

LEVY TO MOVE SEATTLE 2025 ANNUAL REPORT



Clockwise from top left: Improvements on 15th Ave NW, East Marginal Way, 11th/12th Ave NE, and Admiral Way N and S bridges.

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Seattle
Department of
Transportation

The Levy to

MOVE SEATTLE



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BACKGROUND

Levy to Move Seattle

Approved by voters in November 2015, the nine-year, \$930 million [Levy to Move Seattle](#) provides funding to improve safety for all travelers, maintain our streets and bridges, and invest in reliable, affordable travel options for a growing city. The Levy provided roughly 30% of the City's transportation budget and replaced the previous nine-year, \$365 million Bridging the Gap Levy approved by voters in 2006. The Levy to Move Seattle 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. There are 30 Levy programs across three categories: Safe Routes, Maintenance and Repair, and Congestion Relief. We (the Seattle Department of Transportation/SDOT) tracked one or more deliverables within each Levy program.

In November 2024, Seattle voters approved a replacement transportation Levy that will generate \$1.55 billion in revenue over 8 years. In 2025, while construction began on projects funded by these new Levy dollars, SDOT also continued with major capital projects such as RapidRide J Line, East Marginal Way, and several South Seattle bike connections funded by the Levy to Move Seattle.

Levy to Move Seattle 2025 Annual Report

This report is a summary of SDOT's work in 2025 to deliver citywide transportation projects and services funded in part or in full by the voter-approved Levy to Move Seattle. This report details SDOT spending and performance on **only those programs that spent Levy to Move Seattle funding in 2025**, focusing on each program's achievements in 2025. The information in this report is also available on the [Levy to Move Seattle Tableau Dashboard](#).

EXECUTIVE SUMMARY



Crews install a new water main pipe on Eastlake Ave E as part of the RapidRide J Line project.

The Levy to Move Seattle expired at the end of 2024 and was replaced with the Seattle Transportation Levy. However, as expected, projects are still being built thanks to Levy to Move Seattle dollars. As of the end of 2025, SDOT is on track to meet or exceed the goals in the 2015 Levy Ordinance in 27 of 30 programs.

Major milestones in 2025 include:

- **Completed 5 protected bicycle lane projects totaling over 7 miles.** Highlights include connecting neighborhoods to key transit hubs with projects like the 11th/12th Ave NE PBL near the Roosevelt light rail station and the Georgetown to Downtown and South Park connections, which link central Seattle to the South End. Other projects, like the Alaskan Way and East Marginal Way North Segment, improved safety and accessibility along busy corridors, making biking a safer and more attractive transportation option citywide.
- **Completed 7 Neighborhood Street Fund projects for a total of 34 across the life of the levy.** These included new asphalt walkways on N 128th St, N 122nd St, and the Chief Sealth Trail for better safety and accessibility. Key upgrades included repairing sidewalks, adding curb ramps, planting strips, speed cushions, and marked

crosswalks in areas like S Rose St and the Garfield Superblock. Additionally, safety enhancements were made at 26th Ave SW, SW Cambridge St, and E Marginal Way S with new curb ramps, paint and post bulbs, and bike lane protections.

- **Completed 7 Bridge Seismic Retrofit projects for a total of 15 across the life of the levy.** Projects included reinforcing pedestrian bridges like the 13th Ave NW/Holman Rd NW and N 41st St bridges with carbon fiber wrapping and upgraded sidewalks for better accessibility. Major structural enhancements were also made to the 15th Ave NW/Leary Way Bridge, Admiral Way Bridges, and McGilvra Blvd E Bridge to improve earthquake resiliency and extend their lifespan.
- **Repaved nearly 15 lane-miles of city streets.** Key projects included repaving 11th and 12th Aves NE with accessible curb ramps, upgrades to 15th Ave NW to enhance safety and mobility in Ballard and Interbay, and restoring Denny Way, a project that also included sidewalk and bus stop improvements. Additional work included resurfacing sections of Beacon Ave S and 3rd Ave to enhance durability and accessibility for all users.
- **Completed the University District Multimodal Integrated Corridor Mobility for All (MICMA) project:** We completed construction and deployment of this initiative, which modernized 40 traffic signals and delivered seven new technologies to improve safety, reliability, and mobility for everyone who travels in the University District, whether walking, rolling, biking, taking transit, or driving.
- **Substantial progress on the RapidRide J Line and Route 40 Transit-Plus Multimodal Corridor Projects.** Key work included upgrades for the RapidRide J Line, such as water main installation, paving, and bus shelter foundations, as well as improvements along the Route 40 corridor including street upgrades, curb ramps, and stormwater drainage enhancements.
- **Completed the East Marginal Way North Segment:** This project delivers a safer, more accessible, and durable street for all travelers. The project includes protected bike lanes, expanded sidewalks, and long-lasting concrete pavement, while also supporting freight movement with intelligent transportation systems.

Looking ahead to 2026, people in Seattle will see the following progress on Levy to Move Seattle-funded projects.

These projects represent the final work to be completed with Levy to Move Seattle dollars.

- Completion of two Neighborhood Street Fund projects:
 - Yesler Way and 3rd Ave Sidewalk Repairs
 - 55th Ave S Sidewalk
- Completion of the 15th Ave NE/NE 105th St Bridge Seismic Retrofit
- Completion of the Route 40 Transit-Plus Multimodal Corridor
- Continued progress on the Roosevelt RapidRide J Line, expected to be complete in 2027

We will continue to provide updates to the public on these projects through our public reporting and other channels, including the SDOT Blog.

Levy to Move Seattle Financial Summary

SDOT began 2025 with an adopted budget for the Levy to Move Seattle portfolio, approved by the Seattle City Council, of \$48.0M. The Levy portfolio ‘carryforward’ of 2024 resources was \$215.7M. Importantly, the carryforward Levy funding remains in the Levy portfolio for use on projects to meet Levy commitments and are only to be used for the project for which they were originally appropriated. As a result of carryforward and budget revisions to appropriate new funds, the 2025 Revised Budget for the Levy to Move Seattle portfolio was \$263.6M.

BUDGET

	LEVY TO MOVE SEATTLE	ALL FUNDS
2025 ADOPTED BUDGET	\$20.5M	\$48.0M
2025 REVISED BUDGET	\$95.6M	\$263.6M

From 2016 through 2025, SDOT has spent \$899 million in Move Seattle funds and \$1.95 billion across all funds, including local, partnership, and grant funds, that support the Levy portfolio. There is approximately \$40 million of committed funding remaining out of the Levy to Move Seattle fund at the end of 2025. This funding is programmed to finish projects such as the Roosevelt RapidRide J Line in 2027.

EXPENDITURES SUMMARY

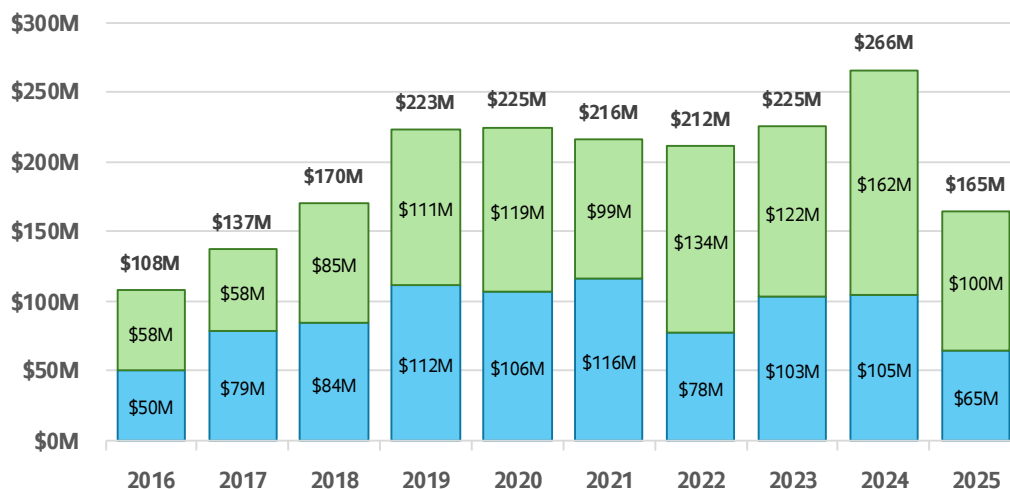
	LEVY TO MOVE SEATTLE	ALL FUNDS
2025 TOTAL SPEND, ACTUALS	\$65.0M	\$164.7M
TOTAL SPENT TO DATE, LIFE OF LEVY	\$898.6M	\$1.95B

Since the beginning of the Levy in 2016, SDOT has spent \$898.6M in Levy funds and \$1.95B across all funds that support the Levy portfolio. In 2025, SDOT spent \$65M in Levy funds and \$164.7M from all funding sources.

LEVY TO MOVE SEATTLE ANNUAL SPENDING 2016-2025

2016 to 2025 - \$1.95 Billion

■ Levy Funding - \$899M ■ Other Funding - \$1.05B



Funding	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Levy	\$50M	\$79M	\$84M	\$112M	\$106M	\$116M	\$78M	\$103M	\$105M	\$65M	\$899M
Other	\$58M	\$58M	\$85M	\$111M	\$119M	\$99M	\$134M	\$122M	\$162M	\$100M	\$1,048M
Total	\$108M	\$137M	\$170M	\$223M	\$225M	\$216M	\$212M	\$225M	\$266M	\$165M	\$1,947M

\$76.3M of the \$100M in Other Funding spent on the Levy to Move Seattle portfolio was attributed to State and Federal grant funds. The following table summarizes the grant expenditures for each Levy program.

