

Seattle Department of Transportation

LEVY TO MOVE SEATTLE QUARTERLY REPORT



2020 Q2

Published: July 2020



Seattle
Department of
Transportation



A LETTER TO THE READER

During the first three months of 2020, our project teams, crews, and contractors made meaningful progress on Levy sidewalk, road, and transit projects. However, starting in early March, like everyone in the city and beyond, we were confronted by the impacts of COVID-19. A new normal set in during the spring with the statewide “Stay Home, Stay Healthy” order and social distancing requirements, and the COVID-19 pandemic changed our city’s transportation patterns, community, and business needs overnight. SDOT responded quickly to address the many emerging needs of travelers, our essential workers, and to support neighborhoods and small businesses, which included programs and initiatives like [Stay Healthy Streets](#), [curbside pickup parking zones](#), hospital employee parking, [free parking and elimination of the 72-hour rule](#), signal retiming and more.

The Department’s highest priority is to protect the health and safety of our workers and our community, and in Q2 this included a heavy focus on response to the emerging needs triggered by COVID-19. Because of this, the level of staffing resources SDOT was able to allocate to delivering Levy work in Q2, especially for our in-house crews, was significantly impacted. SDOT remains deeply committed to transparency and accountability towards the \$930M Levy to Move Seattle, approved by voters in 2015, and we have worked to present the same data that the Levy Oversight Committee and public have begun to rely on through regular Levy status updates. However, even as this report was written, the pandemic is still here, and these are still highly unusual and uncertain times. We have adapted the report this quarter to showcase the regular data reporting and provide a glimpse into the impacts COVID-19 has had on the Department’s ability to deliver the Levy portfolio.

As we shared through our [Q1 update](#), the future is uncertain. For the Move Seattle Levy specifically, we anticipate revenues will not decline substantially from previous estimates. However, we do anticipate major impacts to the leveraged resources at the City, State, and Federal levels that we depend on to deliver the full Levy program. Because of these revenue impacts, we are launching a robust Levy prioritization assessment to clearly identify what we will be able to deliver in the remaining years of the Levy at reduced funding levels. This is a qualitative and quantitative process and you’ll find the beginnings of this effort referenced in this document. We will have more to share on the prioritization assessment later in 2020 with results presented through a Portfolio Status Update planned for Q2 2021.

Lastly, Seattle and cities across the country were ignited by the murder of George Floyd and the need to reflect and hold deeply personal, local and national conversations about systemic racism. SDOT recognizes the urgent call to action to center anti-racism and racial equity in our work by the Black Lives Matter movement and will hold this in the forefront for the Levy, and the Department as a whole, as we embark on the Portfolio Status Update process. Specifically, we seek to positively influence the prioritization process with the inclusion of the [Transportation Equity Workgroup](#) to help us drive collaborative solutions. We recognize that to be truly successful in our next steps, genuine listening, learning, and engagement is required and we are committed the long journey during the prioritization process and beyond.

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our VISION

Seattle is a thriving, equitable community powered by dependable transportation.

our MISSION

To deliver a transportation system that provides safe and affordable access to places and opportunities.

our VALUES & GOALS

equity

safety

mobility

sustainability

livability

excellence



Seattle
Department of
Transportation

EXECUTIVE SUMMARY

The following is a progress report on work to deliver citywide transportation projects and services funded in part or in full by the voter-approved Levy to Move Seattle in Q2 2020.

As mentioned in the Letter to the Reader on page 2, the emerging needs triggered by COVID-19, including health and safety protocols, significantly impacted the level of resources SDOT has been able to allocate to delivering Levy work in Q2. Many SDOT crew staff that were planned to work on Levy projects in Q2, were reallocated to address these emerging needs. High risk SDOT crew staff stayed home for their personal health and safety, thus significantly reducing crew capacity and availability for Levy projects. SDOT focused crews on essential services like keeping arterials open by filling potholes, maintaining a clear right-of-way and managing incidents, and addressing unique and emerging needs to allow more space for people to get outside while staying near their home and maintain social distance through the [Stay Healthy Streets program](#). In addition, SDOT closed the West Seattle High-Rise Bridge on March 23 in response to accelerated structural deterioration, resulting in further reallocation of SDOT crew resources across the department to respond to this emergency situation.

The majority of COVID-19 related impacts on Levy delivery were to crew-delivered projects and maintenance and operations activities, whereas a lot of our larger capital work like Northgate Bridge and Fairview Bridge projects experienced smaller degrees of impact. Further information on impacts to Levy delivery are outlined on page 5.



