

Seattle Department of Transportation

2020 COVID-19 IMPACT ASSESSMENT: LEVY TO MOVE SEATTLE



DRAFT



Seattle
Department of
Transportation

The Levy to
MOVE SEATTLE
A row of five circular icons representing different modes of transportation: a bus, a car, a bicycle, another bus, and a pedestrian walking.

Our mission is to deliver a transportation system that provides safe and affordable access to places and opportunities.

Our vision is of Seattle as a thriving, equitable community powered by dependable transportation.

Our shared values and goals:

Equity - We believe transportation must meet the needs of communities of color and those of all incomes, abilities, and ages. Our goal is to partner with our communities to build a racially equitable and socially just transportation system.

Safety - We believe everyone should be able to move safely throughout the city. Our goal is to create safe transportation environments and eliminate serious and fatal crashes in Seattle.

Mobility - We believe transportation choices are critical to access opportunity. Our goal is to build, operate, and maintain an accessible transportation system that reliably connects people, places, and goods.

Sustainability – We believe environmental health should be improved for future generations through sustainable transportation. Our goal is to address the climate crisis through a sustainable, resilient transportation system.

Livability – We believe transportation is essential to support daily life. Our goal is to manage our streets and sidewalks to enrich public life and improve community health.

Excellence – We believe in exceeding the expectations of the communities we serve. Our goal is to build an SDOT team committed to excellence and equipped with skills to meet the challenges of today and tomorrow.

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EXECUTIVE SUMMARY



Summer 2019, SDOT's signs and markings crew

OVERVIEW

In 2015, Seattle voters approved the 9-year Levy to Move Seattle property tax measure. Significant local funding, grants, and partnerships were assumed to leverage the \$930M Levy funds to complete an extensive list of Levy delivery goals. Halfway through the 9-year Levy, the COVID-19 global pandemic and resulting economic recession in 2020 combined to create significant local revenue declines for the City of Seattle, thus challenging the Seattle Department

of Transportation's ability to deliver on Levy commitments. This assessment considers impacts resulting from the pandemic on the Levy's latter 4 years.

During the drafting of this assessment, we continued to see changes and uncertainty in revenue projections. While the assessment contains the latest known revenue updates as of November 2020, it does not deviate from project budget and expenditure data as reflected in the

Mayor's Proposed 2021 Budget. As such, it is possible that further reconciliation will be needed to align expenditures with revenues, once there is an Adopted 2021 budget.

As a result of the pandemic-induced recession, the remainder of the 9-year Levy portfolio budget is anticipated to decrease by \$84M over 2020-2024 from its 2020 pre-COVID baseline of \$1.25B, representing a 6.7% decrease. Almost all this decline is directly attributable to changes in local revenues, which are essential to extend the impact of Levy property tax revenues.

With revenue declines forecasted to continue into 2021, the Seattle Department of Transportation (SDOT) needed to take thoughtful but immediate action to pause work on projects within the Levy portfolio. The purposes of this COVID-19 Impact Assessment on the Move Seattle Levy are to:

- Complete a Racial Equity Tool (RET) analysis for the assessment
- Align remaining Levy investments with departmental and community values
- Validate or recommend modifications to recent program budget actions (2020 and 2021)
- Validate or recommend modifications to the status of paused projects
- Validate or recommend modifications to programmatic or scope reductions

Based on the results of this assessment and incorporation of the 2021 adopted budget, we will publish a Levy Portfolio Status Update in early 2021. It will provide a detailed workplan and confirmation of planned Levy deliverables through 2024.

FINDINGS & RECOMMENDATIONS

Prior to the economic recession caused by the global COVID-19 pandemic, the levy program was on track to meet or exceed all deliverable targets established in the 2018 Workplan – and was within reach of being able to meet the deliverable goals of the original 2015 Levy. As a result of the recession, the financial impacts to the City and the levy program have created the need for

and value in this type of comprehensive portfolio assessment.

All totaled, we evaluated 32 paused projects, 6 projects that were reduced in scope, and 15 programs with budget reductions. Overall, the budget reduction and project pause decisions were validated through our assessment against departmental and community values, although it is always difficult to have to choose between funding safety improvements, maintaining our assets, or providing people with mobility options.

In this COVID-19 Impact Assessment, the following principles guided our work:

- A responsibility to maintain or exceed all levy deliverables, as we view each to be a key piece of the original commitment to voters.
- A commitment to Vision Zero and our goal to create a safe transportation environment and end traffic deaths and serious injuries in Seattle. This effort is supported by the levy program, which is why we are recommending restoration of funding for the 2 paused Vision Zero projects.
- A dedication to operations and maintenance of our infrastructure within the levy program. Numerous SDOT operations and maintenance activities (arterial paving, bridge repairs, tree trimming, etc.) were woven into the fabric of the Levy, and the levy program is now the primary funding source for this work.
- Maintenance of City staff capacity for this levy work and emergency response, ability to ramp up project delivery as we advance towards recovery, and preservation of family-wage jobs during a recession.
- A commitment to transit access as a lifeline for a growing, recovering Seattle. We continue to seek opportunities to preserve the Transit Plus Multi-Modal Corridor projects as they were envisioned in the 2018 Workplan, and the recommendations of this report reflect that focus.

- Funding for proactive, responsible maintenance of our existing assets continues to be a priority. Financially, the program that is now furthest from meeting deliverables is Arterial Roadway Maintenance (Program 9). Select reductions in this program were chosen due to projects not being in construction, a lack of grants and partnerships, and fewer direct impact on City crew positions – allowing us to preserve many other levy projects. Funding has largely been maintained in Paving Spot Improvements (Program 10), which is paving work delivered by City crews.
- A commitment to our values and programs exceeding our original levy commitments. We currently expect to surpass the 9-year original levy commitments in 4 programs: Safety Corridors (Program 1), Safe Routes to School (Program 2), Neighborhood Street Fund (Program 8), and Transit Spot Improvements (Program 21).

While factoring in the COVID-related budget reductions, 26 of the Levy's 30 programs are still projected to meet or exceed their 9-year delivery targets as represented in the 2018 Workplan. Four programs that are not on track to meet targets (without intervening actions) are:

- Program 3: Markings (arterial lane miles deliverable)
- Program 4: Transportation Operations (traffic spot improvements deliverable)
- Program 9: Arterial Roadway Maintenance
- Program 25: New Sidewalks

Out of the 4 programs that are not on track to meet their 9-year delivery targets (Programs 4, 9, and 25), three are due to the COVID-impact budget reductions in 2020 through 2022, described in this report. One program (Program 3) will not achieve the 2020 planned accomplishments for 1 deliverable due to a limitation on crew availability, caused by the pandemic.

As a result of this assessment, we are not recommending any changes to programmatic reductions identified for the Levy's 2020-2024 Planned Budget. There are, however, changes recommended to discrete projects. Together there are 6 paused projects and 1 project with reduced scope (totaling \$6.0M) that we recommend be prioritized to be restored. These recommendations are made because the projects are in highly disadvantaged areas (as defined by the City's Race & Social Equity Composite Index) and they provide safety benefits.

To restore paused projects or projects with scope reductions, we recommend use of either City resources or one-time vehicle license fee (VLF) resources (with concurrence from the Transit Advisory Board) to restore funding. As we conducted this assessment, the Washington State Supreme Court ruled in October 2020 that statewide Initiative 976 (I-976) passed in November 2019 was unconstitutional. This maintains the ability for the City, through the Seattle Transportation Benefit District (STBD), to collect VLF for transportation purposes and enables the City to spend the VLF that was collected and held in reserve between November 2019 and December 2020.

INTRODUCTION

PURPOSE

The COVID-19 global pandemic and resulting national recession in 2020 combined to create significant local revenue declines for the City of Seattle. With revenue declines forecasted to continue into 2021, the Seattle Department of Transportation (SDOT) needed to take thoughtful but immediate action to pause work across the department – including projects within the Levy to Move Seattle portfolio – while we identified necessary budget reductions. As SDOT passes the midpoint of the Levy, it is also an opportunity to evaluate where the department stands in the overall delivery on commitments to Seattle voters.

COVID impacts resulted in many declining City revenue streams. Overall, general fund (GF) revenues declined, and all City departments benefitting from GF, including SDOT, contributed to filling this unprecedented GF gap. In addition, transportation-specific revenues such as

commercial parking tax, gas tax, etc. also declined, leaving the total SDOT budget in a negative position. In response, we had to pause and reduce levy spending to balance the SDOT budget. Knowing that the timing of the mid-year budget balancing and the 2021 proposed budget did not align with conducting a public process, we proposed a 2020 COVID-19 Impact Assessment.

Move Seattle Levy revenues come from property tax, which is not expected to experience notable decline. However, SDOT leverages a variety of additional funds to deliver the Levy portfolio, including sales tax, real estate excise taxes (REET), and grant funds, which are the revenue sources that have already been and are expected to continue to be adversely impacted by COVID-19. To address these revenue declines, we made program funding reductions and paused Levy projects in 2020 and 2021 to reallocate funding to address revenue shortfalls in SDOT's overall portfolio.

The purpose of this 2020 COVID-19 Impact Assessment is to validate or modify the list of programs that had funding reduced or projects that were proposed to be paused in the 2021 proposed budget. The 2021 budget process timeframe did not allow for a thorough assessment of Levy spending prior to SDOT's 2021 proposed budget submission. As a result, similar to the 2020 paused projects, there will be planned pauses and cuts to numerous Levy projects and programs with funding/spend in 2021 that will likely be adopted into the 2021 budget in late November 2020.

Through this assessment, we seek to:

- Complete a Racial Equity Tool (RET) analysis for the assessment
- Align remaining Levy investments with departmental and community values
- Validate or recommend modifications to recent program budget actions (2020 and 2021)
- Validate or recommend modifications to the status of paused projects
- Validate or recommend modifications to programmatic or scope reductions

Based on the results of this 2020 COVID-19 Impact Assessment on the Move Seattle Levy, and incorporation of the 2021 adopted budget, we will publish a Levy Portfolio Status Update in early 2021. It will provide a detailed workplan and confirmation of planned Levy deliverables through 2024.

BACKGROUND

In 2015, Seattle voters approved a 9-year, \$930M property tax levy to provide 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 aims to take care of the basics, while also investing in the future with improvements to move more people and goods in and around a growing Seattle.

The Levy provides roughly 30% of the City's transportation budget and followed the 9-year, \$365M Bridging the Gap levy approved by voters in 2006. The approval of the Levy to Move Seattle in 2015 included the establishment of a 16-member citizen oversight body, the [Levy Oversight Committee](#). They are charged with monitoring revenues, expenditures, and program and project implementation, and with advising the City Council, the Mayor, and SDOT on responses to program and project cost savings or overruns.

The Levy portfolio includes three main funding categories – Safe Routes, Maintenance & Repair, and Congestion Relief – and several tiers of specific commitments.



**SAFE
 ROUTES**



**MAINTENANCE
 AND REPAIR**



**CONGESTION
 RELIEF**

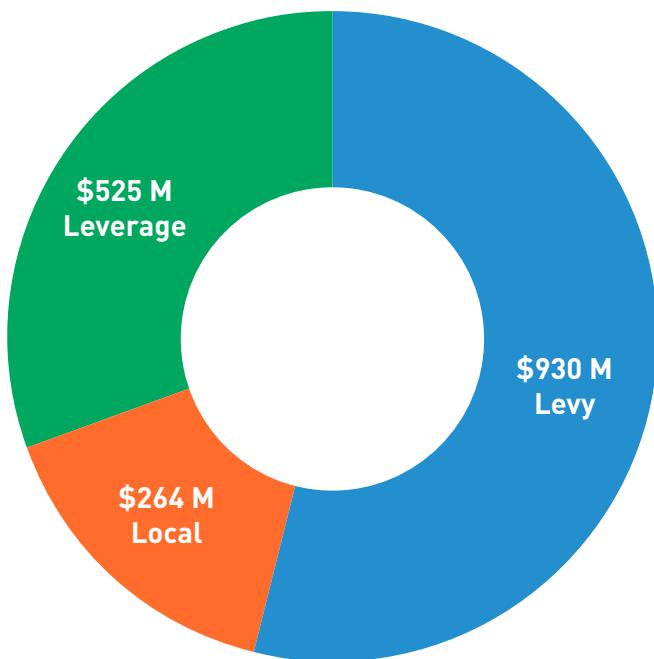
Within these three funding categories, there are a total of 30 programs with a series of delivery goals and targets for each program. The Levy was structured to increase deliverables by leveraging local funds, grants, and partnerships so, for a majority of projects and programs, the ability to deliver on levy goals is dependent on additional funding. This includes local sources like gas tax and real estate excise taxes (REET), as well as funding partnerships with other agencies and grants.

When voters approved the measure and to deliver the full Levy portfolio, SDOT assumed a total of \$1.78B in funding, including the \$930M in Levy to Move Seattle fund source, \$285M in local funding, and \$564M in regional and federal grants and partnerships. Project and program delivery commenced in January 2016.

In 2018, under Mayor Dukan's leadership and with help from the Levy Oversight Committee, modal advisory boards, and third-party consultants, SDOT completed a comprehensive assessment of the Levy that reviewed Levy commitments, assumptions, and resources to ensure a realistic plan for delivering on Move Seattle investments.

As part of the Department's commitment to transparency and accountability, we developed an [Updated Workplan Report](#) in November 2018, a report that outlined a clear and measurable plan for Levy delivery from 2019-2024. The workplan report confirmed deliverables for all 30 programs and revised targets for 4 programs that lacked sufficient funding to deliver on voter commitments. The Workplan Report also clarified assumptions for local and leverage funding – assuming \$525M in identified and unidentified leverage, and \$264M in local funding allocated as part of the 9-year levy budget.

FIGURE 1: 2018 REVISED 9-YEAR LEVY BUDGET BY FUND SOURCE



As a result of actions taken in response to the 2018 Assessment and Workplan Report, we saw our greatest success in Levy delivery in 2019, delivering the most maintenance, safety enhancements, road paving, bike lanes, and spot improvements since the Levy's inception in 2016. We met or exceeded our annual planned accomplishments in nearly every deliverable category in 2019 and met our spend plan for the year. Our 2019 delivery reflects the robust evaluation carried out during the 2018 Levy Assessment, as well as SDOT's detailed annual planning and risk evaluation that created a realistic annual spend plan and planned accomplishments.

LEVY DELIVERY HIGHLIGHTS

Since 2016, SDOT has installed, made improvements, and built hundreds of projects across our city. We have invested \$807M in safety, mobility, and maintenance work to keep people and goods moving and support a Seattle of the future. Levy successes to-date include projects big and small, from trimming vegetation that encroaches on street signage to beginning construction to rebuild Seattle's last timber

vehicle bridge. Highlights of our greatest Levy to Move Seattle achievements include: *

- **Lander St Bridge** – This cornerstone levy deliverable opened for use on October 7, 2020 creating transformational change in the SODO neighborhood after two decades of planning, design, and construction.
- **Fairview Bridge** – We began construction to rebuild Seattle's last timber vehicle bridge in 2019 and are on-track to complete the project and reopen the bridge to travel in 2021.
- **Northgate Pedestrian/Bicycle Bridge** – The third of the Levy's three major bridges began construction in early 2020 and will connect communities across the 10-lane I-5 freeway.
- **Delridge Bus Rapid Transit RapidRide H Line** – The first of the Levy's RapidRide corridors to reach construction will bring frequent, reliable transit to Delridge and support multimodal improvements through this critical West Seattle arterial.
- **100+ lane miles of arterial repaving**
 - Halfway through the nine-year Levy, we've achieved over half our nine-year commitment.
- **NE 65th St Vision Zero project** – This safety and street redesign made it safer to walk, bike, and roll along this busy corridor that had a history of collisions and fatalities.
- **Madison Bus Rapid Transit RapidRide G Line** – This project is poised and ready to go pending receipt of a Federal Transit Administration (FTA) Small Starts grant award. We passed a critical Federal milestone to move forward with this project in August 2020 and hope to begin construction in 2021.
- **Over 150 blocks of new sidewalk** – Between both traditional concrete sidewalks and cost-efficient walkway projects, the Levy has completed a robust set of pedestrian improvements through the New Sidewalk program.