MSL Category and Program	2025 Grant Expenses
01. Safe Routes	\$14.9M
01. Safety Corridors	\$0.2M
05. Bicycle Safety	\$14.7M
02. Maintenance & Repair	\$12.7M
09. Arterial Roadway Maintenance	\$7.4M
12. Bridge Seismic Improvements	\$5.3M
03. Congestion Relief	\$48.7M
18. Multimodal Improvements	\$40.3M
20. ITS Improvements	\$0.4M
29. Heavy Haul Network, East Marginal Way	\$7.2M
30. Freight Spot Improvements	\$0.8M
Grand Total	\$76.3M

Levy to Move Seattle Equity Workplan

Launched in 2022, the Levy Equity Workplan is meant to identify and implement new business practices to improve the equitable distribution of investments funded by the Levy to Move Seattle.

SDOT considers and centers equity in many ways in the context of infrastructure projects (e.g., contracting equity, workforce equity, and community engagement on design and construction). The Levy Equity Workplan is focused on the equitable geographic distribution of investments: making sure that investments are made where they are needed most and that we account for historical underinvestment in certain neighborhoods or populations.

SDOT developed the Levy Equity Workplan in response to recommendations made in the [Racial Equity Analysis](#) conducted as part of the [2020 COVID-19 Impact Assessment for the Levy to Move Seattle](#). The workplan advances those recommendations as well as tactics from SDOT’s [Transportation Equity Framework](#), our roadmap to collaboratively create an equitable transportation system:

- Develop SDOT work plans that equitably allocate resources for capital projects and maintenance efforts in communities hit hardest by COVID.
- Focus maintenance resources in communities and neighborhoods currently underserved by government that have significant maintenance needs; use racial equity assessment findings.
- Add equity-related data layers into all SDOT-produced web maps and ensure that staff are trained and use this as part of their research, decision-making, project outline, etc.

In 2025, the Levy Equity Workplan shifted its focus to the launch and administration of the 2024 Seattle Transportation Levy. The new tools and business practices developed and under the Levy to Move Seattle were instrumental in this transition and will continue to be implemented and enhanced as a part of the delivery of the new Levy.

RECOMMENDATION	IMPLEMENTATION STATUS
<p><i>Define success:</i> SDOT should develop a definition of what an equitable distribution of Levy investments looks like so that we know when we are on track and when we have succeeded.</p>	<p>Work continuing under the 2024 Seattle Transportation Levy</p> <ul style="list-style-type: none"> • For the first half of 2025 we partnered with the Transportation Equity Workgroup (TEW) and explored what equitable distribution of levy investments might look like for the new Seattle Transportation Levy. • We continue to engage SDOT Senior Leadership on the question of how to define equitable distribution of levy investments for the 2024 Seattle Transportation Levy.
<p><i>Evaluate performance:</i> SDOT should track completed Levy projects and deliverables by location and value, overlaid with Seattle’s Racial and Social Equity (RSE) Index, to enable a portfolio-level analysis of the distribution of investments relative to “equity priority areas.”</p>	<p>Met Goal; Work will continue in 2024 Seattle Transportation Levy</p> <ul style="list-style-type: none"> • We developed an internal draft Levy Equity Map for the Levy to Move Seattle. The map geographically represents all Levy deliverables over the past several years and spending broken out by Levy category so we can assess how resources are allocated across equity priorities areas. • We are in the process of updating this map for the 2024 Seattle Transportation Levy.
<p><i>Plan ahead:</i> SDOT should use the results of the investment distribution analysis to make corresponding changes in program work plans in future years.</p>	<p>Met Goal; Work will continue in 2024 Seattle Transportation Levy</p> <ul style="list-style-type: none"> • We completed a Racial Equity Toolkit to guide investments in the Seattle Transportation Levy Proposal. • We continue to support Levy Program Owners in implementing the RSE Index in their program prioritization frameworks and annual work planning.

Levy to Move Seattle Program Deliverables At-a-Glance

*notes new data in 2025 compared to 2024

Program	Deliverable	Total 2016-2025	2015 Ordinance Goal	Status against 2015 Ordinance Goal
Safety Corridors	Vision Zero corridors	30	Complete 12 - 15 corridor safety projects, improving safety for all travelers on our highest-crash streets	Met goal
Safe Routes to School	Safe Routes to School Projects	274	Complete 9 - 12 Safe Routes to School projects each year along with safety education, improving walking and biking safety at every public school in Seattle. Complete projects within the first three years of the Levy in walk zones of the following elementary schools that have high levels of poverty: Bailey Gatzert, Martin Luther King, Jr., West Seattle, Dunlap, Dearborn Park, Wing Luke, Northgate, Van Asselt, Emerson, Concord, Rainier View, Roxhill	Met goal
Markings	Crosswalks repainted	13,425	Increase crosswalk repainting frequency to a four-year or better cycle to ensure every crosswalk is clearly marked	Met goal
	Arterial lane-miles repainted	4,847		Met goal
Transportation Operations	New traffic signals	29	Maintain and improve the City's system of traffic signals, signs and markings.	Met goal
	Traffic signal improvements	99		Met goal
	Traffic spot improvements	99		Met goal
	Corridors optimized	46		Met goal
	Regulatory street signs replaced	30,888		Met goal
Bicycle Safety	Protected bike lane (miles)	40.21*	Build approximately 50 miles of new protected bike lanes and 60 miles of greenways, completing over half of the Bicycle Master Plan citywide network. Of the funds identified in this element, \$2M will be reserved for implementing bicycle improvements as part of the Accessible Mount Baker project.	Built 97.56 miles out of the goal of 110 total new miles of bicycle facilities
	Neighborhood Greenway (miles)	52.58*		
	Bike lane (miles)	4.77		
Sidewalk Safety Repair	Sidewalks repaired, block equivalents	264.95	Repair up to 225 blocks of damaged sidewalks in our urban centers and villages	Met goal
	Square footage of sidewalk repair	529,919		Met goal

	Sidewalk spot improvements	86,856		Met goal
Curb Ramps and Crossings	Curb ramp upgrades	2,206	Make curb ramp and crossing improvements at up to 750 intersections citywide	Met goal
	Intersections improved	846		Met goal
Neighborhood Street Fund	Neighborhood Street Fund projects	34*	Complete 20-35 neighborhood priority projects to improve safety, mobility and access and quality of life in those neighborhoods	Met goal
Arterial Roadway Maintenance	Lane-miles repaved (contractor)	171.06*	Repave up to 180 lane-miles of arterial streets, maintaining and modernizing 35% of Seattle's busiest streets carrying the most people and goods (also funded through the 7 enhanced transit corridors, below)	On track to meet goal; continuing work on up to 10 more repaving miles
Paving Spot Improvements	Lane-miles repaved (crew)	78.382	Repave 65 targeted locations every year, totaling about 70 lane-miles of arterial street, with a repair and maintenance program run by City crews	Met goal
	Paving spot improvements	601		Met goal
Bridge Repair Backlog	Bridge spot repairs completed	3,563	Eliminate the backlog of needed bridge spot repairs	Met goal
Bridge Seismic Improvements	Bridge Seismic Improvements	15*	Seismically reinforce 16 vulnerable bridges	On track to meet goal
Bridge Replacement, Fairview	Bridge Replacement, Fairview	Completed	Replace Seattle's last timber vehicle bridge (on Fairview Avenue)	Met goal
Bridge Replacement, Planning & Design	Bridge Replacement, Planning & Design	Completed	Plan and design high priority bridge replacements to begin construction after 2024. Of the funds identified in this element, up to \$10M of total funding (local, Levy, leverage) may be used for implementing near-term pedestrian and bicycle safety projects on bridges being studied for replacement (in addition to funding provided for pedestrian and bicycle safety projects in other elements)	Met goal
Stairway Maintenance	Stairway rehabilitation projects	51	Other bridge safety investments including stairway and structure repair and rehabilitation	Met goal
Tree Planting & Trimming	Trees planted	3,419	Add a new tree crew focused on quick response to critical pruning needs (such as clearances for people biking and walking, and at transit stops) and on ensuring clear sightlines to traffic signals	Met goal
	Trees pruned (trimmed)	41,178		Met goal
	Trees removed	1,490		N/A

	Landscape maintained	14,056	and signs. Replace every tree removed due to disease or safety with two new trees	Met goal
	Tree or vegetation obstructions removed	4,626		Met goal
Drainage Partnership, Seattle Public Utilities (SPU) South Park	Drainage Partnership, Seattle Public Utilities (SPU) South Park	Completed	Partner with Seattle Public Utilities to pave streets, provide new pedestrian infrastructure and crossings, and address drainage issues in flood-prone South Park neighborhood	Met goal
Multimodal Improvements	Multimodal Improvements	Completed 5 of 7 TPMC projects to-date, with work remaining on Route 40 and RapidRide J Line.*	Complete 7 transit plus multimodal corridor projects, redesigning major streets with more frequent and reliable buses, upgraded paving, signals and other improvements to improve connectivity and safety for all travelers, whether walking, biking, driving, or taking transit; complete the Burke Gilman Trail missing link, Fauntleroy Way Southwest Boulevard projects, develop plans and complete improvements to enhance the NE 45th St Corridor for pedestrians and cyclists between 4th Ave NE and Brooklyn Ave NE by the time University Light Rail opens in 2021, and plan corridor improvements for Aurora Ave N.	On track to complete all but two projects listed in the 2015 Levy Ordinance.
Traffic Signal Timing Improvements	Signal major maintenance	76	Optimize traffic signal timing on 5 corridors throughout the city each year to improve traffic flow and serve people in cars and trucks, on bicycles, transit, and foot	Met goal
	Signal diagnostic evaluations	2,238		Met goal
	Signal preventative maintenance	7,133		Met goal
Intelligent Transportation System Improvements	Miles of arterial added to ITS system	135.41	Implement Next Generation ITS Improvements to help all travelers move more reliably around the city and provide improved information for travelers	Met goal
Transit Spot Improvements	Transit spot improvements	338	Make bus service more reliable through a comprehensive transit improvement program to eliminate bottlenecks in key locations and contribute to the transit improvements on 7 transit plus corridors including planning for access and egress improvements to the West Seattle peninsula.	Met goal
Light Rail Connections, Graham St	Light Rail Connections, Graham St	N/A; deferred	Provide City funding contribution for a new Link Light rail station at Graham Street in southeast Seattle	N/A; deferred.

