



# Levy Portfolio Status Update Levy Oversight Committee

# Principles of success

During the remaining life of the Levy to Move Seattle, we will:

- Work with the Levy Oversight Committee, SDOT Race and Social Justice Change Team, Transportation Equity Workgroup, and staff to ensure Levy resources continue to **advance opportunities in BIPOC communities and minimize harm** during the remaining years
- ***Make equitable, strategic, and targeted investments*** to prioritize funds to **meet our 2018 work plan goals**, reprioritize funds to projects that **make progress on our 2015 levy deliverable goals**, and **support our citywide Vision Zero, equity, climate and asset management goals**
- Strive to advance capital projects and **allocate levy funds** before 2025
- Work with stakeholders on a financial framework and strategy to **determine which capital projects to prioritize if new funds are to materialize**

# Where we've been

COVID Levy Assessment outlined next steps for 2021, including *developing a Levy portfolio status update in 2Q 2021 {now early 2022} to provide greater detail on Levy deliverables through the end of the Levy period (2024)*

Seattle Department of Transportation

## 2020 COVID-19 IMPACT ASSESSMENT: LEVY TO MOVE SEATTLE



January 2021



Seattle  
Department of  
Transportation



# Where are we going

- **October 5:** Presenting draft recommendations
- **October:** Soliciting recommendations/comments from Levy Oversight Committee (LOC)
- **October/November:** Incorporating LOC and SDOT Change Team comments into recommendations
- **December:** Return to LOC with any revisions to project plan
- **Early 2022:** Recommendations proposed in legislation to City Council



# What needs to be addressed?

- All programs except *#12 Bridge Seismic<sup>1</sup>, #18 Multimodal Improvements<sup>2</sup> and #22 Graham Street<sup>2</sup>* are on track to meet 2018 Workplan goals
- Eight programs are at risk of not meeting original 2015 ordinance goals:
  - **05. Bicycle Safety**
  - **06. Sidewalk Safety Repair**
  - **09. Arterial Roadway Maintenance**
  - **10. Paving Spot Improvements**
  - *12. Bridge Seismic Improvements<sup>1</sup>*
  - *18. Multimodal Improvements*
  - *22. Light Rail Connections, Graham Street<sup>2</sup>*
  - **25. New Sidewalks**
- Investments will focus on programs where we can make progress on our original 2015 ordinance goals – highlighted in bold above

<sup>1</sup>Prohibitive costs related to bridge seismic assessment, ultimately program scaled down by five projects, approved by LOC in December 2020, per transmitted memo

<sup>2</sup>Projects delayed due to alignment with Sound Transit schedules and King County Metro RapidRide program revisions

# How we arrived at our proposed project list

- Worked with program owners to identify a list of potential projects to be added to existing workplans
- Scored each project using criteria (like what was used in 2020 COVID Impact Assessment)
  - Project status
  - Grants or local partnerships
  - Equity focused location
  - Equity focused benefit
  - Safety
  - Climate change
  - Urban village focus
- Projects were ranked within each program
- List of projects presented to/endorsed by the Levy Executive Steering Committee

# Equity Focused Draft Recommendations

Program	Project	Equity	Output	Project Cost
New Sidewalks	Beacon Avenue S	X	12 blocks	\$3.60M
	Greenwood Ave N	X	7 blocks	\$3.00M
Sidewalk Safety Repair	Total Funding Gap	X	22 blocks	\$6.50M
Bike Safety	Georgetown – Downtown	X	1.5 miles Protected Bike Lanes (PBL)	\$3.00M
	SODO Trail Extension	X	0.4 miles Trail	\$2.00M
	Little Brook	X	0.4 miles Neighborhood Greenways (NGW)	\$0.18M
	Beacon Ave S (S Myrtle to 39th)	X	1.39 mi Trail/Protected Bike Lanes	\$2.00M
	Alaskan Way		0.38 miles Protected Bike Lanes	\$3.00M
	Beacon Ave S (S Spokane to S Myrtle)	X	Design 2.36 mi Protected Bike Lanes/Trail	\$1.00M
	11th/12th Ave. PBL	X	Design 1.1 mi Protected Bike Lanes	\$0.62M
Arterial Major Maintenance	Total Funding Gap	X	~8 lane miles	\$7.50M
Arterial Roadway Maintenance	15 <sup>th</sup> Ave NW	Rapid Ride Corridor	6.7 lane miles	\$10.70M