Construction on Delridge RapidRide H Line project

Despite these many competing priorities and emerging needs, we still made great progress on Levy projects including beginning construction on the Delridge RapidRide H Line, advancing heavy construction activity on the three major Levy bridge projects – Northgate, Fairview, Lander – building two new Safe Routes to School projects, continuing design on Vision Zero, bike, and sidewalk projects across the city, and completing the entirety of the 2020 planned major paving work, including the 35th Ave SW/SW Avalon Way paving project, N 40th St paving, and N 50th St paving. We also secured \$12.5M in grants for the Levy portfolio during Q2.

The financial details summarized on the following page and in Appendix A reflect the COVID-19 related impacts during Q2.

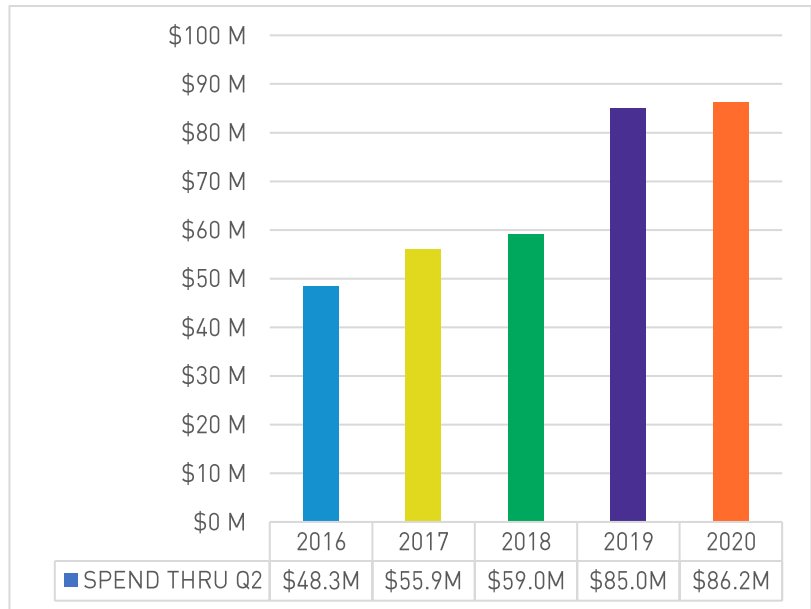
BUDGET AND EXPENDITURE SUMMARY

	MOVE SEATTLE	ALL FUNDS
ADOPTED BUDGET	\$140.8M	\$311.4M
REVISED BUDGET	\$172.2M	\$437.5M
2020 SPEND PLAN	\$140.8M	\$303.2M
2020 Q2 SPENDING ACTUALS	\$23.8M	\$49.6M
2020 TOTAL SPEND, ACTUALS	\$39.5M	\$86.2M

UNDERSTANDING THE IMPACTS OF COVID-19 ON LEVY DELIVERY

COVID-19 impacts to Q2 Levy delivery were primarily due to limited crew capacity related to the Continuity of Operations Plan (COOP) or the decision to take [immediate action to pause several projects](#) for the remainder of 2020, including many projects in the Levy portfolio. The decision to pause these projects is the result of thoughtful, but immediate action as we work to ensure our vision for a more livable, safe, and inclusive Seattle still moves forward in spite of new fiscal realities and timelines. Projects in construction and those with grants or partnerships, were largely not chosen for pause due to the impacts of changing those types of projects, this includes Georgetown to South Park bike facility, Northgate Bike and Pedestrian Bridge, and Delridge RapidRide H Line, among others.

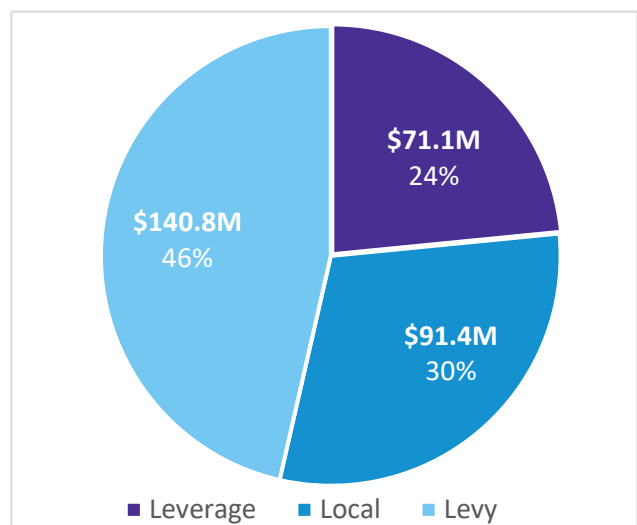
Figure 1: Q2 spending yearly comparison – all funds