Northgate Bridge	Northgate Bridge (now John Lewis Memorial Bridge)	Completed	Provide additional City funding for a pedestrian and bicycle bridge over I-5 connecting to light rail in Northgate	Met goal
Light Rail Connections, Accessible Mt Baker	Light Rail Connections, Accessible Mt Baker	Completed	Implement early portions of the accessible Mt. Baker project	Met goal
New Sidewalks	Blocks of new sidewalk built	262.06	Build 150 new blocks of sidewalks, filling in more than 75% of the sidewalk gaps on priority transit corridors citywide with an emphasis on creating accessible routes for those with disabilities and for the elderly	Met goal
	Crossing improvements	206		Met goal
SPU Broadview	SPU Broadview Project	Completed*	Make residential streets without sidewalks safer and more comfortable for walking, including through partnership with Seattle Public Utilities in the flood-prone Broadview neighborhood	Met goal
Bike Parking & Bike Spot Improvements	Bike parking spaces added	1,690	Install 1,500 new bicycle parking spots citywide and maintain existing bike facilities	Met goal
	Urban trail and bikeway spot improvements	95	Other biking and walking investments	Met goal
Lander Overpass	Lander Overpass	Completed	Provide local money to design and build the Lander Street Overpass	Met goal
East Marginal Way	East Marginal Way	Completed*	Build the East Marginal Way corridor, a key route in Seattle's Heavy Haul Network	Met goal
Freight Spot Improvements	Freight spot improvements	50	Fund a targeted spot improvement program to help freight movement	Met goal

¹ This is the same as block equivalent of sidewalk repair, expressed in square feet. Each block equivalent of sidewalk repair equals ~2,000 square feet.

² The total number of intersections improved includes the intersection crossing improvements delivered through Programs 7 and 25 and is dependent on the number of Customer Service Request (CSR) curb ramps received in any given year.

³ The total number of trees removed is dependent on current conditions and right of way assessments. Therefore, it is difficult to estimate the number of trees that will need to be removed each year.

Levy to Move Seattle Programs*

2025 and Life of Levy Summaries

**Only programs that spent Levy to Move Seattle funding in 2025 are included in this section*

5 BICYCLE SAFETY

Levy Commitment: Build approximately 50 miles of new protected bike lanes (PBLs) and 60 miles of neighborhood greenways (NGWs), completing over half of the Bicycle Master Plan citywide network. Of the funds identified in this element, \$2M will be reserved for implementing bicycle improvements as part of the Accessible Mount Baker project.

2025

Completed Protected Bicycle Lane Projects:

- **11th/12th PBL (1.25 miles):** As part of a larger safety project, [detailed in the SDOT Blog](#), we built a new protected bike lane on the east side of 11th Ave NE & 12th Ave NE, to build out the neighborhood's bike network and connect to the Roosevelt light rail station.
- **Alaskan Way PBL (0.56 miles):** The Alaskan Way Safety Project features a new protected bike lane on the west side of Alaskan Way and other upgrades to help people safely and comfortably travel along the north end of Seattle's central waterfront, a busy area near Port of Seattle cruise terminals. [Read more on the SDOT Blog.](#)
- **Beacon Ave S & 15th Ave S PBL (1.7 miles):** This project transformed a section of Beacon Ave S and 15th Ave S through the North Beacon Hill neighborhood to add new protected bike lanes, repair sidewalks, add new ADA-accessible curb ramps, support easier access to bus stops, and more. [Read more on the SDOT Blog.](#)
- **Georgetown to Downtown PBL (1.9 miles):** This project improves safety for people traveling, working, and living in Georgetown, SODO, Downtown, and nearby neighborhoods. It also completes a vital link in a system of north-south trails between central Seattle and the South End while expanding access to light rail and other transit routes. [Read more on the SDOT Blog.](#)
- **Georgetown to South Park PBL (1.64 miles):** This project creates better access for people biking, scooting, walking, and rolling between South Park and Georgetown. By adding a new walk and bike path, the project makes biking a safer and more attractive transportation option for many people as they head from South Park into Georgetown, SODO, Downtown, and beyond. [Read more on the SDOT Blog.](#)
- **East Marginal Way S North Segment PBL (1.5 miles):** As part of a larger project, detailed in Program 29: East Marginal Way, we added a new two-way protected bike lane, separated from people driving by wide planting strips, curbs, and concrete barriers with railings, plus new bike signals, upgraded crossings, and lean rails. [Read more on the SDOT Blog.](#)

Completed Neighborhood Greenway Projects:

- **Ingraham High School & James Baldwin Elementary School Connection - Phase 1 (Safe Routes to Schools – SRTS) (1.25 miles)**
- **Broadview Thompson K-8 - Phase 1 (SRTS) (1.67 miles)**
- **Olympic Hills to Cedar Park (SRTS) (0.5 miles)**
- **Central Area N-S; 22nd Ave from E Union St to Columbia St (0.27 miles):** *An upgrade to a NGW installed during the prior Levy.* This Permanent Healthy Street upgrade includes a new diverter, curb bulbs, planters, signs, and markings.
- **Fremont Ave N from N 88th St to N 110th St (1.13 miles):** *Same type of project as above.*

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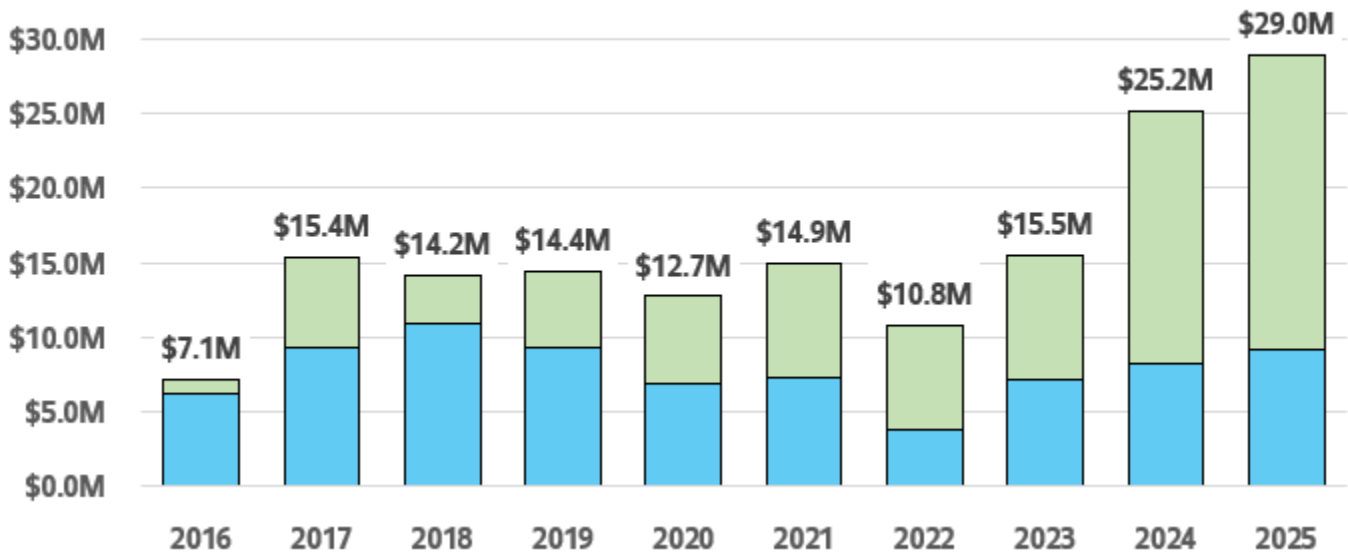
LIFE OF LEVY

LEVY DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	TOTAL
Protected bike lane (miles)	2.40	4.17	2.34	5.82	2.16	9	3.12	0.5	2.15	8.55	40.21
Neighborhood Greenway (miles)	1.82	2.19	7.92	5.96	1.08	7.73	2.57	4.07	6.56	3.42	43.32
Bike lane (miles)	3.17	0	0	0.63	0.05	0.27	0.25	0	0.4	0	4.77
Upgraded Bridging the Gap (BTG) Neighborhood Greenway (miles)	1.44	0.67	0.22	1.62	0.41	0	0	1.60	1.9	1.4	9.26

