



Levy Assessment Update

Agenda topics

- Assessment Process Overview
- Key Findings to Date
- Discussion
- Next Steps



What to deliver with remaining funds?

Assessment objectives:

- Align remaining levy investments with levy values
- Identify levy deliverables through 2024
- Validate or modify budget actions



Levy Oversight Committee feedback (June 2020)

- Transparency
- Factors
 - Project status – complete existing projects before starting new
 - Grants and partnerships – maximize deliverables
 - Equity – address areas we historically underserved
 - Safety – prevent injuries and fatalities
 - Climate change – work toward city goals
 - Urban village focus – reduce car dependence
 - Consistency in program prioritization methods

Assessment approach

Phase 1

Initial qualitative assessment of proposed program budget reductions 2020-2022

Phase 2

Confirm assessment factors for all remaining levy work 2021-2024

Phase 3

Develop remaining deliverable plan; identify potential budget shifts between programs and/or levy categories

Key Findings to Date



Several programs have already met or are on track to exceed 9-year delivery targets*

Delivery Targets Met (examples)	On Track to Exceed Targets (examples)
<ul style="list-style-type: none">• Sidewalk Repair Spot Improvements (bevels and shims)• Bike parking and bike spot safety improvements• Neighborhood Street Fund (after construction of active projects)	<ul style="list-style-type: none">• VZ Safety Corridor Projects• Stairway Rehabilitation• Transportation Operations - Traffic Spot Improvements, Regulatory Signs Replaced• Freight Spot Improvements

* Analysis still in progress to determine deliverable status and remaining funding

Safety and asset condition are key prioritization drivers for many programs

Safe Routes

- Several programs rely on collision data to identify investments
- Many programs also incorporate racial and social equity prioritization factors
- Consent decree requires that ADA curb ramps be driven by customer requests

Maintenance & Repair

- Most programs in the Maintenance & Repair category use asset condition and safety to prioritize investments
- Will explore opportunities to further incorporate race and social equity considerations after urgent/highest priority safety and asset condition needs are addressed

Programs vary in approach to equity

- Many programs use racial and social equity in prioritization
- Several asset management programs have limited equity opportunities
 - Must address most urgent/emergent needs - Arterial Major Maintenance
 - Assets are fixed and finite – Bridge Spot Repairs, Stairway Rehabilitation
- Will explore opportunities to better incorporate equity into asset priorities
- Need further review of paused projects in racial and social equity focus areas to consider potential alternative actions