In addition to our Q2 plans being impacted, we expect our plans for the remainder of 2020 and into 2021 and future years will be impacted as well, due to long term revenue impacts for the City. In late June, the City Budget Office (CBO) [presented 2020 budget impacts to City Council](#), including more than \$55M in reductions needed for SDOT.

In response to new fiscal realities and timelines, we are working on a Levy prioritization assessment through the remainder of 2020, to determine how remaining funding will be prioritized for Levy deliverables. Move Seattle Levy revenues are based on property tax, which is not yet expected to experience notable decline, however, in addition to Levy funds, SDOT leverages a variety of additional funds to deliver the Levy portfolio, including things like Vehicle License Fees (VLF), Real Estate Excise Tax (REET), and grant funds, which are the revenue sources that have already been and are expected to continue to be impacted by COVID-19. These additional funds collectively represent 54% of the \$303M 2020 spend plan, as shown in Figure 2 and further described in Appendix A on page 13. Additionally, and prior to COVID-19, we have anticipated potential impacts to the Levy portfolio’s VLF20 funding through the passage of I976 in November 2019. To address these revenue declines, we took thoughtful, immediate action to

Figure 2: \$303.3M 2020 spend plan by fund source

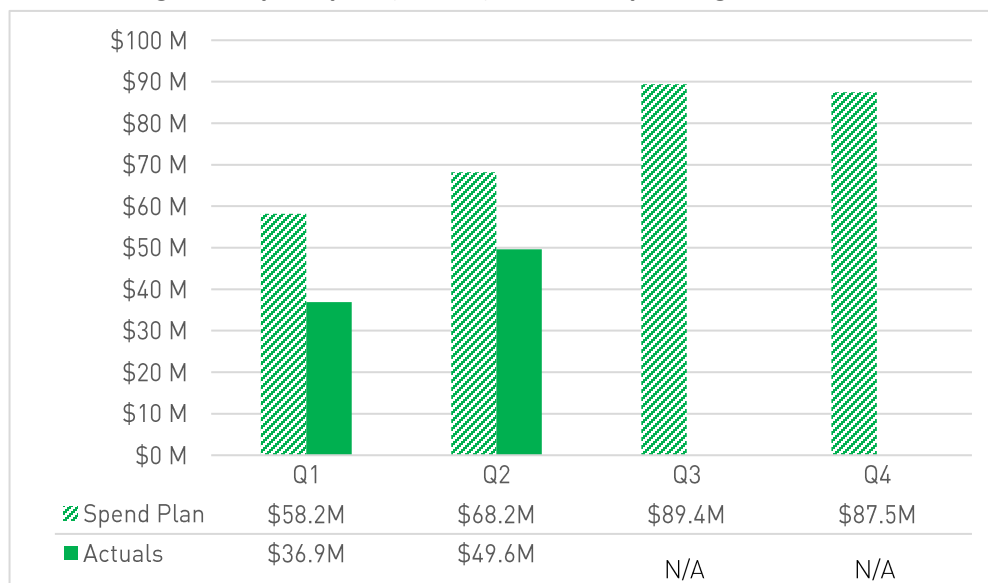


pause projects in 2020 and we expect that we will have to delay, or place on indefinite hold, additional Move Seattle Levy projects as we are forced to reallocate local funding to address revenue shortfalls in SDOT’s overall portfolio. As we understand more about our revenue forecast, we are committed to exploring potential new funding sources, including advocating for new potential funding authority that will enable us to minimize impacts to the overall Levy program.

In coordination with the Levy Oversight Committee, we will center equity and focus on safety as we outline a plan for the remaining years of the Levy. We have a long way to go, with room for improvement. While budget reductions will impact all Seattleites, it is our commitment to ensure that this process does not disproportionately impact Black, Indigenous, and People of Color (BIPOC) communities, and even with these reductions in resources we will look for ways to commit resources to underserved communities, including support for authentic engagement.