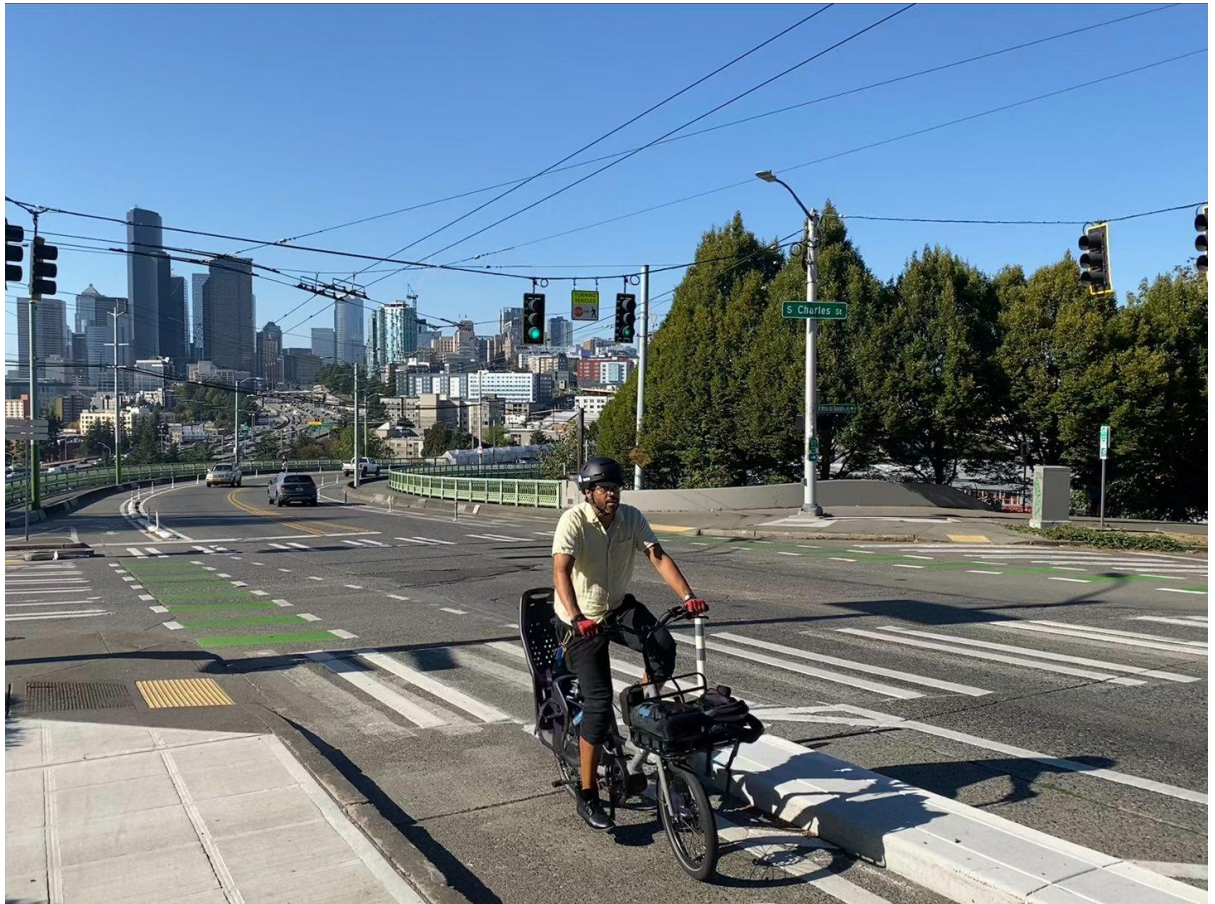
Note on above table: Healthy Streets are not tracked as an independent Levy Deliverable but are captured within the Neighborhood Greenway and Upgraded BTG Neighborhood Greenway miles. Additionally, any NGWs installed with Levy to Move Seattle dollars, if upgraded during the life of the Levy as well, are being counted only once.

PROGRAM SPENDING YEAR OVER YEAR | Bicycle Safety

■ Levy Funding - \$78.1M
 ■ Other Funding - \$81.2M
 2016-2025 Total - \$159.3M



Funding	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Levy	\$6.2M	\$9.3M	\$10.9M	\$9.3M	\$6.8M	\$7.2M	\$3.7M	\$7.1M	\$8.2M	\$9.2M	\$78.1M
Other	\$0.9M	\$6.1M	\$3.3M	\$5.0M	\$5.9M	\$7.7M	\$7.1M	\$8.4M	\$16.9M	\$19.8M	\$81.2M
Total	\$7.1M	\$15.4M	\$14.2M	\$14.4M	\$12.7M	\$14.9M	\$10.8M	\$15.5M	\$25.2M	\$29.0M	\$159.3M



A person bikes into Beacon Hill using a new protected bike lane, just south of the Dr. Jose Rizal Bridge.



A person bikes on the new multi-use trail on S Albro Pl in front of a new mural

8 NEIGHBORHOOD STREET FUND (NSF)

Levy Commitment: Deliver 20-25 Neighborhood Street Fund projects.

2025

Completed Projects

- N 128th St Walkway: We improved N 128th St in the Haller Lake neighborhood by adding a new asphalt walkway, marked crosswalks, curb ramps, speed cushions, and an all-way stop to enhance safety and accessibility for residents accessing North Acres Park.
- N 122nd St Walkway: We improved N 122nd St with a new asphalt walkway, planting strip, wheel stops, curb ramps, and speed bumps to enhance safety and accessibility.
- Garfield Superblock Enhancements: This project included repairing sidewalks, rebuilding curbs, and installing new curb ramps.
- S Rose St Sidewalk Repair: We improved S Rose St by repairing sidewalks, adding a new planting strip, creating parking spaces near 50th Ave S, and building new curb ramps at 49th Ave S.
- 26th Ave SW and SW Cambridge St Safety Enhancements: We added new curb ramps and paint and post bulbs at 26th Ave SW and SW Cambridge St, and new curb ramps at 25th Ave SW and SW Cambridge St.
- Chief Sealth Trail Connections: We built new asphalt walkways which now provide convenient connections between the New Holly neighborhood and the Chief Sealth Trail.
- South Park and Georgetown Safe Connections: We enhanced safety at E Marginal Way S and 16th Ave S with new marked crosswalks, green bike crossing markings, and added bike lane protection for the southbound bike lane. This project was constructed as part of the [Georgetown to South Park Connection](#).

In-Progress Projects

- Yesler Way and 3rd Ave Sidewalk Repairs
- 55th Ave S Sidewalk

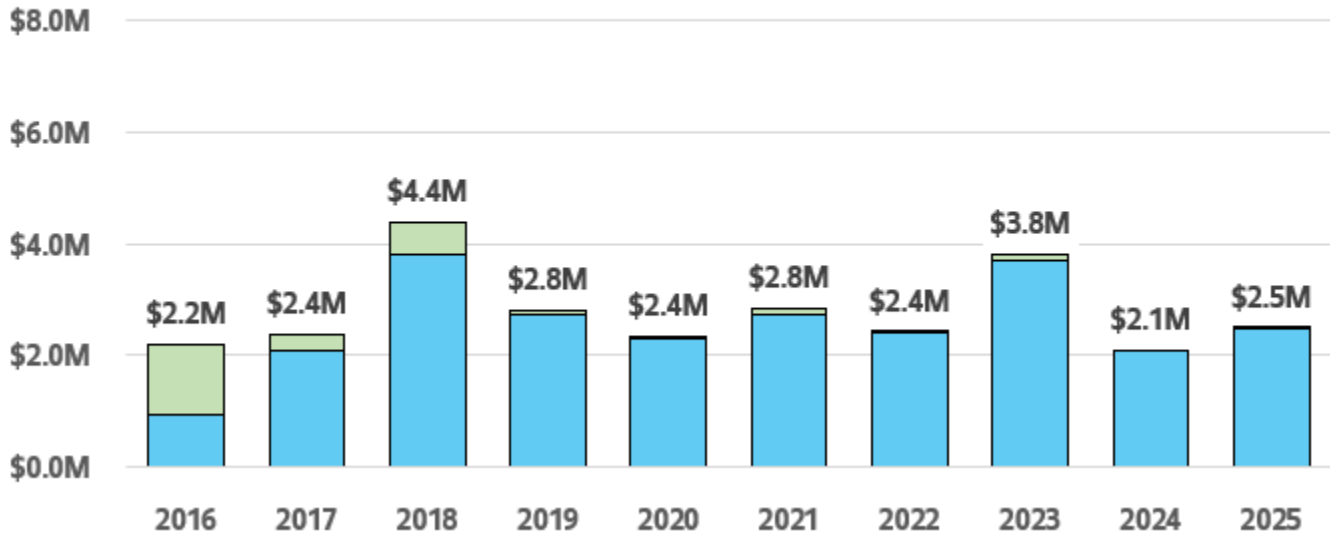
LIFE OF LEVY

As of the end of 2025, we have completed 34 of 36 planned NSF projects.

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PROGRAM SPENDING YEAR OVER YEAR | Neighborhood Street Fund

■ Levy Funding - \$25.3M
 ■ Other Funding - \$2.4M
 2016-2025 Total - \$27.7M



Funding	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Levy	\$0.9M	\$2.1M	\$3.8M	\$2.7M	\$2.3M	\$2.7M	\$2.4M	\$3.7M	\$2.1M	\$2.5M	\$25.3M
Other	\$1.2M	\$0.3M	\$0.6M	\$0.1M	\$0.1M	\$0.1M	\$0.0M	\$0.1M	\$0.0M	\$0.0M	\$2.4M
Total	\$2.2M	\$2.4M	\$4.4M	\$2.8M	\$2.4M	\$2.8M	\$2.4M	\$3.8M	\$2.1M	\$2.5M	\$27.7M

9 ARTERIAL ROADWAY MAINTENANCE

Levy Commitment: Repave up to 180 lane-miles of arterial streets, maintaining and modernizing 35% of Seattle's busiest streets carrying the most people and goods (also funded through the 7 enhanced transit corridors).

2025

We completed 15.2 lane miles of repaving in 2025:

- **11th Ave NE/12th Ave NE (4.4 lane miles):** This project included street paving of 11th and 12th Aves NE between NE 43rd and NE 67th Streets, including accessible curb ramps along the corridor.
- **15th Ave NW (6.7 lane miles):** This project, which began construction in summer 2024, provides many important upgrades to our city's infrastructure, while making it safer and easier for everyone to walk, roll, bike, or take transit in and around the Ballard and Interbay area. [Read more on the SDOT Blog.](#)
- **Denny Way (2.8 lane miles):** We repaved a portion of Denny Way to restore the pavement condition in this critical piece of Downtown Seattle's arterial network. Work also included sidewalk and curb ramp upgrades, additional signage, and bus stop consolidation.
- **Beacon Ave S (1.1 lane miles):** We repaved Golf Dr/15th Ave S/Beacon Ave S from 12th Ave S to S Spokane St as part of a larger partnership on the Beacon Ave S & 15th Ave S Safety Project.
- **3rd Ave Transit Partnership (Main St to Yesler Way) (0.2 lane miles):** As part of this project, we resurfaced the street to upgrade its durability and ensure a better experience for everyone who uses it.