 All or majority of improvements located in equity areas

 Major transit/transportation corridors that connect to equity communities

# How do the recommendations increase progress toward our goals?

Program	2015 Goals	2018 Goal	Recommendation	New Output	Goals Achieved	
					2015	2018
05. Bicycle Safety	50 miles PBL	50-60 miles of bike facilities	+8.5 miles NGW (SSTPI) +5.1 facilities constructed +3.5 facilities designed	66.53-76.53 miles of bike facilities	↑	✓
	60 miles NGW				↑	✓
06. Sidewalk Safety Repair	225 blocks	225 blocks	+22 blocks	225 blocks	✓	✓
09. Arterial Roadway Maintenance	180 lane miles	161.5 lane miles	+6.7 lane miles	166.7 lane miles	↑	✓
10. Arterial Major Maintenance	70 lane miles	44.2-52.1 lane miles	~8 lane miles	70 lane miles	✓	✓
	65 spot repairs / year	35 spot repair / year		65 spot repair / year	↑ - ✓	✓
25. New Sidewalks	75% of sidewalk gaps on priority transit corridors	No Change	+Greenwood Ave N, 7 blocks +Beacon Ave S; 12 blocks	70% of sidewalk gaps on priority transit corridors	↑	↑
	250 new blocks of sidewalks			250 new blocks of sidewalks	✓	✓



# School Safety Transportation Pedestrian Improvements (SSTPI) Investment into Portfolio

- Invest \$10.4M of SSTPI funds into the Levy to Move Seattle<sup>1</sup>
- \$6.64M for bicycle safety Protected Bike Lanes/Greenway projects
  - Constructs roughly eight miles of new greenways, representing 13% of the original 60 miles of greenways promised in 2015
  - Constructs one mile of new protected bike lanes
- \$3.83M for additional Safe Routes to School projects
  - Program already on track to overdeliver goals
  - Doubles down on SDOT and the Levy's core tenet of safety

<sup>1</sup>Contingent on installation of new School Zone Traffic Cameras and subsequent collection of infraction revenues

# How do we propose paying for these investments?

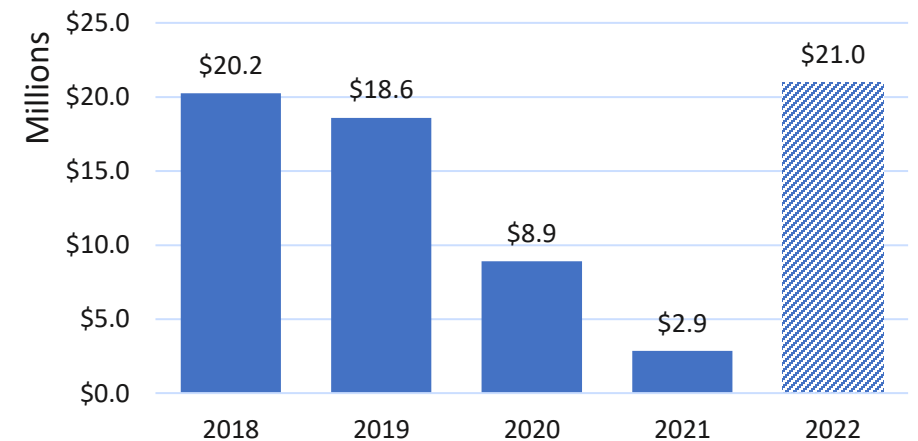
# Funding - Confirmed Category \$37.3M

These resources are secured and available

- \$26.2 Fund Balance
  - MSL - \$16.2M is available from decreased operating & maintenance (O&M) support coming from Levy resources for fiscal year 2022
  - SSTPI - \$10.0M available in fund balance
- \$4.6M Revenue Increase
  - MSL – Increased revenue assumptions surrounding collection of levy resources through the full life of the levy
- \$6.5M Project Savings
  - MSL/Real Estate Excise Tax (REET) – Available resources from Lander Street Overpass

SOURCE	MSL	SSTPI	REET	TOTAL
Fund Balance	\$16.2M	\$10.0M	\$-	\$26.2M
Revenue Increase	\$4.6M	\$-	\$-	\$4.6M
Project Savings	\$5.8M	\$-	\$0.7M	\$6.5M
<b>TOTAL</b>	<b>\$26.6M</b>	<b>\$10.0M</b>	<b>\$0.7M</b>	<b>\$37.3M</b>