The 2021-2022 budget process timeframe did not allow us to perform this work in a reasonable manner prior to SDOT’s 2021-2022 budget submission. As a result, and similar to the 2020 paused projects, there will be planned pauses of and cuts to numerous Levy projects and programs with funding/spend in 2021 and 2022, that will be adopted into the 2021-2022 budget in November. However, the plan is to then incorporate further revisions, as identified by this comprehensive Levy prioritization process, through independent budget legislation in early 2021. These changes and an update on achievable Levy portfolio deliverables, for the remainder of the Levy, will be included in the Levy Portfolio Status Update Report, planned for publication in Q2 2021.

Figure 3: Spend plan (\$303M) vs Actual Spending – all funds



Spend variance

Figure 3 outlines SDOT’s quarterly progress towards the \$303M Levy portfolio spend plan for 2020. The Q2 spending actuals of \$49M represent progress on large capital construction such as Fairview Bridge and Delridge RapidRide H Line. The \$18M variance from the Q2 spend plan represents COVID-19 related impacts to crew delivery described on the previous pages. As we move into the second half of the year, the safety of our staff, crews, and community remain our highest priority and we will work to deliver Levy projects to the greatest extent feasible.

2020 Q2 PERFORMANCE SUMMARY

Levy program IDs are noted to correspond to each of the 30 Levy programs. The Levy deliverable field indicates one or more deliverables that correspond to each Levy program. [View an index of Levy programs here](#). Deliverables are only counted when fully complete.

ID	LEVY DELIVERABLE	2020 PLANNED	Q1	Q2	Q3	Q4	2020 TOTAL
Safe Routes							
1	Vision Zero Corridors	4	1	1			2
1	Miles of speed limit signs replaced*	300	50	39			89
2	Safe Routes to School projects	9-12	3	2			5
3	Crosswalks Repainted	1,500	0	0			0
3	Arterial Lane-miles Repainted	560	0	0			0
4	New traffic signals	3-4	1	0			1
4	Traffic signal improvements	10	2	2			4
4	Traffic spot improvements	10	4	1			5
4	Corridors optimized	5	1	1			2
4	Regulatory street signs replaced	3,000	750	750			1,500
5	Protected bike lane (miles)	3.5-4.0	0	0.9			0.9
5	Neighborhood Greenway (miles)	6-7	0	0			0
5	Bike lane (miles)	0.15-0.25	0	0			0
6	Sidewalks repaired, block equivalents	5-15	0.71	0.23			0.94
6	Square footage of sidewalk repair	n/a	1,420	468			1,888
6	Sidewalk spot imp. (shim/bevel/curb repair)	1,000-5,000	2,094	0			2,094
7	Customer Service Requested curb ramp upgrades	150-200	0	43			43
8	<i>Neighborhood Street Fund – Discrete projects, refer to page 9-10</i>						
Maintenance & Repair							
9	Lane-miles repaved (contractor)	16	0	16			16

*Speed limit sign replacement is through 2020-2021 citywide 25 MPH speed limit reduction initiative. Learn more on the [Vision Zero webpage](#)

2020 Q2 PERFORMANCE SUMMARY CONT'D

ID	LEVY DELIVERABLE	2020 PLANNED	Q1	Q2	Q3	Q4	2020 TOTAL
10	Lane-miles repaved (crew)	4.5-5	0	1.5			1.5
10	Paving spot improvements	35-60	2	8			10
11	Bridge spot repairs completed	350	48	80			128
12	<i>Bridge Seismic Improvements – Discrete projects, refer to page 9-10</i>						
13	<i>Fairview Bridge – Discrete projects, refer to page 9-10</i>						
14	<i>Bridge Replacement, Planning & Design – Discrete projects, refer to page 9-10</i>						
15	Stairway rehabilitation projects	5	0	0			0
16	Trees planted	300	160	0			160
16	Trees pruned (trimmed)	4,000	911	67			978
16	Trees removed	n/a	29	29			58
16	Landscape maintained	1,000	325	117			442
16	Tree or vegetation obstruction removed	300	98	24			122
17	<i>SPU South Park – Discrete projects, refer to page 9-10</i>						
Congestion Relief							
18	<i>Multimodal Improvements – Discrete projects, refer to page 9-10</i>						
19	Signal major maintenance	5-15	1	0			1
19	Signal diagnostic evaluations	291	101	37			138
19	Signal preventative maint.	775	213	168			381
20	Miles of arterial added to ITS system	20	11.6	9.86			21.46
21	Transit spot improvements	20	5	17			22
22	<i>Light Rail Connections, Graham St – Discrete projects, refer to page 9-10</i>						
23	<i>Northgate Bridge – Discrete projects, refer to page 9-10</i>						
24	<i>Light Rail Connections, Accessible Mt Baker – Discrete projects, refer to page 9-10</i>						
25	Blocks of new sidewalk built	43-58	4	8			12
25	Crossing improvements	16	2	1			3
26	<i>SPU Broadview – Discrete projects, refer to page 9-10</i>						
27	Bike parking spaces added	0-50	18	2			20
27	Urban trail & bikeway spot imp.	10	2	2			4
28	<i>Partnership Improvements, Lander Overpass – Discrete projects, refer to page 9-10</i>						
29	<i>Heavy Haul, East Marginal Way – Discrete projects, refer to page 9-10</i>						
30	Freight spot improvements	5	1	0			1

