

TRANSPORTATION LEVY TO MOVE SEATTLE



JUNE 2015 FACT SHEET

Background

Seattle's streets, sidewalks, and bridges move hundreds of thousands of people every day, and support freight access, ensuring that goods can get in and around the city.

Over the past eight and a half years, the Bridging the Gap transportation levy has helped improve road safety, invest in transit corridors, and do major maintenance. The current levy expires at the end of 2015.

In March 2015, Mayor Murray announced a draft proposal for a replacement levy – the Transportation Levy to Move Seattle – that 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.

In March and April, the Mayor and SDOT reached out to communities across Seattle to get input on the draft proposal. In response to community feedback, we revised the proposal before submitting it to the Seattle City Council in May. Through the legislative process, the City Council amended the proposal, and on June 29, voted to put Seattle Proposition 1, a transportation levy on the November 3, 2015 ballot.

Cost

The 9 year, \$930 million levy would be paid for through a property tax. The tax would cost the owner of a median priced (\$450,000) Seattle home about



\$275 per year. In comparison, the expiring Bridging the Gap levy costs this same homeowner about \$130 per year. Proposition 1 requires all Levy Proceeds be used for transportation improvements.


In addition to the \$930 million generated over the life of the levy, the City of Seattle estimates these funds can be used to leverage additional federal, state, and private transportation investments.

This following chart shows the amount of levy funding that SDOT anticipates spending on transportation improvement projects and program areas over the 9 years. The City Council would make annual appropriations through the City budget every year.

Through the Council process, we've reworked the initial four transportation categories into three new groups:

1. Safe Routes
2. Maintenance and Repair
3. Congestion Relief

CATEGORY	LEVY INVESTMENT
 <p>Safe Routes Provide safe and accessible routes connecting schools, transit hubs, and other destinations</p>	\$207M
Vision Zero – Implement program to eliminate serious and fatal crashes	\$71M
<ul style="list-style-type: none"> • Safety Corridors: Complete 12 – 15 corridor safety projects, improving safety for all travelers on our highest-crash streets 	\$23M
<ul style="list-style-type: none"> • Safe Routes to School: 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 	\$7M
<ul style="list-style-type: none"> • Signs and Markings: Increase crosswalk repainting frequency to a four-year or better cycle to ensure every crosswalk is clearly marked 	\$4M
<ul style="list-style-type: none"> • Transportation Operations: Maintain and improve the City’s system of traffic signals, signs and markings 	\$37M
Pedestrian and Bicycle Safety – protect our most vulnerable travelers – people walking and biking	\$110M
<ul style="list-style-type: none"> • Bicycle Safety: 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. 	\$65M
<ul style="list-style-type: none"> • Pedestrian Safety: Repair up to 225 blocks of damaged sidewalks in our urban centers and villages 	\$15M
<ul style="list-style-type: none"> • Pedestrian Safety: Make curb ramp and crossing improvements at up to 750 intersections citywide 	\$30M
Neighborhood projects	\$26M
<ul style="list-style-type: none"> • Neighborhood Projects: Complete 20-35 neighborhood priority projects to improve safety, mobility and access and quality of life in those neighborhoods 	\$26M
 <p>Maintenance and Repair Reduce the backlog of maintenance and repair work along major arterials and Seattle’s busiest streets</p>	\$420M
Maintain streets	\$250M
<ul style="list-style-type: none"> • Arterial Roadway Maintenance: 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) 	\$235M
<ul style="list-style-type: none"> • Paving Spot Improvements: Repave 65 targeted locations every year, totaling about 70 lane-miles of arterial street, with a repair and maintenance program run by City crews 	\$15M

Bridges and Structures – keep our bridges safe		\$140M
• Bridge and Structures Maintenance: Eliminate the backlog of needed bridge spot repairs		\$25M
• Bridge Seismic Improvements: Seismically reinforce 16 vulnerable bridges		\$68M
• Bridge Replacement: Replace Seattle’s last timber vehicle bridge (on Fairview Avenue)		\$27M
• Bridge Replacement: 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).		\$15M
• Bridge and Structures Maintenance: Other bridge safety investments including stairway and structure repair and rehabilitation		\$5M
Urban forest and drainage		\$30M
• Tree Trimming: 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 and signs		\$20M
• Tree Planting: Replace every tree removed due to disease or safety with two new trees		
• Drainage Partnership: Partner with Seattle Public Utilities to pave streets, provide new pedestrian infrastructure and crossings, and address drainage issues in flood-prone South Park neighborhood		\$10M
 Congestion Relief <i>Enhance transportation choices throughout the network</i>		\$303M
Corridor Mobility Improvements – modernize streets		\$169M
• Multimodal Improvements: 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.		\$104M
• Traffic Signal Timing Improvements: 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		\$13M
• Intelligent Transportation System Improvements: Implement Next Generation ITS Improvements to help all travelers move more reliably around the city and provide improved information for travelers		\$17M
• Transit Corridor Improvements: 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.		\$35M

Light Rail Partnership Improvements – improve connections to light rail	\$27M
<ul style="list-style-type: none"> Light Rail Connections: Provide City funding contribution for a new Link Light rail station at Graham Street in southeast Seattle 	\$10M
<ul style="list-style-type: none"> Northgate Bridge: Provide additional City funding for a pedestrian and bicycle bridge over I-5 connecting to light rail in Northgate 	\$15M
<ul style="list-style-type: none"> Light Rail Connections: Implement early portions of the accessible Mt. Baker project 	\$2M
Pedestrian and Bicycle Improvements – make it easier to walk and bike. Of the funds identified in this element, \$2M will be reserved for implementing pedestrian improvements as part of the Accessible Mount Baker project.	\$68M
<ul style="list-style-type: none"> New Sidewalks: 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 Bicycle and Walking Facilities: Make residential streets without sidewalks safer and more comfortable for walking, including through partnership with Seattle Public Utilities in the flood-prone Broadview neighborhood 	\$61M
<ul style="list-style-type: none"> Bicycle and Walking Facilities: Install 1,500 new bicycle parking spots citywide and maintain existing bike facilities Bicycle and Walking Facilities: Other biking and walking investments 	\$7M
Freight Mobility Improvements – freight and delivery	\$39M
<ul style="list-style-type: none"> Partnership Improvements: Provide local money to design and build the Lander Street Overpass 	\$20M
<ul style="list-style-type: none"> Heavy Haul Network: Build the East Marginal Way corridor, a key route in Seattle’s Heavy Haul Network 	\$5M
<ul style="list-style-type: none"> Spot Improvements: Fund a targeted spot improvement program to help freight movement 	\$14M
Grand Total (All Categories)	\$930M

Learn more at www.seattle.gov/LevytoMoveSeattle

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