Fall 2020, Lander Bridge Overpass

- **Added over 14 miles of bikeway routes to the citywide bike network** – This has included projects to install neighborhood greenway routes from Rainier Valley and West Seattle to protected bike lanes in downtown on 4th Ave, 2nd Ave, 8th Ave, and more.
- **135 transit spot improvements** – Through the Levy alone, we've upgraded bus stop amenities, painted red bus lanes throughout town, and made many other types of improvements to support Seattle's robust transit system.
- **Speed Limit Reduction program** – In 2019, we began new action towards Seattle's Vision Zero goals by way of citywide speed limit changes. Since then, we have lowered 240 miles of arterial streets to 25 MPH (just over half of the arterial network). By 2021, our goal is to have revised a total of 414 of 467 arterial miles to 25 MPH (or 89% of the arterial network).
- **Bridge Maintenance** – Since 2016, we've processed 1,877 bridge spot repairs and are complete or underway with seismic retrofits on the Cowen Park and W Howe St Bridges.

*Data and milestones reference information through Q3 2020.

CURRENT BUDGET CHALLENGES

BUDGET OVERVIEW

As 2020 draws to a close, the City of Seattle faces four historic crises: a global pandemic caused by the COVID-19 coronavirus; a resulting economic recession; an imperative to address racial injustice; and the accelerating threats of climate change. Coupled with a continuing housing crisis and infrastructure needs, our City's budget challenges are considerable.

In the sections that follow, different categories (levy, local, leverage, and to be determined (TBD)) of funding sources are spoken to in detail. Levy resources refer to the property tax receipts generated from the Levy to Move Seattle. Local funding resources relate to general fund and other transportation fund revenues, including taxes and fees such as commercial parking tax, resources from the Seattle Transportation Benefit District, motor vehicle excise tax, real estate excise taxes, etc. Leverage resources that support levy projects describes resources that come from outside the City of Seattle. Leverage funds take the form of grants and partnerships with other governments such as King County, the State of Washington, and the federal government, among others. TBD resources describe future grants and partnerships that have yet to be formalized

through a memorandum of understanding (MOU), grant agreement, or contract.

Amidst our multiple crises, we must respond to significantly reduced transportation revenues that support the work of SDOT. By year end, the City anticipates an overall revenue shortfall of nearly \$283M compared to the City's original 2020 adopted budget. SDOT too expects to close the books on 2020 with a significant revenue shortfall. These impacts extend to all aspects of the Department's work, including the Levy to Move Seattle portfolio.

While levy property tax revenues are forecasted to hold steady in the face of COVID-19 impacts, declines in our other funding sources (local funds, grants, partnerships, etc.) used to complete levy projects are not faring as well. Projected shortfalls in these non-Levy revenues necessitated 2020 expenditure reductions to Levy to Move Seattle programs.

In 2021, COVID-related revenue declines are expected to continue, as shown in Figure XX. This 2020-2021 forecast mandated that we take additional actions to reduce spending in both levy and non-levy programs.

FIGURE 2: 2020-2021 FORECASTED REVENUE & FUNDING DECLINES FOR SDOT



*Includes a further \$15M decrease in 2020-2021 Commercial Parking Tax forecasts subsequent to the Mayor's Proposed Budget.
**2021 funding excluding Parking Enforcement transfer from Police Department and additional central costs.

All totaled, SDOT faces a 2021 funding gap of \$85M in 2021. This is based on earlier revenue projections included in the Mayor's Proposed 2021 Budget coupled with other timing and fund balance issues, as well as an expected shortfall in reimbursable revenue. We proposed to address this gap with \$60M in funding reductions and a \$25M interfund loan to advance future year Levy revenues and keep projects moving in 2021. The subsequent revenue forecast has increased our revenue shortfall by \$15M. SDOT is working with the City Budget Office and City Council to address this additional gap.

Although local revenues sources are in decline, Levy to Move Seattle property tax funds are stable. In the 2021 proposed budget, the revenue forecast was for the Levy to receive approximately \$923M out of the original projected \$930M. Those figures were used for this assessment; however, more recent projections forecast receipt of the full \$930M. This adjustment will be incorporated into the assessment in conjunction with the 2021 adopted budget.

For purposes of this assessment, the 2020-2024 Baseline Budget includes the Department's 2020 revised budget (including supplemental changes during the year) as of early September 2020 – just before City Council took action to make additional changes in direct response to the coronavirus economic impacts. The Proposed Budget builds on this baseline scenario and includes the COVID-related revenue adjustments in 2020, as well as the Department's 2021 Proposed Budget.

Between 2020-2024, Levy portfolio resources are proposed to be reduced by \$84M, as shown in Figure 3 and Table 1. The change between the Baseline and Proposed budgets is primarily the result of a decline in local fund sources in 2020 and 2021; however, also built into the data are other technical adjustments (e.g., inflation and project funding shifts) that were included when developing the 2021 proposed budget. Note too that a portion of unsecured (TBD, or to be determined) funding has now been secured or is reasonably projected and is reflected in leverage funds.



Summer 2020, NE 70th St bike lane and Neighborhood Street Fund project

FIGURE 3: 2020-2024 LEVY BASELINE VS. PROPOSED BUDGET, BY FUNDING SOURCE

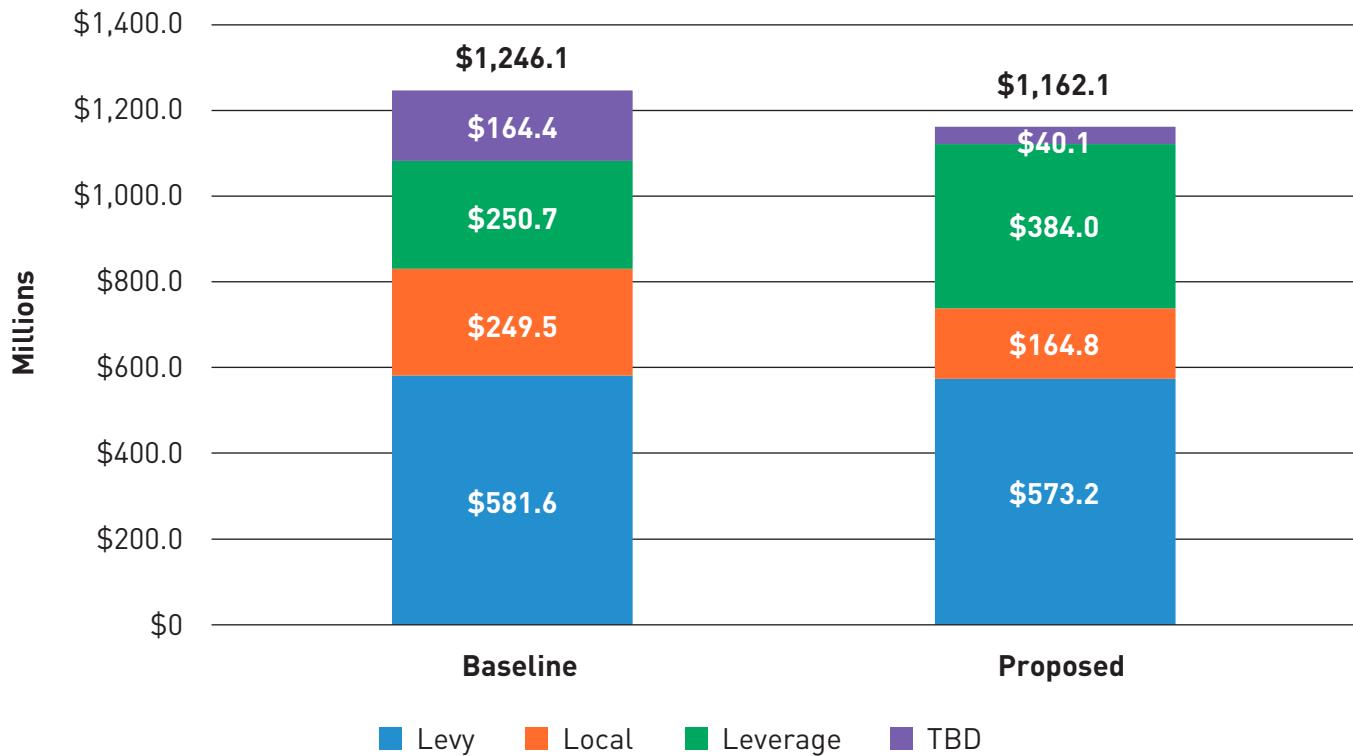


TABLE 1: 2020-2024 LEVY PORTFOLIO FUND SOURCE CHANGES (\$M)

Color of Money	Baseline Budget	Proposed Budget	Proposed Change	%Change
Levy	\$581.6	\$573.2	\$(8.4)	-1.4%
Local	\$249.5	\$164.8	\$(84.7)	-34.0%
Leverage	\$250.7	\$384.0	\$133.3	53.2%
TBD*	\$164.4	\$40.1	\$(124.3)	-75.6%
All Funding Sources	\$1,246.1	\$1,162.1	\$(84.1)	-6.7%

*A portion of unsecured (TBD, or to be determined) funding has now been secured or is reasonably projected, as reflected in leverage funds.

During the course of this COVID Levy assessment, there was a positive development for one of SDOT's revenue sources dedicated to both transportation maintenance and transit. SDOT collects both a voter-approved \$60 vehicle license fee (VLF) and a councilmanic \$20 VLF through the Seattle Transportation Benefit District. The \$60 VLF was enacted in 2014 and funds Metro transit service, programs to improve transit access for

students, low-income residents and seniors, and small-scale transit capital improvements. The \$60 VLF expires at the end of 2020. The \$20 VLF funds basic transportation maintenance including pothole repair, curb ramp construction, and arterial major maintenance. These fund sources are key to maintaining our transit and transportation network.

On October 15, 2020, the Washington State Supreme Court ruled a statewide Initiative 976 (I-976) passed in November 2019 was unconstitutional. This maintains the ability for the City to collect vehicle license fees (“car tabs”) to continue to use for investment in transportation purposes.

While I-976 was under appeal, we continued to collect VLF funds. During the litigation, all 2020 VLF revenue collections were closely monitored in case they had to be returned. With the successful overturning of I-976, the City is now able to spend the VLF collected between November 2019 and December 2020. ***As part of this assessment, we are recommending using these one-time resources to restore funding for projects that were paused due to revenue declines.*** Any such use of these resources would require concurrence from the Transit Advisory Board, alignment with Seattle Transportation Benefit District legislation, and budget legislation.

Looking ahead, it is difficult to forecast how long the COVID-induced recession will last and how quickly local revenue sources used to implement the levy portfolio might recover. For purposes of this assessment, we relied on the City Budget Office (CBO) projections used to generate levy portfolio budgets for 2021-2024 in the City’s proposed Capital Improvement Program (CIP). Given uncertainty around the duration of COVID-19 economic impacts, the Capital Improvement Program (CIP) currently assumes revenue declines through 2021 only. For 2020, we relied on the revised budget City Council adopted in September 2020 to reflect current year COVID-19 impacts.

Occurring in parallel with development of this Levy assessment is City Council’s deliberations on the proposed 2021 operating budget and the 2021-2026 six-year CIP. Budget adoption is anticipated in late November, as we prepare to share this draft assessment with the Levy Oversight Committee. For purposes of this analysis, we have relied on the proposed 2021 operating budget and proposed 2021-2026 CIP.

PROGRAM BUDGET REDUCTIONS AND PROJECT PAUSES

Over the spring and into summer, as the 2020 economic recession rapidly deepened, it became necessary that we take thoughtful but immediate action to pause many projects and programs funded by the Levy to Move Seattle. With these immediate actions to reduce current and near-term spending in 2020 and 2021, we are taking the opportunity to comprehensively assess how we have chosen to absorb the revenue reductions.

Through our assessment of identified project pauses, we will make further recommendations to modify, adjust, or confirm how the remaining levy portfolio funds will be spent through 2024 and the end of the Levy. Any assessment findings that recommend changes to the 2020-2021 paused projects decisions and/or recommendations to move funds among levy programs will occur through supplemental budget actions to the 2021 Adopted Budget and/or development of the 2022 proposed budget.

Specific program funding reductions and paused projects are identified in the Findings & Recommendations section of this report. Recommendations to modify previous budget actions and decisions to pause projects are included in this section as well.

LEVY ORDINANCE REQUIREMENTS

Language in the Levy to Move Seattle adopting ordinance anticipated the potential need for budget changes among the levy’s three categories (Safe Routes, Maintenance & Repair, and Congestion Relief) and identified procedures in these instances. Across the 9-year appropriation amounts of levy proceeds, each category may change by up to 10 percent of the original amount. Such a change requires that City Council approve a separate ordinance after the Levy Oversight Committee has had an opportunity to comment.



Fall 2020, 4th Ave protected bike lane

Levy ordinance on the ability to shift funds between levy categories:

Funding may be changed for each of the levy's three core categories (Safe Routes, Maintenance & Repair, and Congestion Relief), consistent with the adopting ordinance #124796.

The nine-year appropriation amounts of Levy Proceeds for each core category established 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 may be changed by more than ten percent of the amount listed for each core category by a 3/4 vote of City Council.

LEVY ASSESSMENT APPROACH

VALUES FRAMEWORK

Our challenge through this levy assessment was to determine whether the best budget reduction and project pause decisions were made for 2020-2024 in response to COVID-19 budget impacts, or whether there are subsequent modifications to program budget changes and/or the list of paused projects. This report section establishes the values framework used to evaluate the budget decisions.

To shape our path forward, we relied on key value statements to guide the levy assessment development. Sources include the original levy legislation, guidance from the Levy Oversight Committee, SDOT's own core values and goals (shared on the inside cover of this report), and specific guidance for the 2021 budget development.

There are several recurring themes among the guidance sources. These include the need to consider racial equity to address areas we have traditionally underserved; ensuring safe travel; recognizing the role our streets play in community and environmental health; and maximizing funding through grants and partnerships to maximize our ability to deliver the full Levy portfolio.

Levy Legislation Values and Outcomes

A reading of the levy's enabling legislation (Ordinance #124796) reveals key values and goals enshrined in it:

- Create a walkable, transit-rich city
- Provide safe infrastructure and advance the Vision Zero goals to end traffic deaths and serious injuries on city streets
- Promote a transportation system that helps fight climate change, nurtures vibrant communities, and improves public health
- Maintain streets that can carry an increasing number of people
- Integrate and prioritize implementation of modal plans
- Advance the goals of the City's Race & Social Justice Initiative

Levy Oversight Committee Input

The Move Seattle Levy Oversight Committee (MSLOC) weighed in twice during development of the draft Levy Assessment. In their October 2020 letter on the 2021 Proposed Budget they stated, "The MSLOC places the highest priority on safety and equity. This ensure that the values reflected in the transportation Levy's enabling legislation will be reflected in the projects the Levy is able to fund. The Levy is intended to nurture vibrant communities, improve public health, and provide safe infrastructure for children and pedestrians. Areas of the city that have been historically underserved and have less of this infrastructure are generally in the areas with higher minority populations; it is appropriate that delivery of Levy dollars is targeted there."