2020 Q2 PERFORMANCE SUMMARY CONT'D

ID	LEVY DELIVERABLE PROJECT	2020 PLANNED	2020 Q2 STATUS
8	Neighborhood Street Fund: 15 projects in 2019-2021 program	Complete design phase	Design continued
12	8th Ave NW/NW 133rd St	Start construction	Work to secure a FEMA grant continued
12	W Howe St Bridge	Complete construction	Construction continued
12	Cowen Park Bridge	Complete construction	Construction continued
12	Delridge Way Ped Bridge	Advance contracting	Continued design
12	N 41st St Pedestrian Bridge	Advance contracting	On hold for 6 months
12	SW Andover Pedestrian Bridge	Advance contracting	Working to advertise in late 2020
12	Cowen Park Br, Fremont Br, 15th Ave NE/NE 105th St Br, 4th Ave S Main to Airport Way, McGraw St Br, Admiral Way N Br, Admiral Way S Br, 15th Ave NW/Leary Way Br, 1st Ave S Viaduct/Argo Br, 4th Ave S Viaduct/Argo Br	Advance contracting	The desired scope on these 10 projects exceeds program funding availability. Therefore, the identified retrofits need to be scaled prior to final design. We expect to share a comprehensive update with the Levy Oversight Committee in the coming months.
13	Fairview Bridge Replacement	Continue construction	Construction continued
14	Magnolia Bridge	n/a	Project closed out in 2019.
14	Ballard Bridge	Finalize planning study report	Planning study documents are in final review
14	2nd Ave Extension Bridge	Not identified	Not initiated yet; evaluating study scope among COVID-19 impacts
14	Admiral Way Bridge	Not identified	Not initiated yet; evaluating study scope among COVID-19 impacts
14	33rd Ave W Railroad Bike/Ped Bridge	Not identified	Design continued
14	Thornton Creek Bridge 105th St	Complete planning study	Planning study documents are in final review
14	Thornton Creek Bridge 110th St		
14	Thornton Creek Bridge 45th St		
14	Thornton Creek Bridge 39th Ave NE		
14	Cowen Park Bridge	n/a	Project closed out in 2019.
14	Jackson St (4th-5th)	Not identified	Not initiated yet; evaluating study scope among COVID-19 impacts
14	University Bridge N Approach	Not identified	Not initiated yet; evaluating scope among COVID-19 impacts
14	39th St/E Pine St Bike/Ped Bridge	n/a	2019 near-term rehabilitation completed