In progress projects:

- **East Marginal Way S North Segment (3.1 lane-miles):** Roadway elements complete, new PBL opened, and new sidewalks in service. Substantial completion is expected in 2026.
- **RapidRide J Line (6.2 lane-miles)**

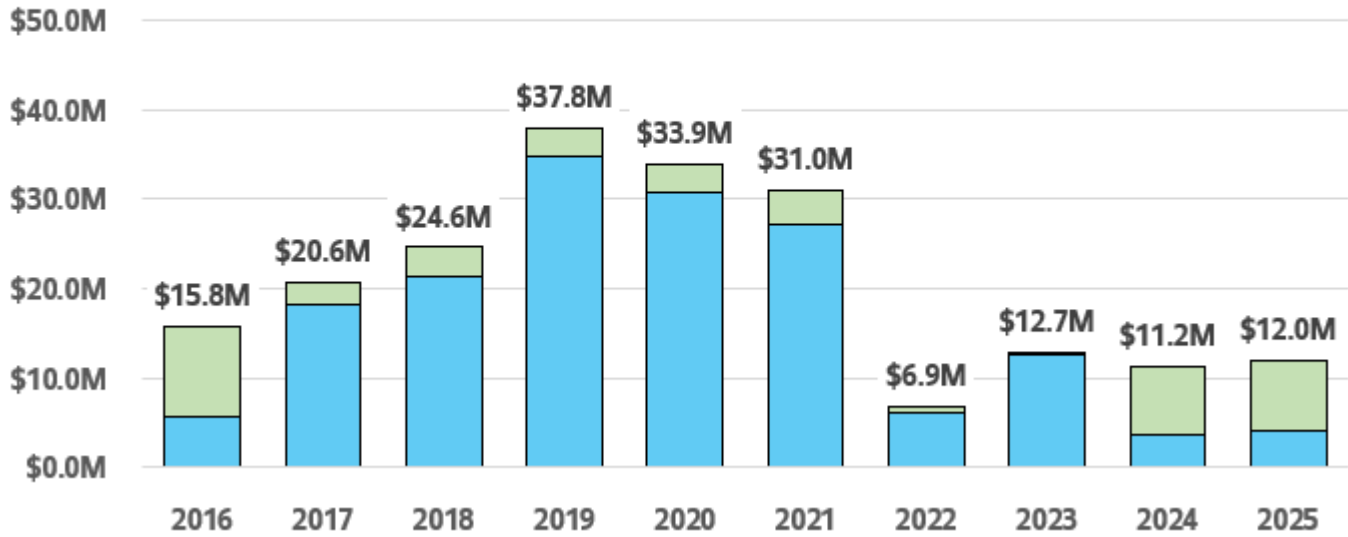
LIFE OF LEVY | On track to meet 2015 Ordinance Goals and 2018 Workplan Update targets.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	TOTAL
Lane-miles repaved (contractor)	25.9	25.4	7.5	27.7	18	23.06	10.5	6.4	11.4	15.2	171.06

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PROGRAM SPENDING YEAR OVER YEAR | Arterial Roadway Maintenance

■ Levy Funding - \$164.2M
 ■ Other Funding - \$42.3M
 2016-2025 Total - \$206.5M



Funding	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Levy	\$5.6M	\$18.2M	\$21.3M	\$34.8M	\$30.6M	\$27.3M	\$6.2M	\$12.5M	\$3.7M	\$4.1M	\$164.2M
Other	\$10.2M	\$2.5M	\$3.3M	\$3.0M	\$3.3M	\$3.7M	\$0.7M	\$0.2M	\$7.5M	\$7.9M	\$42.3M
Total	\$15.8M	\$20.6M	\$24.6M	\$37.8M	\$33.9M	\$31.0M	\$6.9M	\$12.7M	\$11.2M	\$12.0M	\$206.5M

12 BRIDGE SEISMIC IMPROVEMENTS

Levy Commitment: Seismically reinforce 16 vulnerable bridges.

2025

We completed 7 bridge seismic retrofit projects:

- **13th Ave NW/Holman Rd NW Ped Bridge:** On this bridge, which crosses Holman Road NW in a busy area of northwest Seattle, we reinforced the foundation, strengthened the columns and main beams with carbon fiber wrapping, and repaired damaged areas to increase seismic resiliency. We also rebuilt sidewalks and curb ramps near the bridge to improve safety and accessibility for everyone.
- **15th Ave NW/Leary Way Bridge:** We improved earthquake safety by strengthening this bridge, which is the north end of the Ballard Bridge and is also called the Leary Way Bridge. This included strengthening the bridge's cap beams, columns, footings, and abutments (parts of the bridge structure), installing ground anchors, repairing cracks and damaged concrete, and replacing worn out bridge expansion joints.
- **N 41st St Ped Bridge:** We strengthened and stabilized this bridge, which crosses Aurora Ave N at N 41st St, by using carbon fiber wrapping, retrofitting the foundation, and replacing bolts. We also repaired cracks and upgraded nearby sidewalks and curb ramps.
- **N 102nd & Aurora Ped Bridge:** This colorful bridge crosses Aurora Ave N at N 102nd St. To make it stronger and less vulnerable during an earthquake, we reinforced it with carbon fiber wrap, upgraded the expansion joints, and strengthened the ends of the bridge. In addition, we added flexible components and built supporting walls and foundations for improved seismic resiliency.
- **Admiral Way N & S Bridges:** These two bridges sit side-by-side on SW Admiral Way between 39th Ave SW and Walnut Ave SW. We installed carbon fiber wrapping to strengthen specific bridge elements and stabilized the slopes to ensure durability. Additionally, we re-painted the steel elements, replaced gusset plates (a part of the bridge that connects beams and girders to bridge columns), repaired cracks and damaged concrete, and updated the expansion joints at both ends of the bridge.
- **McGilvra Blvd E Bridge:** This bridge, located in Madison Park near the Seattle Tennis Club, may not look like a bridge – but it is! We constructed a stronger supplemental wall support to tie the existing bridge to. We also repaired damaged concrete underneath the bridge to prevent steel corrosion and restored an existing concrete masonry unit block wall to enhance structural safety.

[Read more about these bridges on the SDOT Blog.](#)

One project is remaining for completion in 2026:

- **15th Ave NE/NE 105th St Bridge:** On this bridge in Northeast Seattle, we will reinforce the bridge foundations with extra supports, strengthen columns and crossbeams, and reinforce the existing steep slope around the bridge foundations. These improvements will enhance the bridge's resiliency and durability.

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LIFE OF LEVY

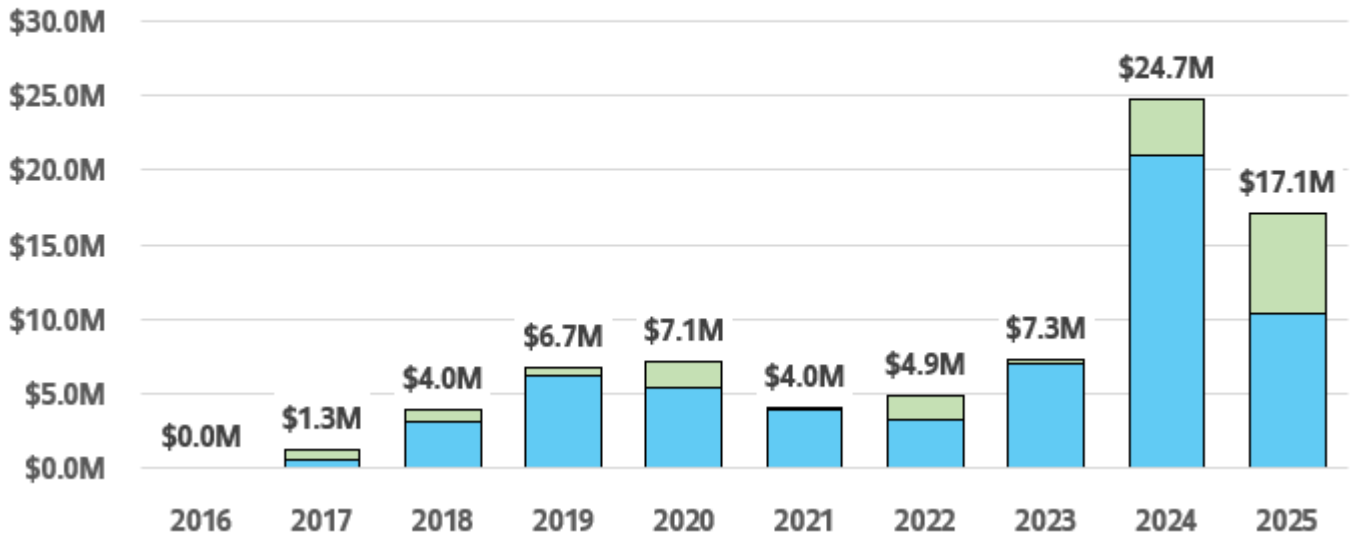
On track to meet 2015 Ordinance Goals. See below for more detail on each project.