The October letter reinforced values the MSLOC articulated in a June 2020 letter on the early framework for the 2020 COVID-19 Impact Assessment. This letter (see Appendix A for both letters) specifically addressed the need for continued transparency through the assessment process, as well as affirmed levy values for equity, safety, moving forward with projects farther along in design, and the importance of grants and partnerships. Specifically, the MSLOC identified various factors SDOT should consider as part of the levy assessment:

- Project status – complete existing projects before starting new projects
- Grants and partnerships – maximize deliverables
- Equity – address areas we historically underserved
- Safety – prioritize projects that have potential to prevent injuries and fatalities
- Climate change – work toward city goals to become carbon neutral by 2050
- Urban village focus – reduce car dependence
- Consistency in program prioritization methods

SDOT 2021 Budget Values

To guide difficult decision-making with the 2021 budget process, SDOT Director Sam Zimbabwe outlined a core set of values to assist our 2021 budget development for all aspects of the department's work, including the levy portfolio.

- **Engage in an equity-centered recovery process.** Minimize direct impacts to vulnerable and underserved communities. As a City and as a Department, we have underinvested in many of our Black, Indigenous, and people of color (BIPOC) communities. The Black Lives Matter movement, the disparate impacts of COVID-19 from a health and economic perspective on BIPOC communities, and our commitment to the City's Race & Social Justice Initiative (RSJI) mean we

must take an equity lens to all our budget decisions. We also recognize there will continue to be a community dialogue around transportation equity and how transportation is an important component of community health and safety, especially for those living with mobility disabilities. We need to be able to engage in this dialogue, be transparent on how and why traditional investments are changing based on an equity lens and remain nimble in how we deploy our transportation investments to meet community needs.

- **Preserve SDOT staff capacity for rapid recovery efforts.** This will maintain our ability to respond to COVID-19 recovery, preserve public safety, drive economic recovery, move rapidly with our ongoing West Seattle Bridge mitigation efforts, and other emerging issues.
- **Maintain Public Safety.** Maintaining safety for the traveling public is a top priority. Through our asset maintenance, capital project delivery, and Vision Zero programs, SDOT is responsible for the safety of everyone in our transportation system, and we need to continue investing in all of our infrastructure.

Within this broader context comes the critical consideration of bridge operations and maintenance. As was underscored in the [recent report by the Seattle Office of the City Auditor](#), there is a critical need for new bridge maintenance funding, consistent with previous SDOT assessments. That is why, despite COVID's impacts on our budget, SDOT's Bridge Maintenance and Bridge Seismic program funding should remain largely unchanged. Until we work across all levels of government to find scalable, sustainable solutions, however, this will continue to be a key challenge that cannot be resolved without taking into consideration SDOT's City-wide infrastructure maintenance and public safety obligations.

- **Continue our fight against climate change by prioritizing our multimodal investments.** Even amid tough economic times and reduced revenues, we cannot fail to make progress in our fight against climate change. Transportation is the number one contributor to greenhouse gas emissions in Seattle, and we will continue to prioritize investments that lower carbon emissions from this sector.
- **Maximize Federal and State funding opportunities.** We need to retain our readiness to secure grants and our eligibility for other programs.
- **Maintain funding and flexibility within larger transportation and mobility focused programs.** We have **chosen** to postpone discrete capital projects while retaining funding in programs that deliver on our commitments and priorities.

ASSESSMENT PROCESS

Our efforts to develop this levy assessment began in Summer 2020. At that time, we were required to make quick decisions on where to take program budget reductions and which

levy projects to pause in both 2020 and 2021 in response to COVID-19 impacts. This assessment provides the opportunity to validate or modify budget reduction and project pause decisions made by examining the outcomes against the values framework.

Figure 4 provides a summary of key steps in the levy assessment process. We also conducted a separate equity analysis using the City's Racial Equity Toolkit (RET) to aid us in efforts to eliminate racial inequity in the community. A copy of the RET is included in Appendix C.

As part of the Levy portfolio status update, we will qualitatively assess all remaining levy projects against the values/factors. This work will be completed in 2Q 2021.

Much of our assessment work was iterative, as it was concurrent with the City's 2021 budget development process. Figure 5 illustrates the process timelines for both efforts. Not shown in the graphic is the City Council's adoption of a revised 2020 Budget in September 2020 to reflect rapidly declining revenues in the face of the COVID-19 economic impacts.

FIGURE 4: LEVY ASSESSMENT STEPS

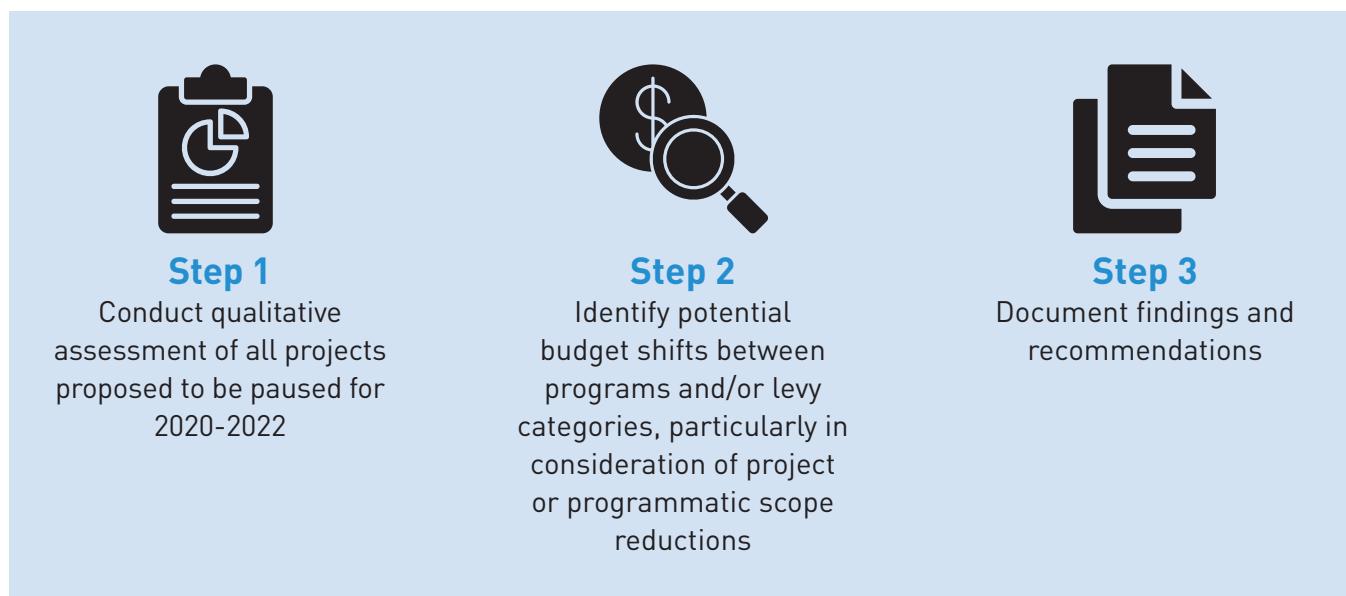
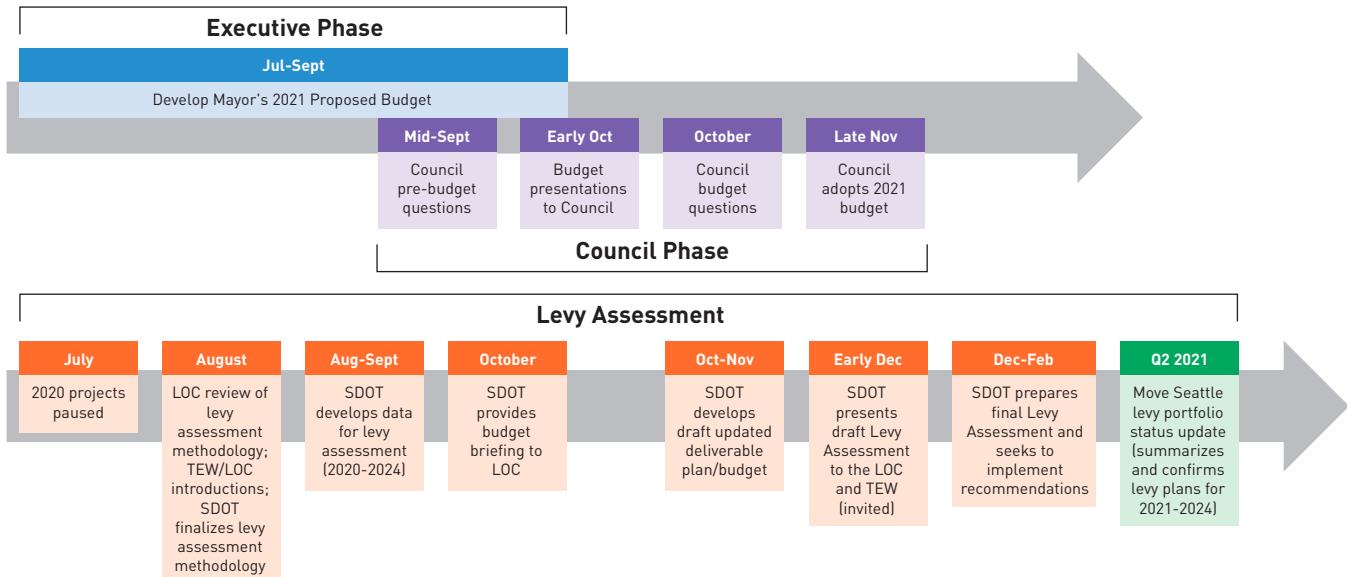


FIGURE 5: RELATIONSHIP OF 2020 BUDGET AND LEVY ASSESSMENT PROCESSES



Given that City Council acted on both the 2020 revised budget and 2021 proposed budgets during development of this assessment, any recommendations to modify the 2021 program budget reductions and project pause decisions likely would be implemented in 2021. Potential opportunities to make revisions could occur through 2021 supplemental budget actions and/or inclusion in the 2022 budget development process.

Fall 2017, new sidewalk on NE Northlake Way

PLANNED LEVY BUDGET CHANGES



Fall 2019, transit only lanes in downtown Seattle

LEVY PORTFOLIO BUDGET CHANGES

Due to COVID-19 economic impacts and a resulting reduction in local revenues needed to fund the full levy portfolio, we made immediate decisions in mid-2020 to identify levy program budget reductions and to pause levy projects in 2020 and 2021/2022, commensurate with the program budget reductions. For purposes of this levy assessment, we refer to the City's 2020 budget prior to any COVID-induced impacts as the Baseline Budget.

Changes to the 2020 budget as a result of COVID were adopted by City Council in September 2020. As part of that action, Council also restored funding for several levy projects paused earlier in the year. To best illustrate and isolate COVID-19 impacts, both the adopted 2020 COVID-related budget changes and the proposed 2021 budget changes are included in the 2020-2024 Planned Budget (through the end of the Levy) within this assessment.

In total, the Levy portfolio budget is proposed to decrease by \$84M over 2020-2024 from its 2020 pre-COVID baseline of \$1.25B, representing a 6.7% decrease. Almost all of this decline is directly attributable to changes in local revenues.

Table 2 summarizes the 2020 Baseline levy portfolio budget for each of the Levy's 30 programs and identifies all anticipated changes

(2020-2024) by fund source: levy, local, leverage, and TBD. The table's last 2 columns highlight total program budget changes and the resultant 2020-2024 planned program budget. Also, of note is that "to be determined" (TBD) revenues are forecasted to decline by \$124M; however, this amount is more than offset by an increase of \$133M in leverage funds, almost all of which are in the Multimodal Improvements program.

TABLE 2: LEVY TO MOVE SEATTLE 2020-2024 BUDGET IMPACTS

Category	2020-2024 Baseline	All Changes					2020-2024 Planned
		Levy	Local	Leverage	TBD	Total	
Safe Routes	\$266.7	\$28.9	\$(-39.8)	\$0.0	\$(-3.9)	\$(-14.8)	\$252.0
01. Safety Corridors	\$22.1	\$(0.7)	\$0.2	\$-	\$(3.9)	\$(4.4)	\$17.6
02. Safe Routes to School	\$32.8	\$(1.6)	\$(5.7)	\$0.0	\$-	\$(7.3)	\$25.6
03. Markings	\$4.6	\$2.4	\$(2.4)	\$-	\$-	\$0.0	\$4.6
04. Transportation Operations	\$31.1	\$11.4	\$(13.1)	\$0.0	\$-	\$(1.7)	\$29.4
05. Bicycle Safety	\$78.9	\$(2.7)	\$2.1	\$0.0	\$-	\$(0.6)	\$78.3
06. Sidewalk Safety Repair	\$17.1	\$1.7	\$(1.7)	\$-	\$-	\$0.0	\$17.1
07. Curb Ramps & Crossings	\$63.5	\$18.6	\$(19.2)	\$-	\$-	\$(0.6)	\$62.8
08. Neighborhood Street Fund	\$16.7	\$(0.2)	\$-	\$-	\$-	\$(0.2)	\$16.4
Maintenance & Repair	\$360.0	\$(18.4)	\$(22.3)	\$(1.5)	\$(2.5)	\$(44.7)	\$315.3
09. Arterial Roadway Maintenance	\$165.0	\$(40.3)	\$1.5	\$(1.5)	\$-	\$(40.3)	\$124.6
10. Paving Spot Improvements	\$33.3	\$6.7	\$(5.3)	\$0.0	\$(2.5)	\$(1.1)	\$32.2
11. Bridge Repair Backlog	\$16.3	\$8.2	\$(8.8)	\$-	\$-	\$(0.6)	\$15.7
12. Bridge Seismic Improvements	\$63.2	\$0.0	\$(0.0)	\$-	\$-	\$(0.0)	\$63.2
13. Bridge Replacement, Fairview	\$33.8	\$(0.0)	\$-	\$0.0	\$-	\$(0.0)	\$33.8
14. Bridge Replacement, Planning & Design	\$12.8	\$(1.4)	\$-	\$-	\$-	\$(1.4)	\$11.4
15. Stairway Maintenance	\$8.3	\$(0.4)	\$(0.9)	\$0.0	\$-	\$(1.3)	\$7.1
16. Tree Planting & Trimming	\$17.8	\$8.8	\$(8.8)	\$-	\$-	\$(0.0)	\$17.8
17. Drainage Partnership, SPU South Park	\$9.4	\$(0.0)	\$-	\$-	\$-	\$(0.0)	\$9.4

Category	2020-2024 Baseline	All Changes					2020-2024 Planned
		Levy	Local	Leverage	TBD	Total	
Congestion Relief	\$619.4	\$(18.8)	\$(22.7)	\$134.8	\$(117.9)	\$(24.6)	\$594.8
18. Multimodal Improvements	\$284.3	\$(18.1)	\$-	\$139.6	\$(100.2)	\$21.3	\$305.6
19. Traffic Signal Timing Improvements	\$26.2	\$16.2	\$(16.7)	\$0.0	\$-	\$(0.5)	\$25.7
20. Intelligent Transportation System Improvements	\$23.2	\$(1.6)	\$4.8	\$(4.8)	\$-	\$(1.6)	\$21.7
21. Transit Spot Improvements	\$35.6	\$(2.4)	\$(2.2)	\$-	\$-	\$(4.6)	\$31.0
22. Light Rail Connections, Graham St	\$10.0	\$(10.0)	\$-	\$-	\$-	\$(10.0)	\$0.0
23. Northgate Bridge	\$43.8	\$0.1	\$(0.1)	\$(0.0)	\$-	\$(0.0)	\$43.8
24. Light Rail Connections, Accessible Mt Baker	\$1.9	\$-	\$-	\$-	\$-	\$-	\$1.9
25. New Sidewalks	\$63.2	\$2.8	\$(8.7)	\$0.0	\$-	\$(5.9)	\$57.3
26. SPU Broadview	\$7.7	\$(0.8)	\$-	\$-	\$-	\$(0.8)	\$6.8
27. Bike Parking & Bike Spot Improvements	\$6.2	\$(0.4)	\$-	\$-	\$-	\$(0.4)	\$5.8
28. Partnership Improvements, Lander Overpass	\$45.6	\$(4.0)	\$-	\$(0.0)	\$-	\$(4.0)	\$41.6
29. Heavy Haul Network, East Marginal Way	\$58.4	\$(0.0)	\$-	\$(0.0)	\$(17.7)	\$(17.7)	\$40.7
30. Freight Spot Improvements	\$13.3	\$(0.7)	\$0.2	\$0.0	\$-	\$(0.5)	\$12.8
Grand Total, Move Seattle	\$1,246.1	\$(8.3)	\$(84.7)	\$133.3	\$(124.3)	\$(84.1)	\$1,162.1

BUDGET CHANGES BY LEVY CATEGORY

Figure 6 and Table 3 provide a summary view of how the COVID-related budget reductions are spread across the Levy's three categories. Maintenance & Repair experiences the greatest

reduction at -\$44.7M, representing a 12.4% decrease. Congestion Relief will see the next largest budget reduction at -\$24.6M, or a 4.0% decline. While Safe Routes will have the smallest reduction at -\$14.8M, it represents a 5.6% program budget decrease.