2020 Q2 PERFORMANCE SUMMARY CONT'D

ID	LEVY DELIVERABLE PROJECT	2020 PLANNED	2020 Q2 STATUS
17	Drainage Partnership, South Park	Complete design	Circulated 90% design
18	Madison BRT/RapidRide G Line	Complete design and begin construction	Circulated 100% design; preliminary FTA readiness received
18	Delridge RapidRide H Line	Complete design and begin construction	Completed design and began construction
18	RapidRide Roosevelt	Continue design, including initiate 60% design	Issued design consultant request for qualifications (RFQ) and continued work towards environmental determination
18	Route 7 Transit-Plus Multimodal	Continued design, including 100% design	Completed 60% design
18	Route 44 Transit-Plus Multimodal	Complete planning and begin design and baseline project	Submitted 30% design
18	Route 40 Transit-Plus Multimodal	Complete planning phase and seek grant funding	Continued planning
18	Route 48 Transit-Plus Multimodal	Complete pre-planning and seek grant funding	Completed technical review of pre-planning concept designs
18	Fauntleroy Way Blvd Project	Not identified	Project on pause.
18	Burke-Gilman Trail Missing Link	Complete Phase 1	Completed construction for Phase 1 (Ballard Multimodal) without trail improvements due to ongoing legal challenges
18	45th Corridor, 4th Ave NE-Brooklyn	Begin implementing improvements	In development
18	Plan Aurora	Initiate project and apply for grant funds	In development
18	23rd Corridor Phase II	N/a	Project completed in 2019.
22	Light rail connections, Graham St	No action	Project deferred to align with Sound Transit schedule
23	Northgate Bridge	Start construction	Construction continues
24	Accessible Mt Baker	Complete transit center relocation study	Preparing for interagency coordination on draft study
26	SPU Broadview	Complete project design	Continued design and initiated community outreach
28	Lander Overpass	Complete construction	Construction continued
29	East Marginal Way	Advertise Phase 1 or secure funding for part of Phase 2 and start NEPA for combined project	90% design on phase 1

CONTRACTS & GRANTS UPDATE

2020 Q2 CONSTRUCTION CONTRACT MILESTONES

The below table details projects For more information on contracting progress from past quarters, please review previous [quarterly/annual levy reports](#).

CONTRACT TITLE	PLANNED AD DATE	ACTUAL AD DATE	CONTRACT AWARD DATE	NOTICE TO PROCEED
AAC 15th Ave NE	4/1/2020	4/1/2020	6/5/2020	n/a
AAC NE Pacific St*	1/15/20	1/15/20	3/12/20	6/15/2020
AAC NW Market St (2020 AAC)	3/18/20	3/18/20	n/a-paused	n/a-paused
BMP – Bell St PBL	1/28/20	1/28/20	4/15/2020	5/18/2020
Delridge Way SW RapidRide H Line	2/27/20	2/27/20	4/10/2020	6/8/2020
New Sidewalks – 2020 Package	2/26/20	2/26/20	4/16/2020	6/15/2020
New Sidewalks – School Safety – 2020 Rainier Beach SRTS	3/17/20	3/18/20	5/7/2020	n/a
Transit Spot Improvements – Package 1	1/29/20	1/29/20	4/6/20	5/11/2020
Vision Zero – 12th Ave S	3/17/20	3/17/20	5/20/2020	n/a
Vision Zero – Sand Point Way Safety Project	9/4/19	n/a	n/a	n/a

*NTP was delayed due to the project area’s proximity to University of Washington Medical Center and to ensure access to the Medical Center was not interrupted or impacted during COVID-19.

**Re-advertisement date

GRANTS UPDATE

We received several awards worth approximately \$12.5M in Q2 2020, outlined below, with more requests on contingency lists. An additional \$10.2M was awarded for projects outside the Move Seattle Levy portfolio.

FUND SOURCE	MOVE SEATTLE PROJECT	MOVE SEATTLE PROGRAM	AMOUNT
Puget Sound Regional Council	RapidRide Roosevelt	18) Multimodal Improvements	\$4.0M
Puget Sound Regional Council	Route 40 Transit-Plus Multimodal	18) Multimodal Improvements	\$4.0M
Puget Sound Regional Council	Route 48 Transit-Plus Multimodal	18) Multimodal Improvements	\$1.2M
Puget Sound Regional Council	Downtown Bike Network	5) Bicycle Safety	\$1.9M
Puget Sound Regional Council	15th Ave NW Paving	9) Arterial Roadway Maintenance	\$1.5M