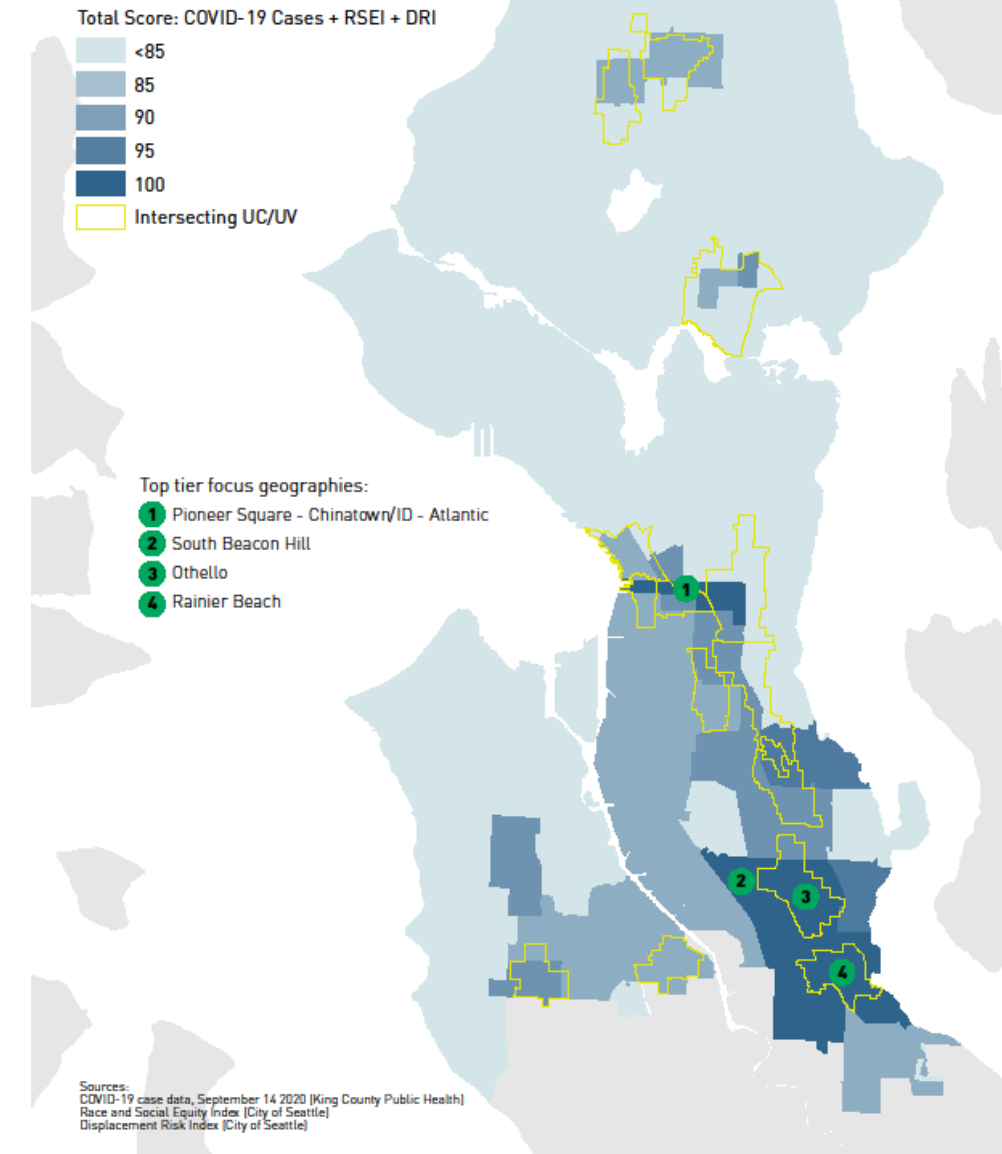


Examples
• Corridors Optimized (signals)
• Transit Spot
• Bike Safety
• New Sidewalks
• SRTS
• Neighborhood Street Fund
• Arterial Asphalt and Concrete (AAC)
• Urban Forestry

Racial equity in the context of COVID-19

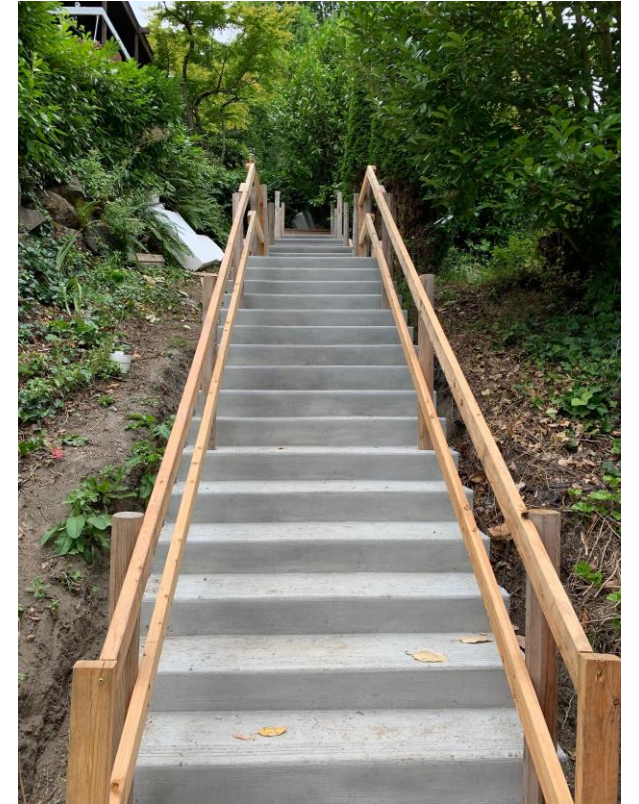
- Citywide recovery framework is being developed to address COVID-19 impacts
- SDOT analysis identified potential investment focus geographies:
 - City Race & Social Equity Index (25%)
 - City Displacement Risk Index (25%)
 - Public Health COVID-19 case data (50%)
- We will explore opportunities to focus levy program investments in specific geographies

COVID-19 Recovery: Potential Focus Geographies



Discussion questions

- Should program funding reductions be considered for programs that have exceeded or are on track to exceed their 9-year targets?
- Are there levy categories, programs or projects where retaining or increasing funding is more important?
- How important is it to prioritize geographic equity vs. improving racial/social equity when making investments?
- How should COVID factor into prioritization?



Next steps