FIGURE 6: 2020-2024 BASELINE VS. PROPOSED BUDGET, BY LEVY CATEGORY

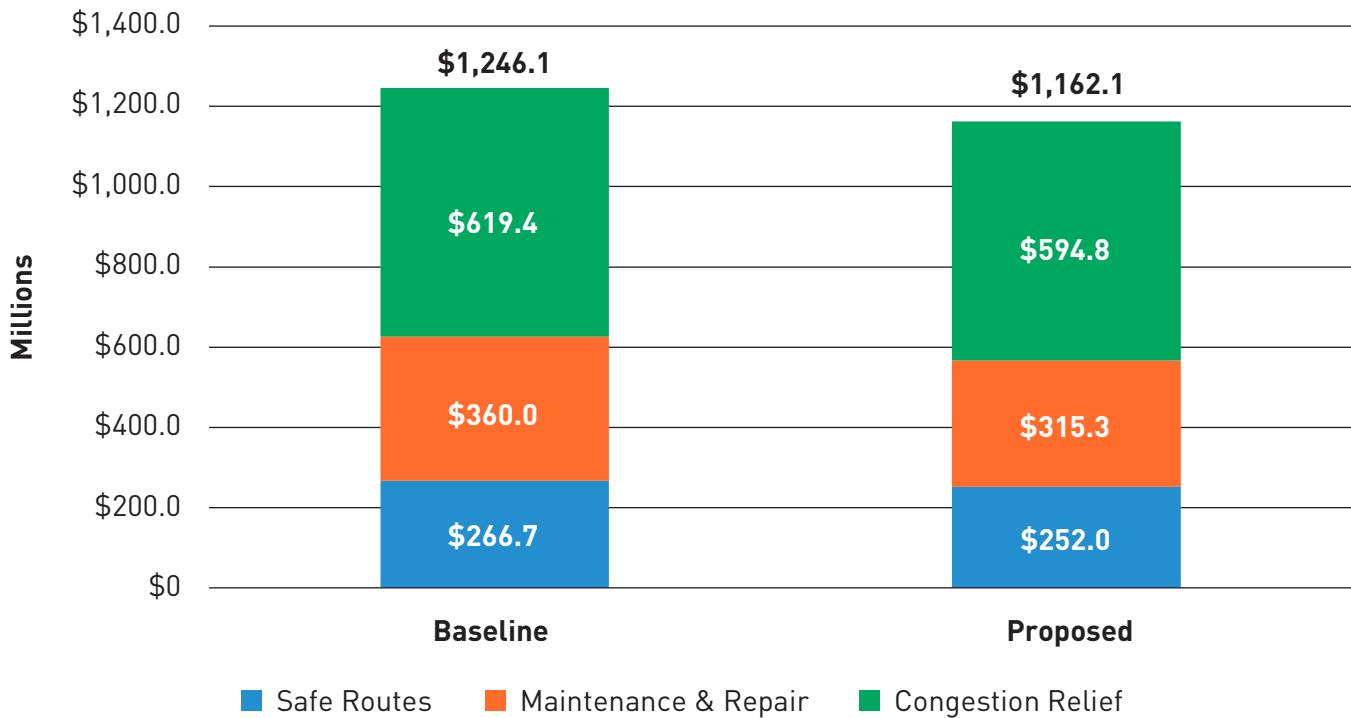


TABLE 3: 2020-2024 LEVY PORTFOLIO FUNDING CHANGES BY CATEGORY

MS Category	Proposed Change (\$M)	%Change
Safe Routes	\$(14.8)	-5.5%
Maintenance & Repair	\$(44.7)	-12.4%
Congestion Relief	\$(24.6)	-4.0%
Total	\$(84.1)	-6.7%

Consistent with the Levy's adopting ordinance, any changes to the appropriation amounts of levy proceeds for each category must occur through a separate ordinance, after the Move Seattle Levy Oversight Committee (LOC) has been given an opportunity to comment. The 2021 proposed budget includes such changes, and these changes were reviewed by the LOC at their October 2020 meeting. In a follow-up comment letter to City Council (see Appendix B), the LOC concurred with these changes, noting that Safe Routes should have a higher priority than arterial paving (which has the largest proposed budget reduction).

Move Seattle Levy Oversight Committee:

"When first enacted, the Move Seattle Levy multiyear program spending was divided into a Safe Routes category receiving 22%, a Maintenance & Repair category receiving 45%, and a Congestion Relief category receiving 33%. The sharp reductions in non-Levy sources would have a particularly adverse effect on safety projects if no adjustments are made.

"The Mayor's proposal mitigates this to some extent by shifting Levy funds resulting in the following new distribution: Safe Routes (26%), Maintenance & Repair (43%), and Congestion Relief (31%). The MSLOC recommends the City Council support this change. Safety projects should have a higher priority than arterial paving which would experience the largest sized reduction. Anticipated federal grants are projected to minimize the adverse impact of shifts from the Congestion Relief to Safe Routes."

October 16, 2020

PROGRAM AND PROJECT BUDGET CHANGES

COVID-related budget changes to Levy programs and projects fall into several categories:

- **Programmatic reductions** – these include decreases to budget not yet assigned to specific projects, as well as reductions in operational activities
- **Paused projects** – to meet 2020 and 2021 budget reduction targets, many projects were put on hold; should funding be identified (either through reprogramming of budgets from other projects, a rebounding economy, or new budget allocations or sources), these projects could be restarted

- **Continuing projects with scope reductions**
– several projects will proceed, but with scope reductions
- **Programs and projects with budget increases** – a handful of projects had their budgets increased through Council budget actions
- **Program and project budget changes with negligible impacts** – this category includes projects and/or programs with budget decreases that will not impact levy deliverable targets

Tables 4 through 8 summarize project and program budget changes for each of the change categories noted above.

TABLE 4: 2020-2024 PROGRAMMATIC REDUCTIONS IN PROPOSED BUDGET

#	Program	Change (\$M)	Comments
Safe Routes			
1	Vision Zero Safety Corridors	(\$3.90)	
2	Safe Routes to School	(\$7.00)	
4	Transportation Operations		
	Traffic Signal Improvements	(\$0.20)	
	Traffic Spot Improvements	(\$0.35)	
	Staff Time Reductions	(\$1.10)	
5	Bicycle Safety		
	Upgrades to Recent Projects	(\$0.60)	
	New Bike Rack Installations	(\$0.40)	
7	Curb Ramps & Crossings		
	Crossings	(\$0.62)	
8	Neighborhood Street Fund	(\$0.20)	Reduced staff time for project reviews
Maintenance & Repair			
9	Arterial Major Maintenance	(\$8.64)	
10	Paving Spot Improvements	(\$1.08)	
14	Bridge Replacement, Planning & Design	(\$1.38)	Funds shifted to beyond 2024 to follow on Bridge Strategic Maintenance Plan (due 2023)
Congestion Relief			
18	Multimodal Improvements	(\$0.40)	
19	Traffic Signal Timing Improvements		
	Signal Major Maintenance Projects	(\$0.24)	This is a technical change; no impact to MS deliverables
20	Intelligent Transportation Systems		
	Denny Way ITS	(\$1.00)	Operational consultant support
	Dynamic Messaging Sign Installation	(\$0.50)	
21	Transit Spot Improvements	(\$2.60)	
25	New Sidewalks		
	Crossing Improvements	(\$0.90)	
27	Bike Parking & Bike Spot Improvements	(\$0.40)	

TABLE 5: 2020-2024 PAUSED PROJECTS IN PROPOSED BUDGET

#	Program	Change (\$M)	Comments
Safe Routes			
1	Vision Zero Safety Corridors		
	1st Ave S Safety Corridor	(\$0.30)	
	Central Business District Safety Improvements	(\$0.40)	Multiple locations
2	Safe Routes to School		
	N 130th and Ashworth Ave N	(\$0.25)	
	Thornton Creek Elementary	(\$0.04)	
5	Bicycle Safety		
	Alaskan Way	(\$0.06)	Planning
	Georgetown-Downtown	(\$0.06)	Feasibility Study
	MLK Way (Rainier to Henderson)	(\$0.08)	Feasibility study
	SODO Trail	(\$0.04)	Remaining planning funding
	Bike Spot Improvements for NE 40th St	(\$0.04)	Spot safety delivered with crews
	Updates to Center City Bicycle Network	(\$0.13)	Multiple locations
Maintenance & Repair			
9	Arterial Major Maintenance		
	NW Market St	(\$10.50)	
	12th Ave NE (67th Ave NE to LCW)	(\$5.40)	
	NW 36th St/Fremont Pl N/ Fremont Ave N	(\$13.30)	
	Stone Way	(\$2.50)	Project was paused prior to COVID revenue reductions; due to this pause, revenue reductions were taken from this project
15	Stairway Maintenance		
	SW Thistle Gateway to Lincoln Park	(\$0.50)	
	20th Ave NE & NE 100th St	(\$0.50)	
	Union St & Terry Ave	(\$0.26)	

#	Program	Change (\$M)	Comments
Congestion Relief			
18	Multimodal Improvements		
	Fauntleroy Way SW	(\$14.90)	This project was paused at 100% design in January of 2018 due to Sound Transit's planning of the light rail extension to West Seattle
	23rd Ave Corridor Phase 3	(\$4.30)	
19	Traffic Signal Timing Improvements		
	15th Ave NW and Market St	(\$0.49)	
21	Transit Spot Improvements		
	Gilman Ave Bus Safety Improvements	(\$0.50)	
	NB Lake City Way at NE 125th St	(\$0.75)	
	23rd Ave Corridor	(\$0.50)	
22	Light Rail Connections		
	Graham St	(\$10.00)	Sound Transit is planning to construct this station in 2028 to 2030, which is beyond the Move Seattle Levy period
25	New Sidewalks		
	24th Ave SW – SPU Longfellow Partnership	(\$2.20)	Partnership with Seattle Public Utilities
	S Brandon St	(\$0.17)	
	32nd Ave S	(\$0.20)	
27	Bike Parking and Bike Spot Improvements		
	Burke Gilman Trail at Fred Meyer in Ballard	(\$0.20)	
	Mountains to Sound Trail at MLK Crossing	(\$0.10)	
	Brooklyn Ave and Burke Gilman Trail Crossing	(\$0.10)	
30	Freight Spot Improvements		
	W Marginal Way at S Idaho St	(\$0.25)	
	Occidental Way at Lander St	(\$0.25)	

TABLE 6: 2020-2024 CONTINUING PROJECTS WITH SCOPE REDUCTIONS IN PROPOSED BUDGET

#	Program	Change (\$M)	Comments
Congestion Relief			
18	Multimodal Improvements		
	Route 7	(\$1.00)	
	Route 40	(\$1.80)	
	Route 44	(\$0.90)	
	Burke-Gilman Trail	(\$0.75)	
26	SPU Broadview		
	Greenwood Sidewalks 117th to 130th	(\$0.84)	Partnership with Seattle Public Utilities; likely no impact to scope, as cost for code compliance may be reduced
29	Heavy Haul Network, E Marginal Way	(\$17.73)	Unsecured construction funding; Phase 2 to be completed outside levy timeframe

TABLE 7: PROJECTS WITH BUDGET INCREASES IN PROPOSED BUDGET

#	Program	Change (\$M)	Comments
Safe Routes			
5	Bicycle Safety		
	15th Ave NE	\$0.30	Budget addition
	Neighborhood Greenways	\$0.50	Budget addition
Congestion Relief			
18	Multimodal Improvements		
	Route 48	\$2.10	\$0.95M transfer from Rt 48 Electrification and \$1.15M in secured grants
	Madison Bus Rapid Transit	\$13.20	Secured grants; transfer of Lander savings
	Delridge	\$11.70	Added Seattle City Light (SCL) and Seattle Public Utility (SPU) costs to the budget
	Roosevelt RapidRide	\$18.40	Added SPU costs, federal and state grants, and reduced King County partnership funding
25	New Sidewalks		
	Sand Point Way	\$2.50	Council restoration 3Q 2020

TABLE 8: 2020-2024 PROGRAM BUDGET CHANGES WITH NEGLIGIBLE IMPACTS

#	Program	Change (\$M)	Comments
Safe Routes			
3	Markings	\$0.02	
5	Bicycle Safety	(\$0.40)	Reduction in bike parking installations
6	Sidewalk Safety Repair	\$0.04	
Maintenance & Repair			
11	Bridge Repair Backlog	(\$0.60)	Shifted to Bridge Engineering staff funding in an interdependent non-levy program; no change in deliverables
12	Bridge Seismic Improvements	--	
13	Bridge Seismic, Fairview	--	
16	Tree Planting and Trimming	(\$0.01)	Reduction to the Street Tree Management Plan (\$100K) offset by technical budget changes (increases to 2021 and 2022 budgets)
Congestion Relief			
17	Drainage partnership, SPU to South Park	--	
23	Northgate Bridge	--	
24	Light Rail Connections, Accessible Mt Baker	--	
28	Partnership Improvements, Lander Overpass	(\$4.00)	Project completed; excess funds transferred to Madison BRT for added contingency

FINDINGS & RECOMMENDATIONS

Through this Levy assessment, we aim to:

- Complete a Racial Equity Tool (RET) analysis for the assessment
- Align remaining Levy investments with departmental and community values
- Validate or recommend modifications to the status of paused projects
- Validate or recommend modifications to programmatic or scope reductions
- Validate or recommend modifications to recent program budget actions (2020 and 2021)

This assessment also identifies potential funding sources to restore projects and scope reductions.

9-YEAR LEVY PROGRAM DELIVERY TARGETS

One of the assessment considerations is whether programs are on track to meet their 9-year Levy delivery targets. This information can help inform any recommendations to modify the budget actions developed to address COVID-related impacts to the Levy. In the Levy portfolio status update planned for 2Q 2021, we will develop a more detailed analysis of each program's ability to meet their 9-year delivery targets in the face of COVID-related budget impacts, and we may propose further modifications.