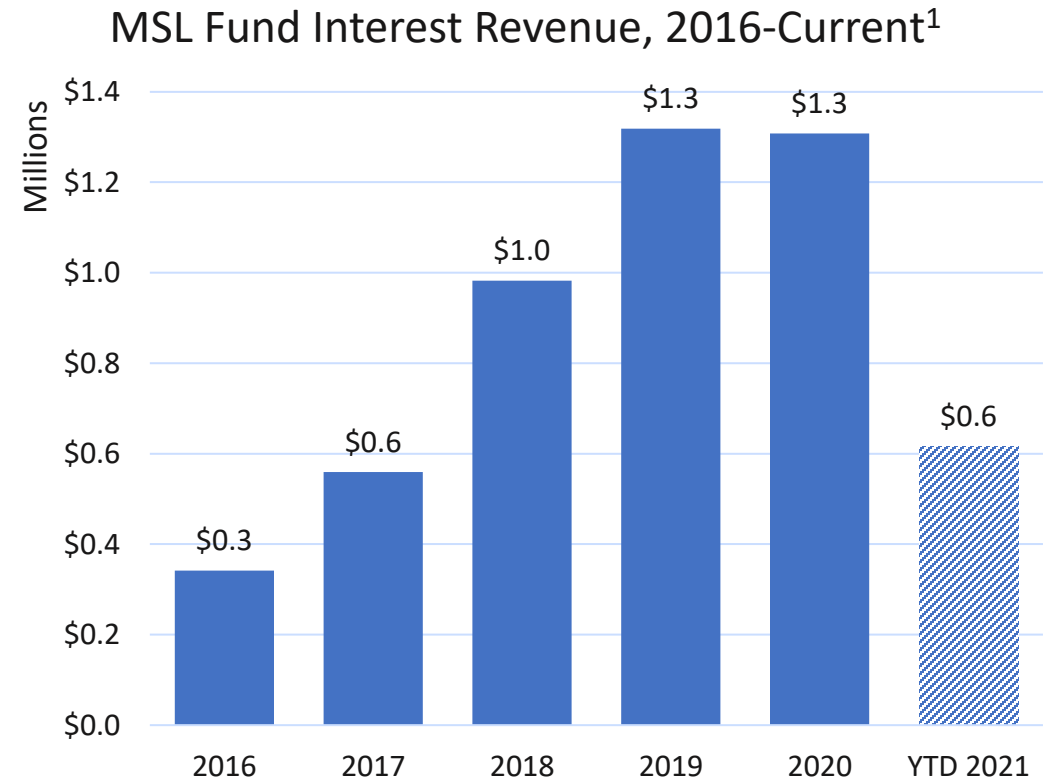
Local Support for Levy O&M Projects, 2018-2022



# Funding - Highly Likely \$6.1M

These resources are not 100% secure, however, very much likely to materialize

- \$4.1M Fund Balance
  - MSL – like the ‘Confirmed’ category these resources reduced reliance of Levy O&M projects on Levy resources in 2023/24
- \$2.0M Revenue
  - MSL – represents interest gains over the remaining three years of the levy on MSL fund balance. We have not historically factored expected interest gains into our revenue assumptions for the fund’s financial plan



<sup>1</sup>As of 30 September 2021

# Funding - Likely \$9.1M

- These resources are likely to materialize
- Primarily from project savings; requires project(s) to close out in order to secure additional resources for investments

Program	Comment
SPU Partnership, South Park	Managed by SPU, SDOT has signed a MOU contributing \$10M to drainage and roadway improvements in the South Park neighborhood. SPU has secured a grant from King County, reducing the projected amount from the \$10M SDOT contribution needed to complete the project.
John Lewis Memorial Pedestrian Bridge (Northgate)	Expected project savings post-October opening of the bridge. Future stream remediation work is already funded for this project.
Fairview Bridge	Expected project savings following the opening of the bridge in July.
Bridge Seismic	Resources remaining in program after removing 5 projects (totaling \$673.9M) from the original bridge seismic retrofit workplan following the return of a conceptual design report in 2020. Contingency reserves remain in the seismic program.

# Looking ahead beyond this Workplan Update

*During the last three years of the Levy we will:*

- Highlight the department's successes in fulfilling delivery goals and Levy objectives
- Continue to identify opportunities to increase investments in programs not yet on track to achieve Levy goals
- Use the Principle of Success as our guide for any future additional workplan updates
- As opportunities become available, engage with internal and external stakeholders to get buy in on any additional investments