PROJECT	2025 STATUS
15th Ave NE/NE 105th St Bridge	Construction in progress.
13th Ave NW/Holman Rd NW Ped Bridge	Construction completed in 2025.
15th Ave NW/Leary Way Bridge	Construction completed in 2025.
N 41st St Ped Bridge	Construction completed in 2025.
N 102nd & Aurora Ped Bridge	Construction completed in 2025.
Admiral Way N Bridge	Construction completed in 2025.
Admiral Way S Bridge	Construction completed in 2025.
McGilvra Blvd E Bridge	Construction completed in 2025.
NE 45th St Pedestrian Bridge	Construction completed in 2024.
Delridge Way Pedestrian Bridge	Construction completed in 2024.
McGraw St Bridge	Construction completed in 2024.
Lower Spokane St. Swing Bridge - silt removal	Construction completed in 2024.
Cowen Park Bridge	Construction completed in 2020.
W Howe St Bridge	Construction completed in 2020.
SW Andover Pedestrian Bridge	Construction completed in 2022.
8th Ave NW/NW 133rd St Bridge	Construction completed in 2022.
1st Ave S Viaduct/Argo Bridge	To fit the program budget, these bridges were removed from the bridge seismic program workplan in 2020. Five different projects have been added to the workplan.
4th Ave S Main to Airport Way	
4th Ave S Viaduct/Argo Bridge	
Ballard Bridge	
Fremont Bridge	

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PROGRAM SPENDING YEAR OVER YEAR | Bridge Seismic Improvements

■ Levy Funding - \$61M
 ■ Other Funding - \$16.1M
 2016-2025 Total - \$77.1M



Funding	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Levy	\$0.0M	\$0.5M	\$3.1M	\$6.2M	\$5.4M	\$4.0M	\$3.3M	\$7.1M	\$21.0M	\$10.4M	\$61.0M
Other	\$0.0M	\$0.7M	\$0.8M	\$0.5M	\$1.7M	\$0.0M	\$1.6M	\$0.2M	\$3.8M	\$6.7M	\$16.1M
Total	\$0.0M	\$1.3M	\$4.0M	\$6.7M	\$7.1M	\$4.0M	\$4.9M	\$7.3M	\$24.7M	\$17.1M	\$77.1M



View of the Admiral Way bridges (north and south) in West Seattle



N 102nd & Aurora Pedestrian Bridge near Licton Springs

18 MULTIMODAL IMPROVEMENTS

Levy Commitment: Complete seven transit-plus multimodal corridor projects, redesigning major streets with more frequent and reliable buses, upgraded paving, signals and other improvements to improve connectivity and safety for all travelers, whether walking, biking, driving, or taking transit; complete the Burke-Gilman Trail Missing Link and Fauntleroy Boulevard project, develop plans and complete improvements to enhance the NE 45th St Corridor for pedestrians and cyclists between 4th Ave NE and Brooklyn Ave NE by the time University [District] Light Rail opens in 2021, and plan corridor improvements for Aurora Ave N.

2025

In-Progress Projects

- **RapidRide J Line:** We're partnering with King County Metro (KCM) to enhance transit connections and upgrade existing bus routes to Metro RapidRide service. The project upgrades the current Route 70 to a RapidRide level of service, improving transit connections to Downtown, Belltown, South Lake Union, Eastlake, and the University District neighborhoods. Work in 2025 included but was not limited to:
 - Completed the installation of the new water main under Eastlake Ave E
 - Electrical work and sidewalk installation on NE 43rd St
 - Street paving on Eastlake Ave NE and Harrison St
 - Installing drainage for storm water on Fairview Ave N
 - Bus shelter foundation installation at Aloha St and Harrison St
- **Route 40 Transit-Plus Multimodal Corridor Project:** This project will provide faster and more reliable transit service for Route 40 and other bus routes that share the corridor.
 - In addition to the transit travel time savings, this project will maintain and modernize vital infrastructure in our neighborhoods.
 - We are currently working in Fremont to upgrade streets, curb ramps, sidewalks, utilities, storm water drainage, and bus transit.

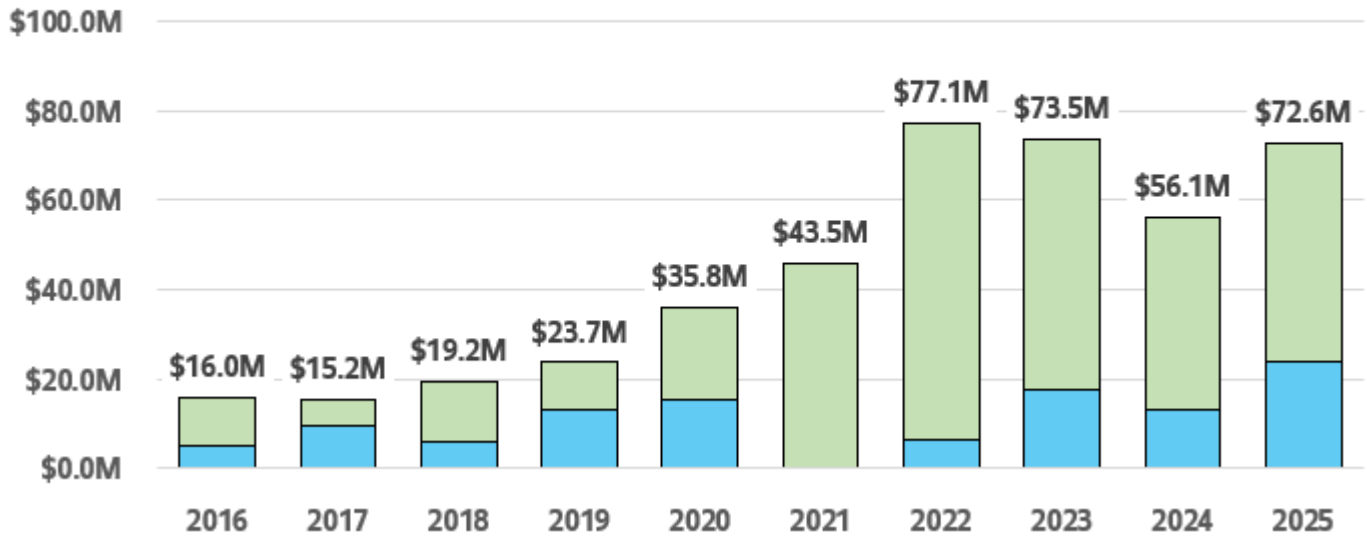
LIFE OF LEVY

On track to meet 2015 Ordinance Goals and 2018 Workplan Update targets for all projects except Fauntleroy Way SW and the Ballard Multimodal Corridor (Burke-Gilman Trail Extension, Missing Link).

Continued on next page.

PROGRAM SPENDING YEAR OVER YEAR | Multimodal Improvements

■ Levy Funding - \$107.9M
 ■ Other Funding - \$324.6M
 2016-2025 Total - \$432.5M



Funding	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Levy	\$4.8M	\$9.7M	\$6.1M	\$13.2M	\$15.4M	-\$2.4M	\$6.4M	\$17.5M	\$13.3M	\$23.9M	\$107.9M
Other	\$11.1M	\$5.6M	\$13.1M	\$10.4M	\$20.4M	\$45.8M	\$70.7M	\$56.0M	\$42.8M	\$48.7M	\$324.6M
Total	\$16.0M	\$15.2M	\$19.2M	\$23.7M	\$35.8M	\$43.5M	\$77.1M	\$73.5M	\$56.1M	\$72.6M	\$432.5M



Bicyclist rides across new concrete on Eastlake Ave E as part of the RapidRide J Line project.



As part of the Route 40 project, repaving in Fremont (left) and crews finish concrete for the new sidewalk west of the bus stop area on N 35th St, east of Fremont Ave N (right).

20 INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Levy Commitment: Implement Next Generation ITS Improvements to help all travelers move more reliably around the city and provide improved information for travelers.

2025

We completed construction and deployment of the University District Multimodal Integrated Corridor Mobility for All (MICMA) project. This initiative modernized 40 traffic signals and delivered seven new technologies to improve safety, reliability, and mobility for everyone who travels in the University District, whether walking, rolling, biking, taking transit, or driving. While 4.5 miles of work occurred on this project, it also improved ITS coverage/corridor management on an additional 10 miles of roadway beyond the project limits. With the project complete, the University District now serves as an example for data-driven, multimodal transportation innovations.

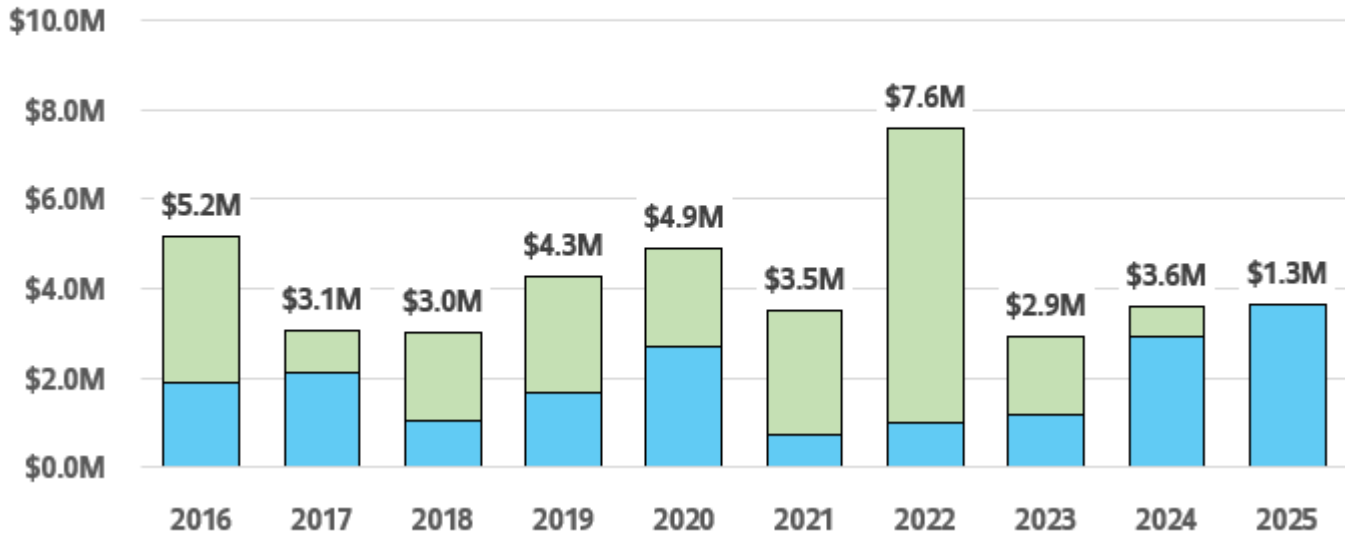
LIFE OF LEVY

Met 2015 Ordinance Goals and 2018 Workplan Update targets.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	TOTAL
Miles of arterial added to ITS system	9.50	7.80	28.0	22.60	21.46	11.25	10	10.17	10.13	4.5	135.41