Table 9 identifies delivery targets for all Levy programs (excludes discrete project deliverables), their current delivery status through 3Q 2020, and an assessment of whether we are on track to meet to meet the 9-year target. Programs that have a range for their target indicate the original goal when the Levy was adopted and the revised (lower) target as a result of the 2018 Levy Workplan Report. (Note that for Safety Corridors (Program 1) we increased the 2015 target of 12-15 projects to

more than 20 projects in the 2018 Levy Workplan.) Although there are 30 levy programs, many of them have several deliverables. Our findings, just past the halfway point of the Levy, include:

- Bicycle parking spaces deliverable has met the 9-year target
- 26 out of 30 programs are on track to meet or exceed their 9-year delivery targets, per the 2018 Workplan Report
- 4 out of 30 programs are not on track to meet their 9-year delivery targets
- While we are doing well to meet our 9-year Levy delivery targets for the Safe Routes category, we are not on track to meet our Vision Zero goal to end traffic deaths and serious injuries on city streets by 2030
- *Out of the 4 programs that are not on track to meet their 9-year delivery targets as stated in the 2018 Workplan Report, 3 are due to the COVID-impact budget reductions in 2020 through 2022, described in this report. One program will not achieve the 2020 planned accomplishments for 1 deliverable due to a limitation on crew availability, caused by the pandemic.*
- Prior to construction advertisement, the Fauntleroy Boulevard project was put on hold in January 2018, pending light rail route decisions from Sound Transit's ST3 process. This decision allows Sound Transit to complete their process for route selection and for SDOT to reduce construction impacts on the neighborhood while avoiding infrastructure investment that could be removed shortly after construction completion. As the timeline is still undetermined, funds remaining in this project were reallocated to help address significant cuts to the levy program.

- Graham St Station's levy contribution was deferred and will no longer be met with existing levy funds. This decision was made to help address significant cuts to the levy program, as Sound Transit's

schedule does not require this money until beyond the levy time frame. The City's contribution will be addressed at a later date, independent of the Levy.

TABLE 9: 9-YEAR LEVY PROGRAM DELIVERY STATUS

ID	Levy Deliverable	Total to Date (Q3 2020)	9-Year Target ¹ (see footnotes)	On Track w/COVID Impacts ²
Safe Routes	1 Vision Zero Corridor projects	19	12 to 21	Yes
	2 Miles of speed limit signs replaced	92	N/A	N/A
	2 Safe Routes to School projects	123	9-12 per year	Yes
	3 Crosswalks Repainted	5,691	1,500 per year	Yes ³
	3 Arterial lane-miles repainted	2,589	560 per year	No ³
	4 New traffic signals	14	3 per year	Yes
	4 Traffic signal improvements	56	10 per year	Yes
	4 Traffic spot improvements	56	10 per year	No
	4 Corridors optimized	24	5 per year	Yes
	4 Regulatory street signs replaced	17,884	3,000 per year	Yes
	5 Protected bike lane (miles)	16.24	50-110 ⁴ bike facility miles	Yes
	5 Neighborhood Greenway (miles)	18.68		
	5 Bike lane (miles)	3.85		
	6 Sidewalks repaired, block equivalents	119.45	225	Yes
	6 Sidewalk spot improvement (shim/bevel/curb repair)	25,605	1,000 per year	Yes
	7 Customer service requested curb ramp upgrades	693	150-200 per year	Yes
	8 Neighborhood Street Fund projects	10	20-35	Yes

¹Targets with a discrete number are from the original 2015 Levy workplan; for targets with a range, the lower number is the revised target from the 2018 Levy Workplan Report (except for Program 1 for which target was increased in 2018).

²Compared to 2018 Levy Workplan.

³Crew capacity and not budget has affected ability to deliver annual target amounts for both deliverables. SDOT believes we can catch up on crosswalks in 2021, but all arterial lane miles are repainted each year, so the anticipated under delivery in 2020 cannot be made up.

⁴Original levy targets were 50 miles of protected bike lanes and 60 miles of Greenways.

	ID	Levy Deliverable	Total to Date (Q3 2020)	9-Year Target ¹ (see footnotes)	On Track w/COVID Impacts ²
Maintenance & Repair	9	Lane-miles repaved (contractor)	104	162.5-180	No
	10	Lane-miles repaved (crew)	37.3	41-70	Yes
	10	Paving spot improvements	288	35-65 per year	Yes
	11	Bridge spot repairs completed	1,877	350 per year	Yes
	15	Stairway rehab. projects	24	5 per year	Yes
	16	Trees planted (2:1 replacement)	1,666	300 per year	Yes
	16	Trees pruned (trimmed)	22,473	4,000 per year	Yes
	16	Trees or vegetation obstruction removed	856	300 per year	N/A
	16	Landscape maintained	6,895	Approx. 1,000 per year	Yes
	16	Tree or vegetation obstruction removed	2,410	300 per year	Yes
Congestion Relief	19	Signal major maintenance projects	55	5-15 per year	Yes
	19	Signal diagnostic evaluations	1,117	250 per year	Yes
	19	Signal preventative maintenance	3,744	775 per year	Yes
	20	Miles of arterial added to ITS system	89.36	As budget allows	Yes
	21	Transit spot improvements	135	20 per year	Yes
	25	Blocks of new sidewalk built	152.05	150-250	No
	25	Crossing improvements	69	20 per year	Yes
	27	Bike parking spaces added	1,530	1,500	Yes
	27	Urban trail & bikeway spot imp.	54	10 per year	Yes
	30	Freight spot improvements	22	3-5 per year	Yes

PAUSED PROJECT ALIGNMENT WITH LEVY VALUES

The Levy to Move Seattle was crafted to implement Move Seattle, the City's 10-year strategic vision for transportation. As such, all projects play an important role in advancing one or more desired outcomes. Because of this, there is not a quantitative method to determine whether a paused project should be proposed to be restarted in lieu of another project being paused, or whether a programmatic reduction should be substituted.

To conduct this assessment, we qualitatively evaluated paused projects against factors or criteria that align with our values, along with guidance received from the Move Seattle Levy Oversight Committee. These factors include:

- **Project status** – We want to complete existing projects before starting new projects, thus we want to avoid pauses to projects in construction.
- **Leverage outside funding sources** – To maximize the use of grants and partnership funds to maximize levy deliverables, we want to avoid pauses to projects with leverage.
- **Equity** – We want to invest in areas of the city we historically underserved and will consider 2 key dimensions: is the project in an equity focus area (top 2 quintiles) as defined by the City's Race & Social Equity Index, and does the project provide an equity benefit for people outside the project location (e.g., a transit investment in a specific location that benefits riders from disadvantaged communities along the corridor).

- **Safety** – We want to prioritize projects that have potential to prevent injuries and fatalities.
- **Climate change** – To work toward Seattle's goal to become carbon neutral by 2050, we should prioritize projects that improve travel for non-automobile modes.
- **Urban village focus** – Consistent with the City's growth management strategy, we want to serve the greatest number of people by focusing limited resources in our urban villages and centers, especially for those investments that create quality public spaces and help to reduce car dependence.

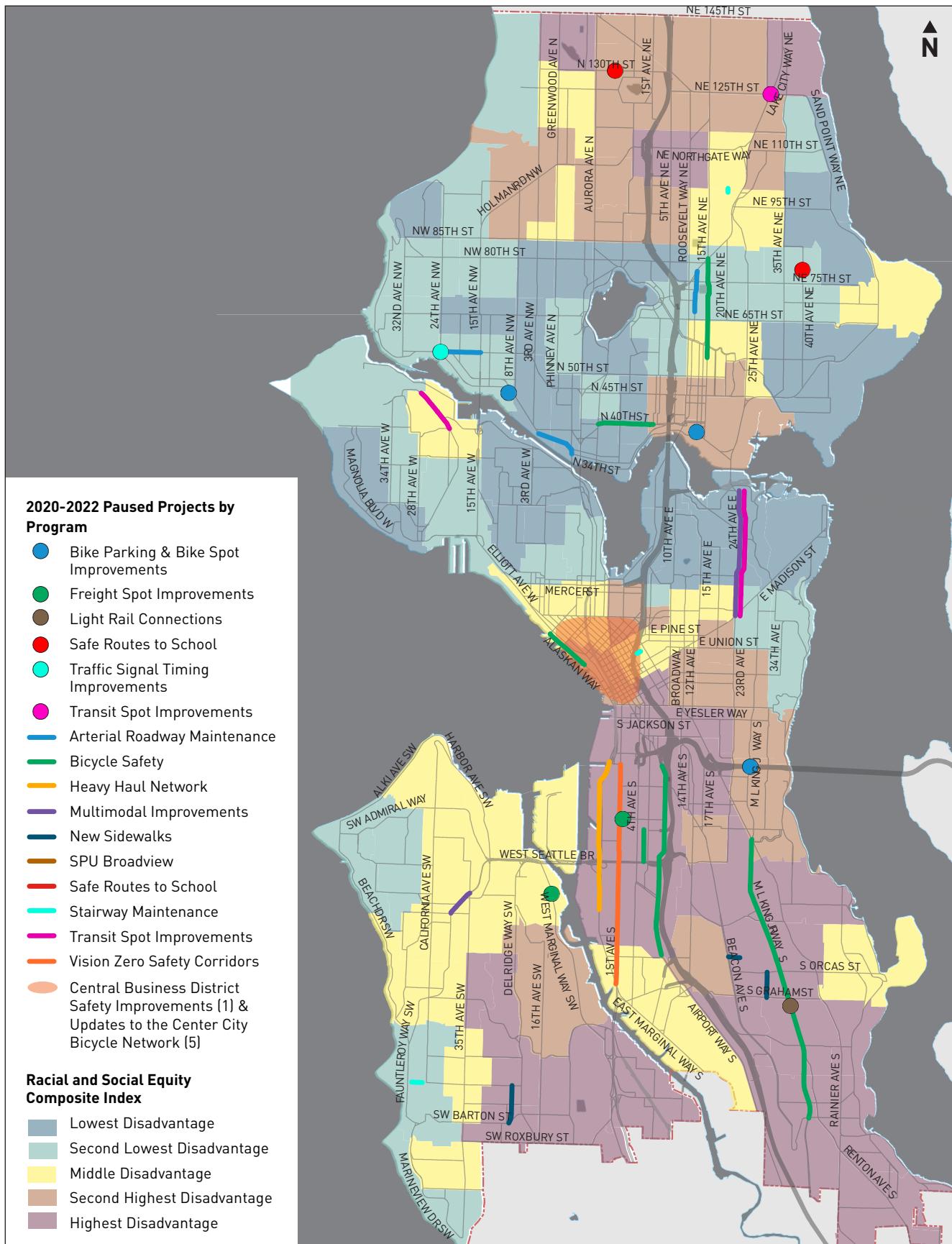
The Racial & Social Equity Index combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify where priority populations make up relatively large proportions of neighborhood residents. The City often uses this map to identify where we can focus investments to address historic inequities in how we have served people of color, people with low-incomes, and people with health challenges.

Figure 7 shows paused projects overlaid on the City's Race & Social Equity (RSE) Index map. The RSE map is a useful tool to identify whether projects are in an equity focus area.



Fall 2019, ribbon cutting for new traffic signal in Fremont

FIGURE 7: PROJECT PAUSES DUE TO COVID IMPACT ON REVENUES



The following sections qualitatively evaluate, by Levy category, how the paused projects address the factors described above. In our assessment, we most heavily weighted safety and equity factors, consistent with our values and LOC guidance. For purposes of this analysis, paused projects that address most factors (i.e., those that best advance desired outcomes) are ones flagged for a closer look at possible reconsideration.

Overall findings are:

- None of the paused projects are in construction
- One paused project has grant or partnership funds as part of its budget

- There are 6 projects (including 4 with grant or partnership funds) that are continuing, although with scope reductions to remain within the available budget

Safe Routes

Paused projects in the Safe Routes levy category are shown in Table 10. By definition, all projects in this category are focused on the key factor to improve safe travel, including for vulnerable users of our system. Seven of the 10 paused projects address both equity factors (location and benefit), and 2 other projects support one of the equity considerations.

TABLE 10: 2020-2024 PAUSED PROJECTS – SAFE ROUTES EVALUATION SUMMARY

#	Program/Project	Change (\$M)	In Construction	Grants or Partnership	Equity Focus Location	Equity Focus Benefit	Safety Benefit	Urban Village	Reduce Carbon Emissions
1 Vision Zero Safety Corridors									
	1st Ave S Safety Corridor	(\$0.30)	○	○	●	●	●	○	●
	Central Business District Safety Improvements	(\$0.40)	○	○	●	●	●	●	●
2 Safe Routes to School									
	N 130th and Ashworth Ave N	(\$0.25)	○	○	●	●	●	○	●
	Thornton Creek Elementary	(\$0.04)	○	○	○	○	●	○	●
5 Bicycle Safety									
	Alaskan Way	(\$0.06)	○	○	●	●	●	●	●
	Georgetown-Downtown (Planning)	(\$0.06)	○	○	●	●	●	●	●
	MLK Way (Rainier to Henderson) (Feasibility study)	(\$0.08)	○	○	●	●	●	○	●
	SODO Trail	(\$0.04)	○	○	○	●	●	○	●
	Bike Spot Improvements for NE 40th St	(\$0.04)	○	○	○	●	●	●	●
	Updates to Center City Bicycle Network	(\$0.13)	○	○	●	●	●	●	●

Legend: ● = Yes; ○ = Partial; ○ = No

Based on our qualitative assessment Safe Routes projects, we recommend that both paused Vision Zero Safety Corridor projects, 1st Ave S Safety Corridor and Central Business District Safety Improvements, be restarted. Table 11 summarizes our findings and recommendations.

TABLE 11: SAFE ROUTES PAUSED PROJECTS – FINDINGS AND RECOMMENDATIONS

Program	Findings	Recommendations	
1	Vision Zero Safety Corridors	<ul style="list-style-type: none"> • Both the 1st Ave S Reconstruction and the Central Business District Safety Improvements projects are in locations with a history of a high number of collisions, including serious injuries and fatalities. • Both projects address equity goals and will help with emissions reductions by making it safer for vulnerable users on foot and on bicycles. 	<ul style="list-style-type: none"> • Restart 1st Ave S Safety Corridor (\$0.30M) • Restart Central Business District Safety Improvements (\$0.40M)
2	Safe Routes to School	<ul style="list-style-type: none"> • This program is on track to meet its delivery goal of delivering 9-12 projects each year, with at least one project at each school, even with the planned budget reductions for 2020-2021. • The N 130th St and Ashworth Ave N signal project is located in the second highest tier of disadvantaged geographies. 	<ul style="list-style-type: none"> • No changes recommended
5	Bicycle Safety	<ul style="list-style-type: none"> • This program is on track to achieve the 9-year goal of 50 to 55 miles of bike facilities through a combination of protected bike lanes, neighborhood greenway, and bike lanes. • Of the 6 paused projects, 5 are early in the planning or design phase. 	<ul style="list-style-type: none"> • No changes recommended

Maintenance & Repair

A total of 7 projects in the Maintenance & Repair category are paused. Based on a qualitative assessment, none perform strongly in terms of advancing equity, which is not unusual for programs that are focused on improving asset conditions. Generally, asset maintenance

does improve safety. However, many asset maintenance programs typically do not select projects based on collision data and trends and, as a result, do not show as high a safety benefit as projects in safety focused programs. For purposes of this assessment we did not consider future costs and risks of deferred maintenance.

