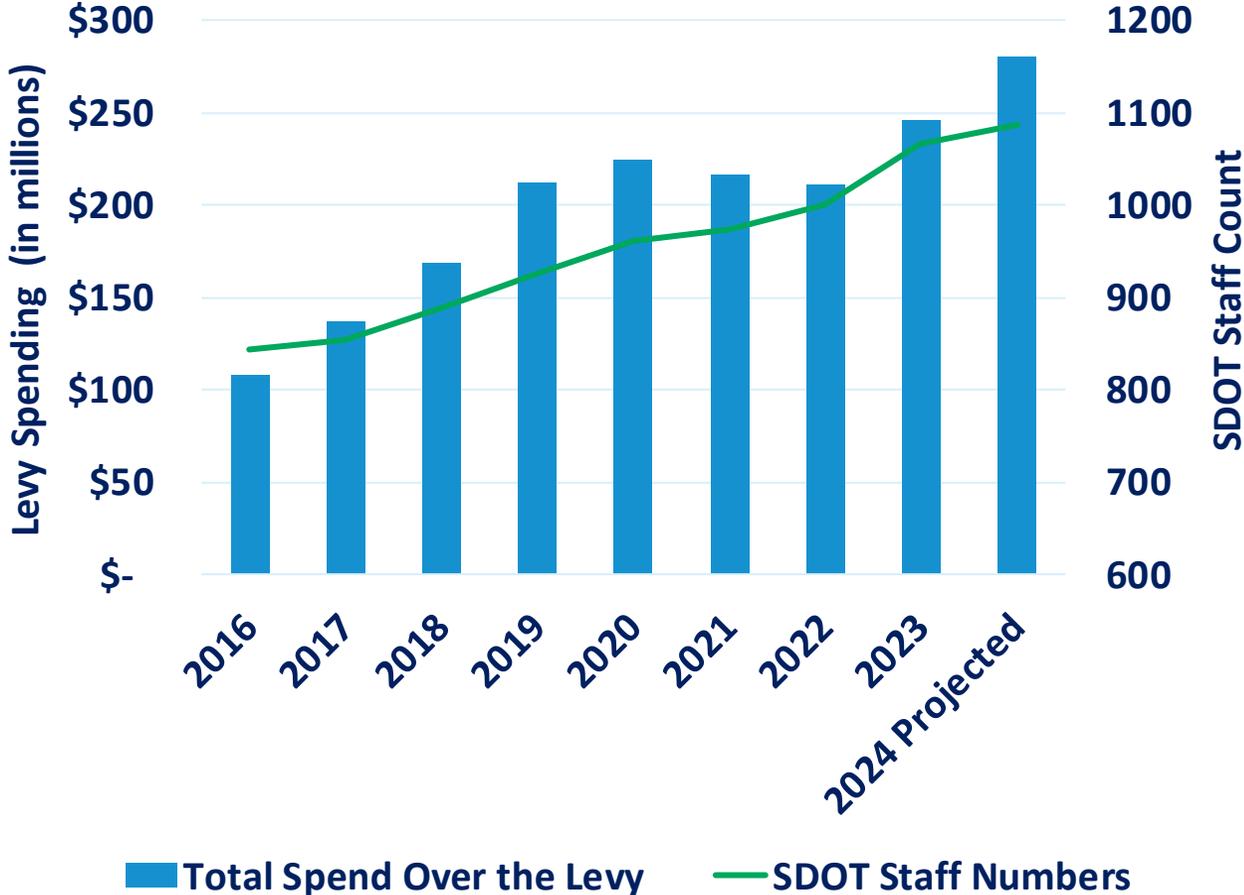
■ Not meeting 2015 Goals or 2018 Workplan Target due to project schedule changes

SDOT is poised to deliver biggest transportation levy yet

Levy Funded Projects Starting Construction



Levy is aligned with capacity SDOT built through Move Seattle Levy



Remaining accountable to Seattle taxpayers

- Continue regular reporting and communication about levy delivery
- Engage with a Levy Oversight Committee for deeper discussion and transparency
- Continually improve how we share progress with the public

South Seattle safety & bike projects moving forward with completed designs! | LEVY DOLLARS AT WORK

by SDOT Blog on February 16, 2024



Construction crews paving new southbound bike ramp at I-90 Trail. Photo SDOT.

Seattle Department of Transportation

LEVY TO MOVE SEATTLE 2023 ANNUAL REPORT



Blockade from Age left, planting trees, removing crosswalks, the groundbreaking of the Martin Luther King Jr Way Safety Project, and new sidewalk near Wing Lake Elementary.