2020 Q2 FINANCIAL SUMMARY

ID	Move Seattle Funds					All Funds				
	Adopted Budget	Revised Budget	2020 Spend Plan	2020 Q2 Spend	2020 Total Spending	Adopted Budget	Revised Budget	2020 Spend Plan	2020 Q2 Spend	2020 Total Spending
Safe Routes										
1	\$3.6M	\$4.1M	\$3.6M	\$0.6M	\$1.5M	\$4.1M	\$6.2M	\$6.6M	\$0.8M	\$2.1M
2	\$0.8M	\$1.1M	\$0.8M	\$0.0M	\$0.0M	\$4.0M	\$5.3M	\$4.8M	\$0.5M	\$1.4M
3	\$0.5M	\$0.5M	\$0.5M	\$0.1M	\$0.1M	\$1.5M	\$1.6M	\$1.8M	\$0.1M	\$0.1M
4	\$4.0M	\$4.2M	\$4.0M	\$2.3M	\$3.3M	\$9.1M	\$9.7M	\$10.9M	\$2.8M	\$5.3M
5	\$16.2M	\$14.4M	\$16.2M	\$1.4M	\$2.8M	\$27.9M	\$35.9M	\$23.0M	\$2.6M	\$4.6M
6	\$1.7M	\$0.8M	\$1.7M	\$0.2M	\$0.5M	\$3.8M	\$2.9M	\$3.3M	\$0.7M	\$1.3M
7	\$3.4M	\$3.4M	\$3.4M	\$0.4M	\$0.5M	\$14.1M	\$18.4M	\$15.8M	\$1.2M	\$2.3M
8	\$0.8M	\$2.4M	\$0.8M	\$0.7M	\$1.1M	\$0.8M	\$2.6M	\$1.6M	\$0.7M	\$1.1M
Maintenance & Repair										
9	\$38.1M	\$37.0M	\$38.1M	\$5.6M	\$9.3M	\$40.1M	\$46.6M	\$46.0M	\$5.5M	\$9.8M
10	\$2.9M	\$2.1M	\$2.9M	\$0.5M	\$1.1M	\$6.7M	\$5.9M	\$5.9M	\$0.8M	\$1.4M
11	\$2.8M	\$2.9M	\$2.8M	\$0.8M	\$1.0M	\$5.5M	\$5.3M	\$2.8M	\$0.8M	\$1.9M
12	\$14.2M	\$21.6M	\$14.2M	\$1.6M	\$2.6M	\$15.0M	\$25.6M	\$17.8M	\$2.5M	\$4.3M
13	\$6.8M	\$12.1M	\$6.8M	\$1.0M	\$1.7M	\$13.5M	\$29.4M	\$21.4M	\$5.2M	\$7.1M
14	\$3.7M	\$6.7M	\$3.7M	\$0.2M	\$0.4M	\$3.7M	\$8.5M	\$3.8M	\$0.2M	\$0.4M
15	\$0.5M	\$0.8M	\$0.5M	\$0.1M	\$0.2M	\$1.4M	\$2.3M	\$1.0M	\$0.3M	\$0.5M
16	\$2.3M	\$2.3M	\$2.3M	\$0.4M	\$0.7M	\$5.9M	\$6.0M	\$5.9M	\$1.2M	\$2.3M
17	\$7.3M	\$8.3M	\$7.3M	\$0.4M	\$0.4M	\$7.3M	\$8.3M	\$1.6M	\$0.4M	\$0.4M
Congestion Relief										
18	\$12.1M	\$19.1M	\$12.1M	\$3.2M	\$5.4M	\$66.3M	\$82.9M	\$31.8M	\$4.4M	\$6.9M
19	\$1.5M	\$1.8M	\$1.5M	\$1.3M	\$1.4M	\$7.2M	\$8.2M	\$7.2M	\$1.7M	\$3.6M
20	\$2.5M	\$2.0M	\$2.5M	\$0.4M	\$0.7M	\$3.3M	\$10.5M	\$6.2M	\$1.1M	\$1.8M
21	\$2.0M	\$2.2M	\$2.0M	\$0.8M	\$2.0M	\$5.7M	\$13.1M	\$10.3M	\$1.5M	\$3.3M
22	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M
23	\$2.9M	\$8.0M	\$2.9M	\$0.2M	\$0.2M	\$8.8M	\$25.0M	\$21.6M	\$5.8M	\$8.0M
24	\$0.0M	\$1.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$1.0M	\$0.5M	\$0.0M	\$0.0M
25	\$7.7M	\$8.7M	\$7.7M	\$1.2M	\$1.7M	\$15.9M	\$27.7M	\$24.2M	\$4.5M	\$7.2M
26	\$0.0M	\$1.4M	\$0.0M	\$0.1M	\$0.1M	\$0.0M	\$1.4M	\$0.8M	\$0.1M	\$0.1M
27	\$1.2M	\$0.7M	\$1.2M	\$0.1M	\$0.2M	\$1.2M	\$0.8M	\$1.0M	\$0.1M	\$0.2M
28	\$0.0M	\$1.3M	\$0.0M	\$0.1M	\$0.1M	\$29.4M	\$31.6M	\$17.6M	\$2.9M	\$6.6M
29	\$0.0M	\$0.6M	\$0.0M	\$0.2M	\$0.3M	\$4.0M	\$9.9M	\$4.0M	\$1.1M	\$1.7M
30	\$1.5M	\$0.9M	\$1.5M	\$0.2M	\$0.4M	\$5.3M	\$4.9M	\$3.9M	\$0.2M	\$0.6M
Ttl	\$140.8M	\$172.2M	\$140.8M	\$23.8M	\$39.5M	\$311.4M	\$437.5M	\$303.2M	\$49.6M	\$86.2M

Note: totals may not sum properly due to rounding.