TABLE 12: 2020-2024 PAUSED PROJECTS – MAINTENANCE & REPAIR EVALUATION SUMMARY

#	Program/Project	Change (\$M)	In Construction	Grants or Partnership	Equity Focus Location	Equity Focus Benefit	Safety Benefit	Urban Village	Reduce Carbon Emissions
9 Arterial Roadway Maintenance									
	NW Market St (24th Ave NW to 15th Ave NW)	(\$10.50)	○	○	○	○	●	○	●
	12th Ave NE (67th Ave NE to Lake City Way)	(\$5.40)	○	○	○	○	●	●	●
	NW 36th St/Fremont Pl N/ Fremont Ave N	(\$13.30)	○	○	○	○	●	○	●
	Stone Way (N 45th St to N 50th St)	(\$2.50)	○	○	○	○	●	●	●
15 Stairway Maintenance									
	SW Thistle Gateway to Lincoln Park	(\$0.50)	○	○	○	○	○	○	●
	20th Ave NE & NE 100th St	(\$0.50)	○	○	○	○	○	○	●
	Union St & Terry Ave	(\$0.26)	○	○	○	○	○	○	●

Legend: ● = Yes; ○ = Partial; ○ = No

Based on a qualitative assessment, we recommend no changes to the Maintenance & Repair pause projects list. Our findings for this recommendation are summarized in Table 13.

TABLE 13: MAINTENANCE & REPAIR PAUSED PROJECTS – FINDINGS AND RECOMMENDATIONS

Program	Findings	Recommendations	
9	Arterial Major Roadway Maintenance	<ul style="list-style-type: none"> • The Arterial Paving (AAC) program is not on track to meet its 9-year levy goal to pave 162.5 lane-miles due to the COVID-impact budget reductions. • There are no compelling equity benefits for any of the arterial paving projects, as this program focuses on asset condition needs when prioritizing projects. • The Stone Way intersection project pause is not COVID related. The contractor's proposed cost of the project (as a change order to the current Greenlake paving project) is higher than expected, which has affected the ability of partnering programs to contribute the full level of funding needed for the partnership scope of work elements. There is the future possibility to bid this project out as a stand-alone project. 	<ul style="list-style-type: none"> • No changes recommended
15	Stairway Maintenance	<ul style="list-style-type: none"> • The Stairway Maintenance program is on track to meet its 9-year levy goal to rehabilitate 5 stairways each year. • Stairways with the highest safety concerns were completed in early levy years. 	<ul style="list-style-type: none"> • No changes recommended

Congestion Relief

The Levy's Congestion Relief category contains the most programs (13 out of 30), and with 15 paused projects, it also has the most of any category. Table 14 shows how the pause projects were qualitatively rated against our assessment factors.

TABLE 14: 2020-2024 PAUSED PROJECTS – CONGESTION RELIEF EVALUATION SUMMARY

#	Program/Project	Change (\$M)	In Construction	Grants or Partnership	Equity Focus Location	Equity Focus Benefit	Safety Benefit	Urban Village	Reduce Carbon Emissions
18	Multimodal Improvements								
	Fauntleroy Way SW	(\$14.90)	○	○	○	○	●	○	○
	23rd Ave Corridor Phase 3	(\$4.30)	○	○	○	●	●	●	●
19	Traffic Signal Timing Improvements								
	15th Ave NW and Market St	(\$0.49)	○	○	○	○	○	○	●
21	Transit Spot Improvements								
	Gilman Ave Bus Safety Improvements	(\$0.50)	○	○	○	○	●	○	●
	NB Lake City Way at NE 125th St	(\$0.75)	○	○	●	●	●	●	●
	23rd Ave Corridor	(\$0.50)	○	○	○	●	●	●	●
22	Light Rail Connections								
	Graham St (ST schedule post-levy)	(\$10.00)	○	○	●	●	●	○	●
25	New Sidewalks								
	24th Ave SW – SPU Longfellow Partnership	(\$2.20)	○	●	●	●	●	○	●
	S Brandon St	(\$0.17)	○	○	●	●	●	○	●
	32nd Ave S	(\$0.20)	○	○	●	●	●	○	●
27	Bike Parking and Bike Spot Improvements								
	Burke Gilman Trail at Fred Meyer in	(\$0.20)	○	○	○	●	●	○	●
	Mountains to Sound Trail at MLK Crossing	(\$0.10)	○	○	●	●	●	●	●
	Brooklyn Ave and Burke Gilman Trail Crossing	(\$0.10)	○	○	●	●	●	●	●
30	Freight Spot Improvements								
	W Marginal Way at S Idaho St	(\$0.25)	○	○	○	●	●	○	○
	Occidental Way at Lander St	(\$0.25)	○	○	●	●	●	○	○

Legend: ● = Yes; ○ = Partial; ○ = No

Out of the 15 paused projects in the congestion relief category, we recommend restarting the 23rd Ave Corridor multimodal improvement project, along with 3 paused new sidewalk projects as all 4 projects serve communities we historically have disadvantaged. Our findings and recommendations are summarized in Table 15.

TABLE 15: CONGESTION RELIEF PAUSED PROJECTS – FINDINGS AND RECOMMENDATIONS

Program	Findings	Recommendations	
18	Multimodal Improvements	<ul style="list-style-type: none"> Fauntleroy Way SW project is not in a highly disadvantaged area, nor does it have transit service. Spot improvements have been completed on Fauntleroy Way Blvd in lieu of delivering the full project scope. This project was paused at 100% design in January 2018 due to Sound Transit's planning of the light rail extension to West Seattle. While the 23rd Ave Corridor Phase 3 (John to Montlake) project is not directly located in a highly disadvantaged area, it will make safety improvements and improve access for patrons of the Route 48, which serves several highly disadvantaged areas in Southeast Seattle, connecting north to the University District. This section of 23rd Ave has a history of high collisions. 	<ul style="list-style-type: none"> Restart the 23rd Ave Corridor Phase 3 project (\$4.30M)
19	Traffic Signal Timing Improvements	<ul style="list-style-type: none"> 15th Ave NW and Market St project does not help to advance desired outcomes in a significant way, including for safety and equity. 	<ul style="list-style-type: none"> No changes recommended
21	Transit Spot Improvements	<ul style="list-style-type: none"> Program has adequate funding to deliver at least 20 spot improvements per year, despite program funding reductions. Program funding potentially could be restored as a result of the recent overturning of Initiative 976 and if the Seattle Transportation Benefit District measure on the November 2020 ballot is successful. 	<ul style="list-style-type: none"> No changes recommended
22	Light Rail Connections, Graham St	<ul style="list-style-type: none"> Sound Transit's construction schedule to add the Graham St station to the Central Link line requires the Levy's \$10M contribution to be deferred beyond the 2024 levy window. This funding can be repurposed within the Levy, and the City's contribution will be dealt with at a later date, independent of the Levy. 	<ul style="list-style-type: none"> No changes recommended
25	New Sidewalks	<ul style="list-style-type: none"> Subsequent to pausing the projects, it was determined that the program has adequate remaining budget, even with the program budget reduction, to deliver the paused projects. All 3 paused projects advance safety and equity goals. 	<ul style="list-style-type: none"> Restart 24th Ave SW – SPU Longfellow Partnership (\$2.20M) Restart S Brandon St (\$0.17M) Restart 32nd Ave S (\$0.20M)
30	Freight Spot Improvements	<ul style="list-style-type: none"> Despite planned budget reductions, the program is on track to meet the goal of delivering 3-5 spot projects each year. 	<ul style="list-style-type: none"> No changes recommended

Continuing Projects with Scope Reductions

In addition to assessing all paused projects against our analysis factors, we qualitatively examined the 6 projects that are continuing, but with scope reductions. As shown in Table 16, 4 out of 6 projects have outside leverage in the form of

grants or partnerships, and we continue to seek grants for the other project, E Marginal Way, that currently is advancing Phase 1. Because it is important to maximize outside leverage sources, we reduced project scopes in lieu of fully pausing these projects.

TABLE 16: 2020-2024 CONTINUING PROJECTS WITH SCOPE REDUCTIONS EVALUATION SUMMARY

#	Program/Project	Change (\$M)	In Construction	Grants or Partnership	Equity Focus Location	Equity Focus Benefit	Safety Benefit	Urban Village	Reduce Carbon Emissions
18	Multimodal Improvements								
	Route 7 (Rainier Beach-DT)	(\$1.00)	○	○	○	●	○	●	●
	Route 40 (Northgate-Downtown)	(\$1.80)	○	●	○	○	○	●	●
	Route 44 (Ballard-Univ District)	(\$0.90)	○	●	○	○	○	○	●
	Burke-Gilman Trail (Phases 1 & 2)	(\$0.75)	○	●	○	○	○	○	●
26	SPU Broadview								
	Greenwood Sidewalks								
	117th to 130th (SPU Partnership)	(\$0.84)	○	●	○	●	●	○	●
29	Heavy Haul Network								
	E Marginal Way (Phase 2 completion beyond levy 2020)	(\$17.73)	○	○	○	●	●	○	○

Legend: ● = Yes; ○ = Partial; ○ = No

In our recommendations for the 6 continuing projects with scope reductions, we propose to restore funding to the Route 7 multimodal improvement so the sidewalk elements can be restored to the scope of work. Table 17 summarizes our findings and recommendations.

TABLE 17: CONTINUING PROJECTS WITH SCOPE REDUCTIONS – FINDINGS AND RECOMMENDATIONS

Program	Findings	Recommendations
18 Multimodal Improvements	<ul style="list-style-type: none"> Route 7 reduction removes sidewalk replacements from scope of work; this route serves several of the highest disadvantaged communities Route 40 scope reductions are undefined, but are likely to result in more limited investments for access to transit throughout the corridor. Route 44 scope change will have minimal impact Burke-Gilman Trail (Phases 1 & 2) would pause scope for a project caught up due to legal challenges 	<ul style="list-style-type: none"> Restore Route 7 sidewalk scope (\$1.0M)
26 SPU Broadview	<ul style="list-style-type: none"> Greenwood Sidewalks 117th to 130th is a partnership with Seattle Public Utilities and benefits disadvantaged communities at north end but not at the south end; scope reductions could shorten project length at the south end 	<ul style="list-style-type: none"> Consider further reducing the budget by shortening the project at the south end
29 Heavy Haul Network	<ul style="list-style-type: none"> Unsecured leverage funding for Phase 2 has been moved beyond 2024, when it is more feasible to obtain; 2020 efforts were unsuccessful; Phase 1 continuing 	<ul style="list-style-type: none"> No changes recommended

PROGRAMMATIC BUDGET REDUCTIONS

In addition to evaluating paused projects and those with continuing with scope reductions, we looked at all programmatic reductions in the context of whether the programs were on track to meet their 9-year levy deliverables. Programmatic reductions include decreases to

budget not yet assigned to specific projects, as well as reductions in operational activities and service levels. Table 18 provides a qualitative assessment of whether programs are on track to meet 9-year Levy targets. Note that several programs have both programmatic budget reductions and paused projects.

TABLE 18: PROGRAMMATIC REDUCTIONS AND 9-YEAR LEVY DELIVERY TARGET STATUS

#	Program	Change (\$M)	9-Year Levy Target	On Track
Safe Routes				
1	Vision Zero Safety Corridors	(\$3.90)	12-21 projects	Yes
2	Safe Routes to School	(\$7.00)	9 to 12 projects per year	Yes
4	Transportation Operations			
	Traffic Signal Improvements	(\$0.20)	10 per year	Yes
	Traffic Spot Improvements	(\$0.35)	10 per year	Yes
	Staff Time Reductions	(\$1.10)	N/A	N/A
5	Bicycle Safety			
	Upgrades to Recent Projects	(\$0.60)	N/A	N/A
	New Bike Rack Installations ¹	(\$0.40)	1,500	Complete
7	Curb Ramps & Crossings			
	Crossings	(\$0.62)	150-200 per year	Yes
8	Neighborhood Street Fund	(\$0.25)	20-35 projects	Yes
Maintenance & Repair				
9	Arterial Major Maintenance (AAC)	(\$8.64)	162.5 lane-miles	No
10	Paving Spot Improvements	(\$1.08)	Approx. 3-5 lane miles and 35 spots per year	Yes
14	Bridge Replacement, Planning & Design	(\$1.38)	Planning/Design Work on 10 Bridges & \$5M for bicycle and pedestrian improvements on or near bridges	The future strategic bridge maintenance plan may affect the bridge priorities for planning and design efforts
Congestion Relief				
18	Multimodal Improvements	(0.40)	11 projects	Yes, except Fauntleroy
19	Traffic Signal Timing Improvements			Yes
	Signal Major Maintenance Projects	(\$0.24)	5 to 15 per year	Yes
20	Intelligent Transportation Systems		Miles of network added, as budget allows	Yes
	Denny Way ITS	(\$1.00)		
	Dynamic Messaging Sign Installation	(\$0.50)		

¹Target was met in Program 27; Program 5 would like to continue this work, dependent on funding availability.

#	Program	Change (\$M)	9-Year Levy Target	On Track
21	Transit Spot Improvements		20 per year	Yes
	Project Implementation	(\$1.05)		
	Safety Improvements in Streetcar Vicinity	(\$0.50)		
	Corridor Project Development			
	Transit Service and Strategy Development	(\$0.78)		
25	New Sidewalks		250 blocks	Yes
	Crossing Improvements	(\$0.90)	20 per year	Yes
27	Bike Parking & Bike Spot Improvements	(\$0.27)	10 spot improvements per year, 1,500 bike parking spaces	Yes

While many programs are on track to meet their 9-year deliverable targets, #8 Neighborhood Street Fund will exceed its target after completing the current round of projects, the second of three planned rounds. Also of note are other programs that have nearly achieved their 9-year delivery targets and are on track to exceed targets, including the Vision Zero Safety Corridors and Safe Routes to School programs.

TABLE 19: PROGRAMMATIC REDUCTIONS – FINDINGS AND RECOMMENDATIONS

	Program	Findings	Recommendations
8	Neighborhood Street Fund	After completion of current round of projects (second out of 3 planned rounds), program will have completed 25 projects, exceeding its 9-year delivery target of 20 projects.	Reprogram a portion of funds (\$6.6M) from the third cycle of projects (2022-2024) to offset other COVID budget impacts and/or reprogram remaining NSF/third cycle to pre-determined geographic equity areas

NSF findings: After completion of current round of projects (second out of 3 planned rounds), program will have completed 25 projects, exceeding its 9-year delivery target of 20 projects. The second NSF round included an extensive community engagement process and resulted in a record number of applications. In response to this successful process and record engagement, the Levy Oversight Committee recommended advancing 15 projects totaling \$7.8M, which included advancing \$2M from the third NSF cycle to fund neighborhood priority projects proposed during the second round.

NSF Recommendations: Reprogram a portion of funds (\$6.6M) from the third cycle of projects (2022-2024) to offset other COVID budget impacts and/or reprogram remaining NSF/third cycle to pre-determined geographic equity areas

The Levy portfolio assessment in 2Q 2021 will provide a deeper dive into potential strategies to meet targets or consider revisions due to COVID impacts.

RECOMMENDATIONS SUMMARY

With the rapid spread of the COVID-19 virus pandemic in Spring 2020 and the resulting economic recession, the Seattle Department of Transportation took immediate action to pause projects in 2020 and to identify proposed Levy to Move Seattle program budget reductions for 2020 and 2021. The purpose of this Levy Assessment was to validate or recommend modifications to those budget actions and resultant project pauses. Additionally, we wanted to understand what program budgets were available to program deliverables through the remaining life of the Levy in 2024.

Prior to the pandemic-induced recession, the levy program was on track to meet or exceed all deliverable targets established in the 2018 workplan – and was within reach of being able to meet the deliverable goals of the original 2015 Levy. As a result of COVID-19, the financial impacts to the City and the levy program have changed that, although we remained mindful of the levy delivery targets throughout this assessment.

All totaled, we evaluated 32 paused projects, 6 projects that were reduced in scope, and 15 programs with budget reductions. Overall, the budget reduction and project pause decisions were validated through our assessment, although it is always difficult to have to choose between funding safety improvements, maintaining our assets, or providing people with mobility options.