PROGRAM SPENDING YEAR OVER YEAR | Intelligent Transportation System Improvements

■ Levy Funding - \$18.9M
 ■ Other Funding - \$20.4M
 2016-2025 Total - \$39.3M



Funding	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Levy	\$1.9M	\$2.1M	\$1.0M	\$1.7M	\$2.7M	\$0.7M	\$1.0M	\$1.2M	\$2.9M	\$3.7M	\$18.9M
Other	\$3.3M	\$0.9M	\$2.0M	\$2.6M	\$2.2M	\$2.8M	\$6.6M	\$1.7M	\$0.7M	-\$2.4M	\$20.4M
Total	\$5.2M	\$3.1M	\$3.0M	\$4.3M	\$4.9M	\$3.5M	\$7.6M	\$2.9M	\$3.6M	\$1.3M	\$39.3M

26 SPU BROADVIEW

Levy Commitment: Make residential streets without sidewalks safer and more comfortable for walking through partnership with Seattle Public Utilities (SPU) in the flood-prone Broadview neighborhood.

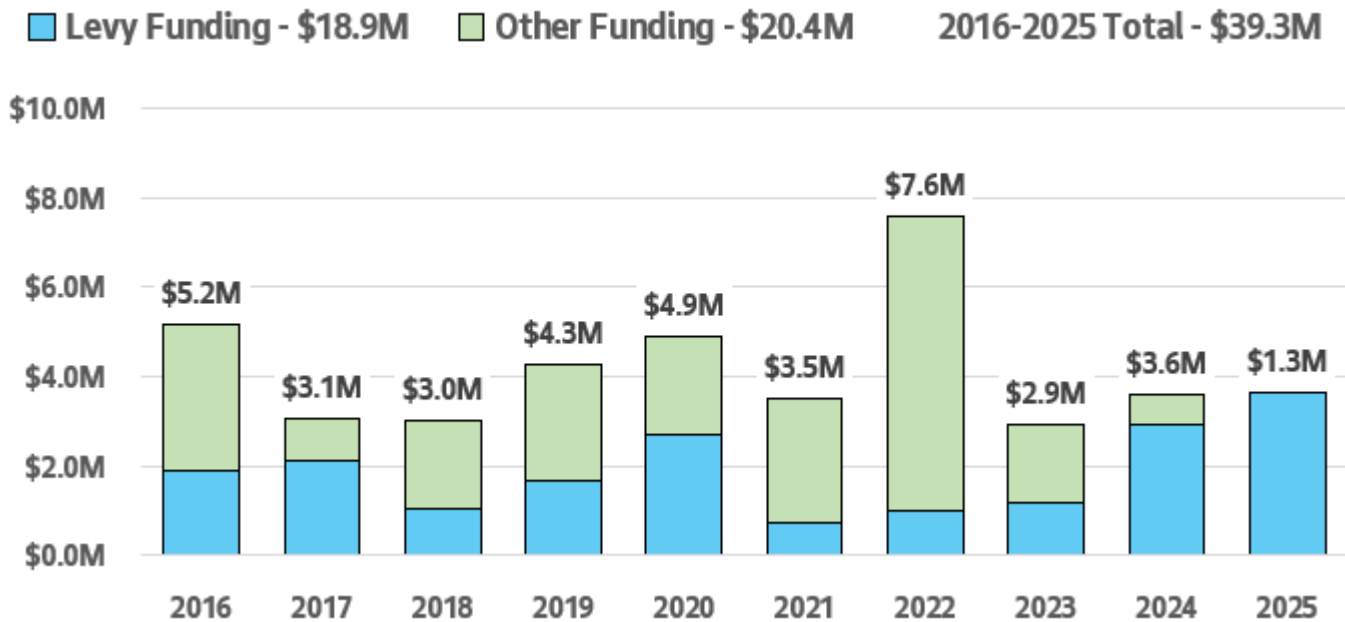
2025

We completed new sidewalks on Greenwood Ave N between N 125th St and N 130th St. We also completed Phase 2 in 2025, which consisted of sidewalks on Greenwood Ave N from N 125th to N 130th with more new sidewalks plus a neighborhood greenway on 1st Ave NW – Broadview-Thomson Elementary School in partnership with the Safe Routes to School program.

LIFE OF LEVY

On track to meet 2015 Ordinance Goals and 2018 Workplan Update targets.

PROGRAM SPENDING YEAR OVER YEAR | SPU Broadview



Funding	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Levy	\$0.0M	\$0.0M	\$0.2M	\$0.1M	\$0.4M	\$0.6M	\$4.3M	\$1.8M	-\$0.4M	\$0.1M	\$7.1M
Other	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.1M	\$0.0M	\$1.2M	\$0.6M	\$1.9M
Total	\$0.0M	\$0.0M	\$0.2M	\$0.1M	\$0.4M	\$0.6M	\$4.4M	\$1.8M	\$0.8M	\$0.6M	\$8.9M

29 HEAVY HAUL, EAST MARGINAL WAY

Levy Commitment: Build the East Marginal Way corridor, a key route in Seattle’s Heavy Haul Network.

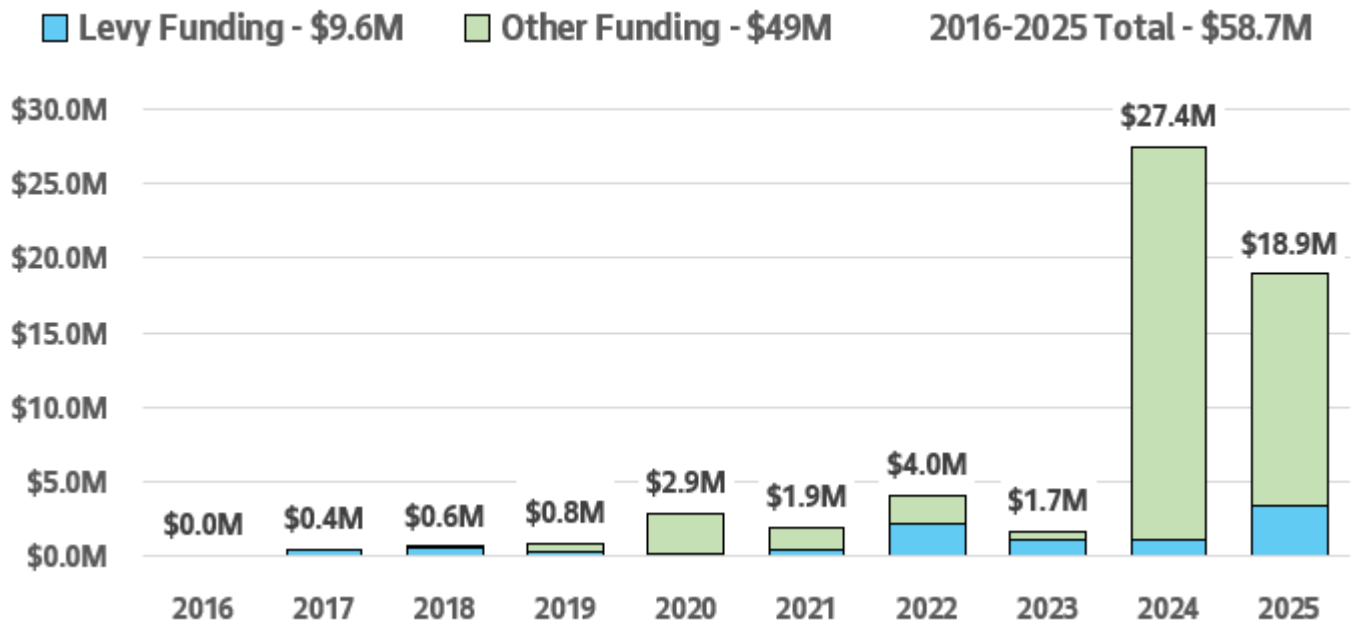
2025

Major construction on the East Marginal Way Corridor Improvement Project North Segment is now complete. In October we celebrated the milestone and the many upgrades that have taken shape since construction began in spring 2024. This project benefits everyone, whether you’re biking or scooting in the new protected bike lanes, walking or rolling on sidewalks, or driving. The project has made it safer, more comfortable, and more convenient to get around the area, delivering a complete street designed for all travelers. It’s also a major investment in a truck street that helps serve the port. The new street features thicker, longer-lasting concrete pavement and intelligent transportation systems that keep goods and trucks moving. [Read more on the SDOT Blog.](#)

LIFE OF LEVY

Met 2015 Ordinance Goals and 2018 Workplan Update targets.

PROGRAM SPENDING YEAR OVER YEAR | Heavy Haul, East Marginal Way



Funding	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Levy	\$0.0M	\$0.4M	\$0.6M	\$0.2M	\$0.2M	\$0.4M	\$2.2M	\$1.0M	\$1.1M	\$3.3M	\$9.6M
Other	\$0.0M	\$0.0M	\$0.0M	\$0.6M	\$2.7M	\$1.5M	\$1.8M	\$0.6M	\$26.3M	\$15.6M	\$49.0M
Total	\$0.0M	\$0.4M	\$0.6M	\$0.8M	\$2.9M	\$1.9M	\$4.0M	\$1.7M	\$27.4M	\$18.9M	\$58.7M



A person bikes on a new segment of protected bike lanes near S Horton St in August.