Final numbers may be adjusted in future years due to accounting system updates.

APPENDIX A: REVENUE AND BUDGET UPDATE

As discussed throughout this report, the unprecedented economic downturn brought on by the COVID-19 public health crisis has affected local funding sources that are critical to our ability to deliver the full Move Seattle Levy portfolio. Long term impacts are anticipated to the leveraged resources at the City, State, and Federal levels; however, we have already seen impacts to local revenue sources. Due to heavy reliance on demand-driven tax revenues, the City’s General Fund is projected to lose \$200M in 2020, at a time when unplanned spending has increased. SDOT’s allocated General Fund has been reduced by \$10 million in 2020 (almost 22% of SDOT’s Adopted 2020 General Fund budget). In addition, Real Estate Excise Tax, a revenue stream dedicated to capital project investments and particularly asset maintenance in SDOT, is projected to decline by 42% citywide in 2020. For SDOT as a whole, this translates to \$1.2M reduction in 2020, and significant ongoing reductions into 2021 and beyond.

Due to these local revenue impacts to-date in 2020, SDOT specifically reduced the 2020 Levy portfolio budget by \$23M, which was achieved by [pausing a number of projects in 2020](#). The table below reflects the \$23M budget reductions to the Levy portfolio outlined according to the three funding source categories that support Levy delivery: Levy, local, and leverage. The budget reductions noted below reflect the budgets allocated to the projects included on the 2020 pause list. The [\\$303M 2020 spend plan](#) has not been adjusted though we do not expect to achieve the full spend plan in 2020 due to COVID-19 related impacts on project delivery and as described in the executive summary.

FUND SOURCE	2020 BUDGET	2020 REVISED BUDGET
Levy to Move Seattle (property tax revenue)	\$169M	\$158M
Local (e.g. sales tax, vehicle license fees, commercial parking tax)	\$111M	\$99M
Leverage (State/Federal grants)	\$157M	\$157M
Total	\$437M	\$414M

APPENDIX B: GLOSSARY OF TERMS

Abandonment/Re-appropriation

A type of budget revision that authorizes budget to be reallocated to a future budget year.

Adopted budget

The total budget authority that is approved in the annual budget ordinance by City Council.

All funds

All SDOT funds that are allocated for Levy to Move Seattle projects, including Levy funds, leverage (grants, partnerships, etc.), and local funds.

Carryforward

A type of budget revision that authorizes grants and capital projects to continue into the next budget year, adding to the adopted budget amount. Unspent budget is presumed to become 'carryforward' in the following year unless another action is taken (i.e. an abandonment).

Levy funds

A component of All Funds, these are specifically property tax proceeds as approved by voters in November 2015.

Planned Accomplishments

An annual plan for achieving deliverables. Planned accomplishments are accountable to the 2018 Workplan, taking into account current schedules and risks, and outlining each program's planned delivery for the year. Planned accomplishments do not supersede delivery plan outlined in the 2018 Workplan.

Revision

A budget action to adjust the adopted budget that occurs throughout the year to recognize grants, new revenues, augment or reduce appropriation authority, and make changes to capital projects.

Revised budget

The adopted budget plus any revisions that occur through the year.

Transfer

A type of budget revision that transfers budget from one project to another. Depending on the magnitude, these are processed either through Quarterly Supplementals or internally.

Spend plan

A plan developed and maintained by project owners, managers, project controls, and finance. The spend plan incorporates current events impacting project delivery and can be revised to better match expected spending. Spend plans may differ from budget due to current events, fund restrictions, or policy decisions. Current spend plans are reflected in the Levy workplan and updated annually for the Levy Oversight Committee.

Supplemental

A Council process, typically occurring quarterly, that revises the budget and may include obligating grants, allocating or transferring funding to and from projects, and creating new positions.

If you need assistance or translation of this material, please contact us at MoveSeattle@seattle.gov or 206-684-7623.

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