Published April 2024



Reporting Dashboard
Levy to Move Seattle

Data as of December 2023, updated quarterly

Reporting Period: 2023 Summary

Approved by voters in 2016, the 8-year, \$920M levy provides funding to improve safety for all travelers, maintain our streets and bridges, and invest in reliable, affordable travel options for a growing city. The levy funds programs to take care of the basics, while also making investments that will allow our transportation system to keep pace with our growing city.

Levy to Move Seattle Website

ID	Levy Deliverable	2023 Q1	2023 Q2	2023 Q3	2023 Q4	ID	Levy Deliverable	2023 Q1	2023 Q2	2023 Q3	2023 Q4
1	Safety corridors Planned: 5 Completed: 1	0	0	1	0	4	Regulatory street signs replaced Planned: 3000 Completed: 3,005	696	692	769	848
	Miles of speed limit signs replaced Completed: 0					5	Bike lane (miles) Planned: 0 Completed: 0	0	0	0	0
2	Safe Routes to School Projects Planned: 9-12 Completed: 26	2	4	15	5		Neighborhood Greenway (miles) Planned: 1.8-6.4 Completed: 4.07	0	1.85	0	2.82
3	Crosswalks repainted Planned: 1500 Completed: 1,604	0	1,363	241	0		Protected bike lane (miles) Planned: 2-3.6 Completed: 0.5	0	0.5	0	0
	Arterial lane-miles repainted Planned: 560 Completed: 566	0	32	317	217	6	Sidewalk spot imp. (shim/bevel/curb repair) Planned: 5000 Completed: 8,775	2,188	2,793	2,886	909
4	New traffic signals Planned: 3 Completed: 4	0	1	1	2		Sidewalks repaired, block equivalents Planned: 17 Completed: 31.02	9.97	11.87	5.11	5.07
	Traffic signal improvements Planned: 10 Completed: 10	0	0	3	7		Square footage of sidewalk repair Planned: 0 Completed: 62,042	17,942	23,740	10,227	10,133
	Traffic spot improvements Planned: 10 Completed: 10	1	4	0	5	7	Customer service req. curb ramp upgrades Planned: 150-200 Completed: 251	63	95	56	17
	Corridors optimized Planned: 5 Completed: 5	0	0	1	4	8	Neighborhood Street Fund Planned: 6 Completed: 5	0	2	1	2

Mayor's Transportation Levy Proposal

- ✓ \$1.45B over 8 years
- ✓ Balanced and **practical** set of investments
- ✓ **Safer, better connected, and more reliable transportation system** for you and your constituents
- ✓ Invests in **maintenance needs** while **modernizing** our transportation system to meet our **growth, affordability, equity, and climate values**



Thank you



APPENDIX

Proposal Overview

Program	Investment
Vision Zero, School & Neighborhood Safety	\$162M
Street Maintenance & Modernization	\$423M
Bridges & Structures	\$221M
Transit Corridors & Connections	\$145M
Pedestrian Safety	\$135M
Bicycle Safety	\$114M
Signals & Operations	\$100M
People Streets & Public Spaces	\$66M
Climate & Resiliency	\$59M
Freight & Goods Movement	\$25M
Total	\$1.45B

Levy is expected to allow us to leverage an additional \$350 - \$450 million in grants and partner funds to invest in levy-funded projects and programs

Changes from Draft to Final Proposal

Proposal increased by \$100M to \$1.45B total over 8 years

- **Vision Zero, Neighborhood and School Safety:** Now includes the Neighborhood-Initiated programs, and \$14M identified to directly respond to emerging community requests for safety projects.
- **Bridges & Structures:** \$3M added to the new Bridge Preventative Maintenance Program. To the Project Readiness fund, included an update for the Magnolia Bridge replacement alternatives cost estimates.
- **Transit Corridors & Connections:** \$23M Added: \$20M for capital projects and more substantial transit spot improvements; \$3M over three years to invest in strategies to increase transit rider safety and security
- **Pedestrian Safety:** \$26M added - \$20M for an additional 30 blocks of missing sidewalks on transit routes in urban centers; \$5M for sidewalk and infrastructure maintenance and funding strategies; \$1M for sidewalk safety repair, added a commitment to build 250 blocks of new sidewalks in 4 years
- **Bicycle Safety:** \$20M added to expand the bike network with a focus on South Seattle.
- **People Streets & Public Spaces:** \$11M added - \$5M for pedestrian lighting and \$6M for the Occidental Promenade festival street project
- **Climate & Resiliency:** \$10M added to support Seattle City Light's expansion of publicly available electric vehicle chargers through grant matching, and facilitate more chargers at libraries, community centers and frequently visited parks.