Given our short timeline between the 2020 mid-year project pauses due to COVID and the 2021 budget development and adoption process, we relied on qualitative assessments to confirm the budget actions and/or propose subsequent

modifications. A more in-depth analysis is underway to better understand what specific Levy deliverables we can commit to through the remaining life of the Levy (2024) at revised funding levels. This Levy portfolio status update is planned to be published in 2Q 2021.

In this COVID-19 Impact Assessment, the following principles guided our work:

- A responsibility to maintain or exceed all levy deliverables, as we view each to be a key piece of the original commitment to voters.
- A commitment to Vision Zero and our goal to create a safe transportation environment and end traffic deaths and serious injuries in Seattle. This effort is supported by the levy program, which is why we are recommending restoration of funding for the 2 paused Vision Zero projects.
- A dedication to operations and maintenance of our infrastructure within the levy program. Numerous SDOT operations and maintenance activities (arterial paving, bridge repairs, tree trimming, etc.) were woven into the fabric of the Levy, and the levy program is now the primary funding source for this work.
- Maintenance of City staff capacity for this levy work and emergency response, ability to ramp up project delivery as we advance towards recovery, and preservation of family-wage jobs during a recession.
- A commitment to transit access as a lifeline for a growing, recovering Seattle. We continue to seek opportunities to preserve the Transit Plus Multi-Modal Corridor projects as they were envisioned in the 2018 Workplan, and the recommendations of this report reflect that focus.

- Funding for proactive, responsible maintenance of our existing assets continues to be a priority. Financially, the program that is now furthest from meeting deliverables is Arterial Roadway Maintenance (Program 9). Select reductions in this program were chosen due to projects not being in construction, a lack of grants and partnerships, and fewer direct impact on City crew positions – allowing us to preserve many other levy projects. Funding has largely been maintained in Paving Spot Improvements (Program 10), which is paving work delivered by City crews.
- A commitment to our values and programs exceeding our original levy commitments. We currently expect to surpass the 9-year original levy commitments in 4 programs: Safety Corridors (Program 1), Safe Routes to School (Program 2), Neighborhood Street Fund (Program 8), and Transit Spot Improvements (Program 21).

2020-2024 Budget Changes

As a result of this assessment, we are not recommending any changes to programmatic reductions identified for the Levy's 2020-2024 Planned Budget. There are, however, 6 paused projects and 1 project with reduced scope that we recommend be prioritized to be restored, primarily because they are in highly disadvantaged areas as defined by the City's Race & Social Equity Composite Index, and they all have safety benefits. These projects total \$6.0M and are summarized in Table 20. Funding for 3 projects in the New Sidewalks program is shown as "N/A" because, subsequent to pausing the projects, we have identified existing program budget sufficient to restart these projects without requiring additional funds.

TABLE 20: RECOMMENDED MODIFICATIONS TO 2020-2024 PLANNED BUDGET

Recommended Budget/Project Restorations			
#	Program	Project	Amount (\$M)
1	Vision Zero Safety Corridors	Restart 1st Ave S Safety Corridor	(\$0.30)
		Restart Central Business District Safety Improvements	(\$0.40)
18	Multimodal Improvements	Restart 23rd Ave Corridor Phase 3 project	(\$4.30M)
		Restore Route 7 sidewalk scope	(\$1.00M)
25	New Sidewalks	Restart 24th Ave SW – SPU Longfellow Partnership	N/A*
		Restart S Brandon St	N/A*
		Restart 32nd Ave S	N/A*
		Total Recommended Budget/Project Restorations	(\$6.00M)

*New Sidewalks program has identified existing program funding to allow these projects to restart.

As noted previously, in October 2020 the Washington State Supreme Court ruled that statewide Initiative 976 (I-976) passed in November 2019 was unconstitutional. This maintains the ability for the City, as the Seattle Transportation Benefit District (STBD), to collect vehicle license fees (VLF) for transportation purposes and enables the City to spend the VLF collected between November 2019 and December 2020. As part of this assessment, we are recommending use of these one-time resources to restore funding for Levy projects that were paused due to revenue declines.

In addition to restoring funding for the \$6.0M in paused and reduced-scope priority projects identified in the table above, the STBD funds could be used for levy project and program funding restorations, with concurrence from the Transit Advisory Board. The analysis in this assessment of how well Levy projects align with stated values will be used to inform additional recommendations for use of the STBD funds.

Actions to advance recommendations could take the form of:

- Proposals put forward to City Council as part of 2021 supplemental budget actions
- Recommendations incorporated into the 2022 budget development process; this begins in 1Q and ends when City Council adopts the next year's budget in November

The final version of this assessment will incorporate the adopted 2021 budget, projects restored through the VLF, and updated revenue projections.

Program Prioritization

At the outset of our assessment process, the Levy Oversight Committee expressed a desire for consistency in how the various Levy programs develop their prioritized investment lists. We interviewed all program owners to understand their current prioritization methodologies and how they align with SDOT and levy values.

Additionally, a Racial Equity Toolkit (RET) analysis was completed for the assessment.

In general, the program owners are very thoughtful in how they develop their prioritization method. For several programs, the process is outlined in adopted modal master plans (e.g., Bicycle Master Plan, Pedestrian Master Plan). Other programs are primarily driven by collision data. Most programs incorporated equity considerations into their prioritization frameworks. Our recommendation in this area is to:

- In partnership with the SDOT Race & Social Justice Change Team, the Levy Oversight Committee, the external Transportation Equity Workgroup, and SDOT's Office of Equity and Economic Inclusiveness, evaluate existing policies and consider opportunities to implement best practices, data sources, and equity prioritization factors.
- Work with Levy program owners to ensure they have the best available data (e.g., current Race & Social Equity Composite Index) for use in their project prioritization frameworks and that equity considerations are properly weighted.
- Work with Levy program owners to include a Racial Equity Toolkit analysis for continuing projects with scope reductions to ensure improvements benefit communities we historically have disadvantaged.

Specific to COVID recovery planning efforts, SDOT is working with all City departments on a citywide effort known as "Reimagine Seattle" to address COVID impacts that disproportionately impact people of color. Because our annual programs (e.g., crosswalk markings, operational spot improvements, tree planting and trimming) are not programmed out years in advance, many have the flexibility to dedicate resources in communities hardest hit by the pandemic. A recommendation of this assessment is to:

- Prioritize annual program investments in communities where COVID impacts are greatest.



Fall 2019, kids on their way to school using a new sidewalk near Lakeridge Elementary School

NEXT STEPS

Based on the findings and recommendations of the COVID impact assessment on the Levy portfolio, we have identified key next steps:

- Review draft assessment with the Levy Oversight Committee and incorporate feedback
- Incorporate the adopted 2021 budget, projects restored through the vehicle license fees, and updated revenue projections

- Finalize assessment
- Determine path for Levy program and project budget modifications through formal City Council actions (2021 supplemental budget and/or 2022 proposed budget)
- Develop Levy portfolio status update in 2Q 2021 to provide greater detail on Levy deliverables through the end of the Levy period (2024)
- Advance program prioritization recommendations

APPENDICES

APPENDIX A: Levy Oversight Committee Comment Letter, June 2020



Seattle
Department of
Transportation



Committee Members

Rachel Ben-Shmuel, Co-chair

Lisa Bogardus

Vicky Clarke

Samuel Ferrara, Secretary

Joseph Laubach

Inga Manskopf

Nick Paranjpye

Ron Posthuma, Co-chair

Hester Serebrin

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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

June 10, 2020

To: Lorelei Williams, SDOT Deputy Director, Capital Project Delivery

From: Move Seattle Levy Oversight Committee

Cc: Mayor Jenny Durkan; Seattle City Councilmembers; Sam Zimbabwe, SDOT Director

Subject: Response to SDOT's Proposed Prioritization Methodology for Anticipated Budget Impacts Related to COVID-19

The Move Seattle Levy Oversight Committee (LOC) has reviewed the proposed project prioritization factors included in Attachment A of the 5/21/20 memo from Lorelei Williams. It is our understanding that the city is anticipating major revenue shortfalls due to the economic burden COVID-19 has inflicted on our community. As you review the LOC recommendations below for how to respond to the shortfall, please note that placing the highest priority on safety and equity will ensure that the values reflected in the enabling legislation will be reflected in the projects the levy is still able to fund.

Values Outlined in Legislation

One of the roles of the LOC is to ensure that the levy is implemented in line with what Seattle voters approved and subsequently what appears in the levy legislation. The legislation includes an emphasis on creating a walkable, transit-rich city; promoting a transportation system that helps fight climate change, nurtures vibrant communities, and improves public health; providing safe infrastructure for children and all pedestrians; maintaining streets that can carry an increasing number of people; and integrating and prioritizing the implementation of modal plans. These values helped inform the recommendations outlined below.

Assessment

As one of our responsibilities is to monitor revenues and expenditures, the LOC understands that certain projects in the

Move Seattle Levy portfolio may be delayed or eliminated due to revenue shortfalls and that prioritization factors will be used to make these decisions.

The LOC believes that factors D (Project Prioritization Score) and E (Equity Score) are important to consider. Providing transportation assets to areas of the city that have been historically underserved is of the utmost importance and should be considered strongly by SDOT when prioritizing levy projects.

The LOC also stresses that factors C (Project Status) and F (Grant/Partnerships) are of importance when considering project prioritization. Projects that have already spent a large sum of funding in construction, are close to being awarded for construction, or have funding secured from outside sources should continue. The LOC believes this will maximize the deliverables that are provided to the citizens who voted for this levy.

Recommendations

Although they were not entirely clear from the materials presented, Factors D (Project Prioritization Score) and E (Equity Score) appear to be derived using varying methods. The LOC recommends that these factors be represented consistently between projects to provide an opportunity for a fair comparison. The LOC believes equity should be emphasized in all prioritization decisions and having a clear understanding of these scores will aid in this. The LOC requests information on how these two factors are determined.

The LOC also requests more clarity on Factor G (Asset Preservation OR Resilient Neighborhoods OR Transportation/Transit Backbone). It appears this factor is concerned with the routine maintenance of assets as well prioritizing key arterial routes in the city. This factor should have specific and objective definitions if it is to be used for prioritization.

There are other factors that the LOC recommends considering when prioritizing projects. As noted earlier, the LOC would like to see an emphasis on safety in prioritization decisions. Projects that have the potential to prevent injuries and fatalities should be prioritized, as is outlined in the legislation. The LOC also feels strongly that projects that help work towards Seattle's climate change goals should be given emphasis. Urban Villages should also be taken into consideration when prioritizing projects since they are part of the city's strategy to reducing dependence on cars.

The LOC recommends that SDOT continues to have transparency in this prioritization process. It is particularly important that all of the items identified for prioritizing projects include clear definitions and the decision-making process is easily available for community members to find and understand. The Move Seattle Levy is a voter-approved tax and the citizens have a right to know the decisions that are made regarding levy projects. Any action SDOT can take to provide additional clarification on how the decisions were made is strongly encouraged. We would like to give credit to the SDOT staff with whom we have worked with on levy oversight, particularly

Lorelei Williams and Rachel McCaffrey, for their transparency and for their prodigious efforts to compile information to make it possible for the LOC to make useful recommendations.

Moving Forward

The LOC understands that factors other than COVID-19 will affect the city's transportation cash flow (West Seattle Bridge, Initiative Measure 976, as well as uncertainty surrounding both state and federal funds). The LOC would like to review a projected cash flow that SDOT is anticipating. This will aid in prioritizing levy projects as they fit into SDOT's budget as a whole.

As the Mayor and City Council develop the 2021 budget this summer, we hope they consider our input on the prioritization of transportation projects. In general, the LOC would like to see existing levy projects be funded first before new projects are considered. The LOC understands that this unprecedented financial challenge to Seattle means we are facing decisions related to cutting basic transportation needs. We urge the Mayor and City Council to identify new revenue for transportation projects. In particular, we support the continuation of the Seattle Transportation Benefit District to provide revenue to offset General Fund spending reductions on levy projects and ongoing Metro bus service. The LOC hopes to see the Mayor and City Council look for additional, progressive sources of revenue to fill gaps in our transportation budget.

Sincerely and on behalf of the Move Seattle Levy Oversight Committee,

Rachel Ben-Shmuel
Co-Chair

Ron Posthuma
Co-Chair

Attachments: Attachment 'A' from SDOT memo dated 5/21/20



Seattle
Department of
Transportation

ATTACHMENT A: DRAFT LEVY PORTFOLIO PRIORITIZATION FACTORS

This document is a companion piece to Memorandum titled "Move Seattle Levy prioritization methodology and draft prioritization factors, in response to City revenue and budget impacts related to COVID-19," transmitted to the Levy Oversight Committee on May 21, 2020.

Draft Levy portfolio prioritization factor details: SDOT has compiled the following draft factors based on existing Levy and departmental priorities to serve as factors in guiding the Department's decision making in the context of our current budget realities. We would like to emphasize the draft status of these factors and seek the Levy Oversight Committee's input, particularly regarding the questions outlined on page 2. These represent the many factors that the Department will consider as we prioritize our Levy work and we look forward to the LOC's input in this area. Our methodology and development of these factors aims to address anticipated Levy portfolio work plan changes while allowing the Department to remain responsive to changing and uncertain times. Letter identifiers have been applied for discussion and revision purposes.

Identifier	Factor	Details/explanation
A.	Project name or levy deliverable category	A specific project will be listed if applicable, and when not available (such as for operations/maintenance activities), an annual deliverable category will be identified (e.g. 2020 crosswalk restriping').
B.	Levy program/s	The relevant Levy program will be listed, e.g. "Sidewalk Safety Repair."
C.	Project status	This will account for project status: active construction, pre-construction or final design, operations and maintenance (O&M), or planning/design.
D.	Program prioritization score, if applicable	Many Levy programs go through robust prioritization efforts to advance a concept into planning and project delivery (e.g. Bicycle Master Plan Implementation Plan). When available, these processes thoroughly vet and score projects for safety, racial/social equity, community prioritization, and other factors.
E.	Equity score (high-low), if not included as part of criterion D	The above described program prioritization processes typically encompass an equity evaluation. If social equity is not already addressed through the program's prioritization process, an equity score will be applied using the 2015 Racial Equity Toolkit; specifically the map on page 15 of this document. This is an interim tool until we update the Levy program RET in conjunction with the Portfolio Status Update and make adjustments accordingly.
F.	Grants/partnerships	Indicate total value of secured or highly like grants or partnership dollar amounts.
G.	Asset preservation OR resilient neighborhoods OR transportation/transit backbone	Three core functions were identified to allow SDOT to be responsive to unprecedented times and in the context of a changing and uncertain future (West Seattle Bridge, social distancing, etc.). Asset preservation refers to work supporting preservation and maintenance; resilient neighborhoods encompasses active transportation, work in support of economic recovery, and access to services or jobs; and the transit backbone is in support of a core transit network, including RapidRide and access to frequent reliable transit.
H.	Other considerations	Other relevant factors/considerations.

APPENDIX B: Levy Oversight Committee comment letter, October 2020



Committee Members

Rachel Ben-Shmuel, Co-chair

Lisa Bogardus

Vicky Clarke

Samuel Ferrara, Secretary

Joseph Laubach

Inga Manskopf

Nick Paranjpye

Ron Posthuma, Co-chair

Hester Serebrin

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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

October 19, 2020

To: Seattle City Councilmembers

From: Move Seattle Levy Oversight Committee

Cc: Mayor Jenny Durkan; Sam Zimbabwe, SDOT Director; Lorelei Williams, SDOT Deputy Director

Subject: Review of the 2021 SDOT Budget

On October 6th the Move Seattle Levy Oversight Committee (MSLOC) received a detailed briefing on Mayor Durkan's proposed budget for the Seattle Department of Transportation. In light of the significant declines in non-Levy sources supporting transportation, near-term financing and spending adjustments are warranted. In this memo the MSLOC gives its recommendations to the City Council based on its review of the 2021 SDOT budget.