A large freight truck travels north on the newly repaved E Marginal Way S.

APPENDIX A: List of completed & in-progress work funded in part or in full by the Levy to Move Seattle in 2025

- Program 5: Bicycle Safety
 - Completed Projects
 - 11th/12th PBL (1.25 miles)
 - Alaskan Way PBL (0.56 miles)
 - Beacon Ave S & 15th Ave S PBL (1.7 miles)
 - Georgetown to Downtown PBL (1.9 miles)
 - Georgetown to South Park PBL (1.64 miles)
 - E Marginal Way S Phase 1 (North segment) PBL (1.5 miles)
- Program 8: Neighborhood Street Fund
 - Completed Projects
 - N 128th St Walkway
 - N 122nd St Walkway
 - Garfield Superblock Enhancements
 - S Rose St Sidewalk Repair
 - 26th Ave SW and SW Cambridge St Safety Enhancements
 - South Park and Georgetown Safe Connections
 - Chief Sealth Trail Connections
 - In-Progress Projects
 - South Park and Georgetown Safe Connections
 - Yesler Way and 3rd Ave Sidewalk Repairs
 - 55th Ave S Sidewalk
- Program 9: Arterial Roadway Maintenance
 - Completed Projects
 - 11th Ave NE/12th Ave NE (4.4 lane miles)
 - 15th Ave NW (6.7 lane miles)
 - Denny Way (2.8 lane miles)
 - Beacon Ave S (1.1 lane miles)
 - 3rd Ave (Main St to Yesler Way) (0.2 lane miles)
 - In progress projects:
 - E Marginal Way (N Segment) (3.1 lane miles)
 - RapidRide J Line (6.2 lane miles)
 - 3rd Ave (0.6 lane-miles)
- Program 12: Bridge Seismic
 - Completed Projects
 - 13th Ave NW/Holman Rd NW Ped Bridge
 - 15th Ave NW/Leary Way Bridge
 - N 41st St Ped Bridge
 - N 102nd & Aurora Ped Bridge
 - Admiral Way N Bridge
 - Admiral Way S Bridge
 - McGilvra Blvd E Bridge
 - In-Progress Projects
 - 15th Ave NE/NE 105th St Bridge

- Program 18: Multimodal Corridors
 - In-Progress Projects
 - RapidRide J Line
 - Route 40
- Program 20: Intelligent Transportation Systems
 - Completed Projects
 - University District Multimodal Integrated Corridor Mobility for All (MICMA) project
- Program 26: SPU Broadview (completed)
- Program 29: East Marginal Way (completed)

APPENDIX B: LIST OF LEVY PROGRAMS

- 1 – Safety Corridors
- 2 – Safe Routes to School
- 3 – Markings
- 4 – Transportation Operations
- 5 – Bicycle Safety
- 6 – Sidewalk Safety Repair
- 7 – Curb Ramps
- 8 – Neighborhood Street Fund
- 9 – Arterial Roadway Maintenance
- 10 – Paving Spot Improvements
- 11 – Bridge Spot Repairs
- 12 – Bridge Seismic
- 13 – Fairview Bridge
- 14 - Bridge Replacement, Planning & Design
- 15 – Stairway Maintenance
- 16 – Urban Forestry: Tree Trimming and Planting
- 17 - Drainage Partnership, SPU South Park
- 18 - Multimodal Improvements
- 19 - Traffic Signal Timing Improvements
- 20 – Intelligent Transportation System Improvements
- 21 – Transit Spot Improvements
- 22 - Light Rail Connections, Graham St
- 23 - Northgate Bridge
- 24 - Accessible Mt Baker
- 25 – New Sidewalks and Crossing Improvements
- 26 - SPU Partnership, Broadview
- 27 - Bike Parking & Bike Spot Improvements
- 28 - Partnership Improvements, Lander Overpass
- 29 - Heavy Haul Network, East Marginal Way
- 30 – Freight Spot Improvements

APPENDIX C: 2025/LIFE TO DATE (LTD) FINANCIAL SUMMARY*

ID	MOVE SEATTLE					ALL FUNDS				
	2025 Adopted Budget	2025 Revised Budget	2025 Spend Plan	2025 Actual Spend	LTD Total Spending	2025 Adopted Budget	2025 Revised Budget	2025 Spend Plan	2025 Actual Spend	LTD Total Spending
SAFE ROUTES (SR)										
1	\$0.0M	\$0.1M	\$0.0M	\$0.1M	\$23.3M	\$0.0M	\$0.1M	\$0.1M	\$0.9M	\$46.5M
2	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$4.9M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$32.4M
3	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$6.5M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$16.4M
4	\$0.0M	\$0.2M	\$0.2M	\$0.2M	\$45.8M	\$0.0M	\$0.2M	\$0.2M	\$0.3M	\$98.4M
5	\$0.0M	\$10.4M	\$9.3M	\$9.2M	\$78.1M	\$0.0M	\$39.8M	\$27.3M	\$29.0M	\$159.3M
6	\$0.0M	\$0.1M	\$0.0M	\$0.1M	\$23.1M	\$0.0M	\$0.1M	\$0.0M	\$0.1M	\$38.3M
7	\$0.0M	\$0.2M	\$0.0M	\$0.0M	\$48.5M	\$0.0M	\$0.2M	\$0.0M	\$0.0M	\$75.2M
8	\$0.0M	\$2.5M	\$2.1M	\$2.5M	\$25.3M	\$0.0M	\$2.8M	\$2.4M	\$2.5M	\$27.7M
SR Ttl	\$0.0M	\$13.5M	\$11.6M	\$12.0M	\$255.4M	\$0.0M	\$43.3M	\$30.1M	\$32.7M	\$494.2M
MAINTENANCE & REPAIR (MR)										
9	\$0.0M	\$8.1M	\$4.9M	\$4.1M	\$164.2M	\$1.5M	\$18.2M	\$12.3M	\$12.0M	\$206.5M
10	\$0.0M	\$0.4M	\$0.1M	\$0.4M	\$34.2M	\$0.0M	\$0.4M	\$5.0M	\$0.4M	\$53.9M
11	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$27.5M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$51.0M
12	\$4.0M	\$20.6M	\$17.7M	\$10.4M	\$61.0M	\$4.0M	\$28.9M	\$25.2M	\$17.1M	\$77.1M
13	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$13.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$50.1M
14	\$0.0M	\$0.6M	\$0.2M	\$0.6M	\$8.4M	\$0.0M	\$0.6M	\$0.4M	\$1.5M	\$13.7M
15	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$4.4M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$11.9M
16	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$24.4M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$54.9M
17	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$8.9M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$8.9M
MR Ttl	\$4.0M	\$29.7M	\$23.0M	\$15.5M	\$346.3M	\$5.5M	\$48.1M	\$43.0M	\$31.1M	\$528.1M
CONGESTION RELIEF (CR)										
18	\$11.0M	\$33.8M	\$33.2M	\$23.9M	\$107.9M	\$35.9M	\$119.0M	\$92.8M	\$72.6M	\$432.5M
19	\$0.1M	\$2.6M	\$0.9M	\$2.5M	\$24.3M	\$0.1M	\$2.6M	\$1.3M	\$2.7M	\$71.9M
20	\$0.0M	\$4.0M	\$0.3M	\$3.7M	\$18.9M	\$1.1M	\$10.1M	\$2.4M	\$1.3M	\$39.3M
21	\$0.0M	\$1.6M	\$1.9M	\$1.5M	\$20.1M	\$0.0M	\$1.6M	\$1.9M	\$1.5M	\$56.9M
22	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M
23	\$0.5M	\$0.8M	\$0.3M	\$0.8M	\$26.7M	\$0.5M	\$0.8M	\$0.6M	\$0.8M	\$54.0M
24	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$5.5M
25	\$0.0M	\$0.7M	\$0.1M	\$0.5M	\$55.7M	\$0.0M	\$0.7M	\$0.1M	\$0.5M	\$110.7M
26	\$0.0M	\$0.1M	\$0.0M	\$0.1M	\$7.1M	\$0.0M	\$0.7M	\$0.0M	\$0.6M	\$8.9M
27	\$0.0M	\$0.5M	\$0.2M	\$0.0M	\$8.6M	\$0.0M	\$0.5M	\$0.2M	\$0.0M	\$10.6M
28	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$4.3M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$61.7M
29	\$4.5M	\$5.8M	\$2.3M	\$3.3M	\$9.6M	\$4.5M	\$33.7M	\$24.5M	\$18.9M	\$58.7M
30	\$0.0M	\$1.3M	\$0.7M	\$0.6M	\$11.2M	\$0.0M	\$1.3M	\$1.6M	\$1.4M	\$13.0M
CR Ttl	\$16.1M	\$51.1M	\$39.9M	\$37.0M	\$296.4M	\$42.1M	\$170.9M	\$125.4M	\$100.4M	\$923.8M
Other**	\$0.3M	\$1.3M		\$0.6M		\$0.3M	\$1.3M		\$0.6M	
Total	\$20.5M	\$95.6M	\$74.5M	\$65.0M	\$898.6M	\$48.0M	\$263.6M	\$198.5M	\$164.7M	\$1946.6M

* - Totals may not sum properly due to rounding; may be adjusted in future years due to accounting system updates

** - Landscape establishment costs incurred on capital projects.



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

Servicios de traducción e interpretación disponibles bajo petición 206-684-7623.

요청하시면 번역이나 통역을 제공해드립니다 206-684-7623.

Matutulungan ka naming maintindihan kung hihingi kang tulong 206-684-7623.

Dịch và thông dịch viên sẵn sàng nếu có sự yêu cầu 206-684-7623.

Haddii aad dooneyso turjubeen fadlen wac 206-684-7623.

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