Organizations we engaged with

Community-Based Organizations

- Africatown Community Land Trust
- Downtown Seattle Association
- Duwamish River Cleanup Coalition
- Chief Seattle Club
- Chinese Information and Service Center
- Lake City Collective
- Pioneer Square Alliance
- Rainier Beach Action Coalition
- Seattle Parks Foundation
- SCIDpda
- Urban League

Business Groups

- African Chamber of Commerce
- Arenas and venues
- Construction and engineering firms
- Greater Seattle Business Association
- Major employers
- SODO BIA
- Seattle Metro Chamber of Commerce
- Tabor 100
- U District Partnership

Labor Organizations

- Building Trades
- IUPAT
- MLK Labor Council
- OPCMIA
- PROTEC17

Transportation Advocates

- Transportation Choices Coalition
- Cascade Bicycle Club
- Disability Rights Washington
- Seattle Neighborhood Greenways
- Lid I-5
- Commute Seattle
- UW Transportation Center
- Futurewise
- UW Freight Lab

Partner Agencies

- City departments
- King County Metro
- Port of Seattle / Northwest Seaport Alliance
- Seattle Public Schools
- Sound Transit
- Tribal Governments
- University of Washington
- WSDOT

Data-Driven Choices: Street Maintenance Projects

Seattle Transportation Plan Elements; Determined in Project Development

Major Street Maintenance	Vision Zero-High Injury Network	Condition	Traffic Volume	Bike	Frequent Transit Network	Freight	Sidewalks	People Streets & Public Spaces
N 130th St: 1st Ave NW to I-5	Tier 3	Very Poor	>25,000	✓ Bike + arterial	✓	✓	✓ Tier 1 deficient and Tier 2,3 missing	✓
Roosevelt Way NE: NE 92nd St to Pinehurst Way NE	Tier 4	Poor/Fair	>10,000	✓ Bike + arterial	✓	✓ Minor	✓ Tier 1 deficient	
E Marginal Way S: 1st Ave S to 16th Ave S	Tier 2, 3	Poor	>20,000	✓ Barrier upgrade	✓	✓ Major, HH	✓ Tier 1 missing and deficient	
Rainier Ave S: S Walden St to S Jackson St	Tier 1	Very Poor/Poor	>35,000	✓ Bike + arterial	✓	✓ Major	✓ Tier 1 deficient	✓
15th Ave NE: Pinehurst Way NE to NE 145th St	Tier 3	Poor	>15,000	✓ Bike + arterial	✓	✓ Minor	✓ Tier 1,2,3 deficient	✓
Pinehurst Way NE: Roosevelt Way NE to 15th Ave NE		Poor	>10,000	✓ Bike + arterial	✓	✓ Minor	✓ Tier 1,2,3 deficient	✓
NE 65th St: 2nd Ave NE to 35th Ave NE	Tier 3,4	Fair	>20,000	✓ Bike+ arterial upgrade	✓		✓ Tier 1, 2, 3, 5 deficient	✓
NW Market St: 15th Ave NW to 24th Ave NW	Tier 3	Very Poor	>20,000	✓ Bike+ arterial	✓	✓ Major		✓
23rd Ave E/24th Ave E: E John St to Lake Washington Blvd	Tier 2, 3	Serious/Very Poor/Poor	>20,000		✓	✓ Minor	✓ Tier 3 missing; Tier 2 deficient	
Elliott Ave/Western Ave: Bell St to Thomas St	Tier 3,4	Poor/Fair	>50,000	✓ Bike + arterial, upgrade	✓	✓ Major	✓ Tier 1,2,3 deficient	
James St: 3rd Ave to Broadway	Tier 1	Very Poor	>20,000		✓		✓ Tier 2 deficient	
Beacon Ave S to support Route 36 improvements	Tier 3,4	Serious/Very Poor	>15,000	✓ Bike + arterial	✓			
35 Ave SW: SW Morgan St to SW Holden St	Tier 4,5	Poor		✓ Bike + arterial	✓			✓
S Albro Pl, Corson Ave S, and Ellis Ave S: E Marginal Way S to I-5	Tier 3	Poor	>20,000	✓ Multi-use trail	✓	✓ Major, HH	✓ Tier 1 missing and deficient	
Olson Pl SW/1st Ave S: 2nd Ave SW to SW Cloverdale St	Tier 2	Very Poor	>35,000	✓ Bike + arterial	✓	✓ Major	✓ Tier 1 missing and deficient	
S Henderson St: MLK Jr Way S to Seward Park Ave S	Tier 3	Fair	>15,000	✓ Bike + arterial upgrade	✓		✓ Tier 1 deficient	✓