The Levy Oversight Committee thanks SDOT and Budget Office staff for their open and collaborative approach to working with us and for their work in preparing a budget briefing package that was both comprehensive and comprehensible. A particular thank you to Lorelei Williams, SDOT Deputy Director; Rachel McCaffrey, Committee Staff; and Keira Dragich, SDOT Boards and Commissions Coordinator for their work in assisting the committee.

Values Reflected in Legislation

The MSLOC places the highest priority on safety and equity. This ensures that the values reflected in the transportation Levy's enabling legislation will be reflected in the projects the Levy is able to fund. The Levy is intended to nurture vibrant communities, improve public health, and provide safe infrastructure for children and pedestrians. Areas of the city that have been historically underserved and have less of this infrastructure are generally the areas with higher minority populations; it is appropriate that delivery of Levy dollars is targeted there.

Financing Changes

SDOT presented new financing strategies to keep current and shovel-ready projects on track. The SDOT proposed budget depends on receiving \$25 million in city interfund loans. The MSLOC recommends proceeding with acquiring these loans as a source of near-term financing.

Bonding was also presented as a source of near-term financing for transportation projects. Levy revenues in 2023-2024 would be used to pay back the bonds used for Levy projects. The MSLOC understands that the City Council will need to approve the use of bonds as a separate piece of legislation outside of the budget. The MSLOC supports the use of bonds as a source of near-term financing for both Levy and non-Levy transportation projects. It recommends that the City Council approve their use.

With the recent ruling finding Initiative 976 unconstitutional, the MSLOC also recommends that the full funding from vehicle licensing fees be considered as a source of revenue in the 2021 SDOT budget.

Spending Changes

When first enacted, the Move Seattle Levy multiyear program spending was divided into a Safe Routes category receiving 22%, a Maintenance & Repair category receiving 45%, and a Congestion Relief category receiving 33%. The sharp reductions in non-Levy sources would have a particularly adverse effect on safety projects if no adjustments are made.

The Mayor's proposal mitigates this to some extent by shifting Levy funds resulting in the following new distribution: Safe Routes (26%), Maintenance & Repair (43%), and Congestion Relief (31%). The MSLOC recommends the City Council support this change. Safety projects should have a higher priority than arterial paving which would experience the largest sized reduction. Anticipated federal grants are projected to minimize the adverse impact of shifts from the Congestion Relief to Safe Routes.

Please feel free to reach out to the Move Seattle Levy Oversight Committee with any questions or clarifications.

Sincerely and on behalf of the Move Seattle Levy Oversight Committee,

Rachel Ben-Shmuel
Co-Chair (2020/2021)

Ron Posthuma
Co-Chair (2019/2020)

RACIAL EQUITY TOOLKIT

Covid-19 Impact Levy Assessment for the Levy to Move Seattle

DESCRIPTION

The economic recession brought on by the COVID-19 public health crisis impacted a variety of local revenue sources used to deliver Levy to Move Seattle transportation commitments. This levy assessment is intended to determine what to deliver with the remaining funding in the Levy to Move Seattle portfolio, and its objectives are to align remaining levy investments with City and levy values; identify levy deliverables through 2024 (end of levy); and validate or recommend modifications to recent budget actions. Key to the assessment is looking at impacts on racial equity. Below are the steps taken following SDOT's Racial Equity Toolkit guidance to provide a racial equity analysis of the levy assessment.

This racial equity analysis is made up of the six steps below and aims to lay out a process and a set of questions to guide the development, and implementation and evaluation of this levy assessment to address the impact on racial equity.

This report provides how the levy assessment specifically addressed the steps identified above from the racial equity toolkit guidance. This report also builds on the original 2015 RET that was completed as the Move Seattle Levy was being prepared. It is anticipated that further equity analysis will continue as the assessment informs the future status update work for the levy. This may result in a revision to this RET or a new RET being completed for the status update.

Step 1. Set Outcomes

Leadership communicates key community outcomes for racial equity to guide analysis.

Step 2. Involve Stakeholders + Analyze Data

Gather information from community and staff on how the issue benefits or burdens the community in terms of racial equity.

Step 3. Determine Benefit and/or Burden

Analyze issue for impacts and alignment with racial equity outcomes.

Step 4. Advance Opportunity or Minimize Harm

Develop strategies to create greater racial equity or minimize unintended consequences.

Step 5. Evaluate. Raise Racial Awareness. Be Accountable.

Track impacts on communities of color over time. Continue to communicate with and involve stakeholders. Document unresolved issues.

Step 6. Report Back

Share information learned from analysis and unresolved issue with Department Leadership and Change Team.

STEP 1. SET OUTCOMES

One of SDOT's overall goals is to partner with our communities to build a racially equitable and socially just transportation system. Specific to the COVID-19 Impact Levy Assessment, the Levy Oversight Committee (established by ordinance) recommended that we focus investments in areas we historically have underserved to better address racial inequities. At the same time, they also wanted a focus on safety, climate change, reduced car dependence (urban village growth strategy) while continuing to advance projects already in construction and those that have grant and partnership funding.

In considering feedback from the LOC and goals for the assessment, the outcomes for this racial analysis for the levy assessment are as follows:

- Intentional engagement and involvement of the LOC and TEW in the assessment process to ensure community feedback on equity factors.
- Review of impacts on BIPOC communities and minimize impacts by distributing benefits to these priority populations who have currently and historically experienced disproportionate impacts of climate change, transportation burdens, and residents who are at high risk of displacement. Use data and findings on impacts, to validate or modify the projects that were proposed to be paused or the programs that had funding reduced in the 2021 proposed budget.
- Assessment of levy deliverables that focuses on safety, climate change, serving urban villages, leveraging partnerships, and projects already in construction. The assessment should also align with Departmental and community values, and levy legislation and outcomes.
- Increased awareness for Program Owners in incorporating racial equity criteria and analysis in prioritizing levy deliverables, and standardized equity measures to the greatest extent practical and application of equity criteria in levy deliverable prioritization across programs.

STEP 2. DATA AND STAKEHOLDERS

Data

In looking at equity data, this assessment impacts all Seattle neighborhoods. With information taken from the 2014-2018 American Community Survey (ACS) 5-year estimates, Seattle's population is made up of 64.5% white people, 6.8% Black or African American, 14.9% Asian, 6.6% Hispanic or Latino, 0.5% American Indian and Alaska Native, 0.3% Native Hawaiian and other Pacific Islander, and 6.0% two or more races. According to an American Community Survey, 18.5% of Seattle's population is foreign born. As a whole, recent studies from the American Community Survey also showed a wide disparity in socio-economic well-being between different races in Seattle. Disparities by race and ethnicity due to inequitable conditions and a legacy of institutionalized racism are evident in every major indicator of well-being measured in the ACS: education, income, unemployment rates, homeownership, housing costs burdens, vehicle availability, and others. Minority populations in Seattle are highly concentrated in SE Seattle and in far SW Seattle.

The city has also been looking at data around the impacts of COVID-19 on the city and have found that the areas of Pioneer Square, Chinatown/International District, Atlantic, South Beacon Hill, Othello, Rainier Beach, Westwood-Highland Park, High Point, Downtown Central Business District, University District, and North Beacon Hill have been impacted the most by COVID-19 when taking into consideration the Race & Social Equity Index, COVID-19 case data, and the Seattle Displacement Risk Index. These areas have a large proportion of Black, Indigenous and People of Color (BIPOC) residents.

Stakeholder Involvement

Community members and stakeholders have been involved in a variety of ways for the levy assessment. Key to the Move Seattle Levy is the Levy Oversight Committee (LOC). The Levy to Move Seattle Oversight Committee is a volunteer, citizen advisory group that serves

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. 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. As part of the 2020 COVID Impact Levy Assessment process, the LOC has provided guidance on assessment factors, including equity, and received regular briefing updates and provided additional feedback throughout the process. Levy Oversight Committee meetings are all open to the public and include public comment on the agenda.

The entirety of the Levy program spans a third of the Department's Divisions and involves hundreds of SDOT staff. Program Owners, the lead staff responsible for delivery of a given Levy program, have been involved in the assessment, providing data, making recommendations, and reviewing outcomes/conclusions. As part of this assessment, program prioritization criteria and processes were reviewed, including a focus on how equity factors were considered and part of the process in developing their levy deliverables.

Additionally, SDOT's Transportation Equity Workgroup has been invited to weigh in on the draft assessment and has included TEW co-chairs attending LOC meetings. Additionally, SDOT Equity and Economic Inclusion staff, and SDOT's Race & Social Justice (RSJI) Change Team have provided review and feedback of this analysis.

Data Findings

The Race & Social Equity Index has been a primary source of data to identify where Race & Social Justice Initiative (RSJI) priority populations and disadvantaged populations make up relatively large proportions of residents. This data is being considered to help prioritize neighborhoods for

programs and investments. Recommendations for use of this data is further detailed program by program in the report.

Additionally, Seattle's long history of red-lining and other forms of housing discrimination are certainly a root cause of past underinvestment. Additionally, local Improvement Districts were sometimes used by wealthier neighborhoods to fund local investments (e.g. streetlights, sidewalks). Lack of use of data and quantitative criteria for prioritizing projects has also led to the best organized and most well-connected communities getting a disproportionate share of investment. These patterns only started to change as RSJI was first adopted at about the same time as the first Bridging the Gap measure was approved by voters in November 2006. In response to RSJI, SDOT adopted more and more refined project prioritization scoring systems that were data driven and emphasized geographic and racial equity.

Stakeholder Feedback

Feedback from the LOC raised concerns around equity and safety, and the need to prioritize these factors. With limited resources, assessment efforts should look at where investments have been made, what the remaining levy expect to deliver, and opportunities to modify budget changes made in 2020 and budget proposals for 2021/2022.

In addition to LOC feedback, we relied on key value statements to guide the levy assessment development. Sources include the original levy legislation (the Levy was approved by a majority vote in general election), guidance from the Levy Oversight Committee, SDOT's own core values and goals (shared on the inside cover of this report), and specific guidance for the 2021 budget development. There are several recurring themes among the guidance sources. These include the need to consider racial equity to address areas we have traditionally underserved; ensuring safe travel; recognizing the role our streets play in community and environmental health;

and maximizing funding through grants and partnerships to maintain our ability to deliver the full Levy portfolio.

Feedback from Program Owners, SDOT Equity and Economic Inclusion staff, and SDOT's Race & Social Justice (RSJ) Change Team addressed project and program prioritization, use of equity data and measures, and the need to look at benefits and burdens.

STEP 3. DETERMINE BENEFITS AND/ OR BURDENS

Given what we learned from data and stakeholder involvement, the levy assessment benefits and/or burdens racial equity in the following ways.

Benefits

- Continued and increased investments in BIPOC communities that improves safety and transportation access and an opportunity to question the value and desire of the community for the improvement.
- Program and project prioritization criterion includes equity consideration to benefit
- Review of Move Seattle Levy deliverables to ensure that remaining resources address equity.

Burdens

- Potential unintended consequences include displacement, gentrification due to increased investments, temporary impacts to the community during construction, particularly small businesses, and improved maintenance in locations that could result in rising rents and property values.
- Maintenance and asset management needs continue to increase and balancing these needs with equity can be challenging. Maintenance and asset management provides opportunities to be cost-effective, efficient and improve existing facilities that may not be necessarily be in areas with a high Race & Equity Composite Index rating. Also, maintenance needs based on

condition of the assets must at times drive the priority of maintenance investment.

- Impacts to prior commitments that may benefit BIPOC communities, and the need to re-prioritize may result in projects being paused in these BIPOC communities.
- Contracting equity impacts may include reductions or pauses on contract issued that may impact WMBE opportunities.
- Workforce equity impacts may include impacts to work programs that include crew delivered work.
- Immigrant and refugee access to services may be impacted as projects are reprioritized and transportation improvements may not be completed that improve or provide access to key services.

STEP 4. ADVANCE OPPORTUNITY OR MINIMIZE HARM

In order to address the impacts on racial equity, the following program, policy and partnership strategies have been developed for this analysis.

Program Strategies

- Data driven approach combined with qualitative factors- Race & Social Equity Composite Index looked at equity and immediate impact to the neighborhood, and broader community equity impacts (transit connections, bike corridors). Additionally, we were careful not to assume that a “data-driven approach” is the be all, end all approach for BIPOC communities, when lived experience is also important, and this assessment looked at individual project community engagement that provide opportunities for communities to shape the projects, and looked at activities and feedback received as part of those processes.
- Working with Change Team, LOC, TEW and SDOT equity staff to implement best practices, Race & Equity Index data, and equity prioritization factors.

- Looking at items such as consent decree requirements, community commitments, and other factors that need to be considered in program prioritization.
- Looking at impacts of COVID and identify communities most impacted by COVID-19, and opportunities to use this lens that includes Race & Social Equity Index, displacement risk index, and COVID-19 case data in this assessment.
- Work with program owners in incorporating racial equity criteria and analysis in prioritizing levy deliverables and standardize how equity is measured across programs. Work with program owners to include a RET analysis for continuing projects with scope reductions to ensure improvements continue to be a benefit in the communities.



Summer 2019, Vision Zero event in Rainier Beach

Policy Strategies

- Review of Levy legislation and explore opportunities to revise resource allocation and ability to shift between the three levy categories.
- Looking at impacts of COVID and identify communities most impacted by COVID-19, and opportunities to use this lens that includes Race & Social Equity Index, displacement risk index, and COVID-19 case data in this assessment.
- Working with Change Team, LOC, TEW and SDOT equity staff to look at existing policies and look at opportunities to implement best practices, Race & Social Equity Index data, and equity prioritization factors.

Partnership Strategies

- Working with Change Team, the LOC and the TEW to continue to look at programs and policies as the levy budget and work programs are revisited through the remaining life of the levy. Also, continue to work with community stakeholders as outreach opportunities present themselves through review of programs and budget actions.
- Looking at work across the city and SDOT and ensure coordination and partnership with these efforts to look at Impacts of COVID and relation to the Levy Assessment project.
- Work with external transit partners for projects involving transit investments and/or improves access to transit

STEP 5. EVALUATE, RAISE RACIAL AWARENESS, BE ACCOUNTABLE

As this analysis continues to be finalized and next steps towards the status update are taken, actions to ensure that continued evaluation and reporting of racial equity impacts will continue as follows:

- The Assessment report will be public, as will any subsequent budget actions. Levy reports will also continue to be made available. These documents could include a separate or updated RET analysis.
- The Levy Portfolio Status Update (2Q 2021) will offer more specific details on work program and response to assessment findings. This will include looking at opportunities to make this a replicable process and ensuring equity considerations continue to be looked at and are standardized.
- Continuing to work on programs as they develop annual work plans and project development and working with them on applying equity factors and criteria, and balancing levy legislation values and outcomes.
- Continued updates to data and collection of data gaps on completed projects to be able to tell the complete levy story on investments made and impacts to the community. This includes an analysis to look back at where we have made investments between 2016 and 2020 that will be completed as part of portfolio status update.

STEP 6. REPORT BACK

A report back to the Senior Team, the Mayor's Office and Levy Oversight Committee will occur which includes review of the levy assessment and future portfolio status update. Also, future work on the status update will include additional stakeholders identified in this report. This RET may be revised or a new RET conducted for further work on the levy assessment.

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