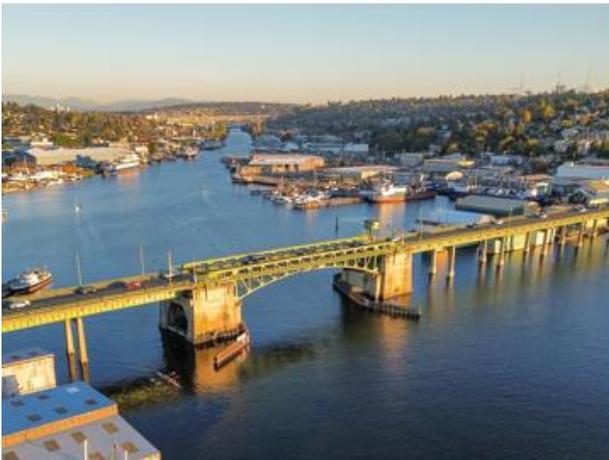
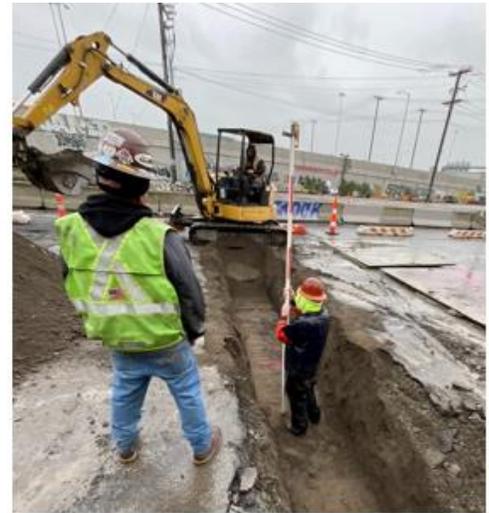


LEVY TO MOVE SEATTLE 2024 ANNUAL REPORT



Clockwise from top left: Levy-funded projects including Alki Healthy Street, East Marginal Way construction, Olympic View Elementary students near new speed hump, and critical maintenance work on the Ballard Bridge.

Published April 2025

MAYOR'S LETTER



Dear Seattle,

The Levy to Move Seattle Annual Report reflects how, together, we are building a city where you have safe, reliable, and sustainable options for how you travel, no matter where you live or work. This 2024 report is a testament to what we can achieve through collective effort, shared vision, and the trust of Seattle voters.

Guided by our *One Seattle* approach—a commitment to unity and collaboration across our departments and communities—we've delivered meaningful improvements that connect people, enhance safety, and improve equitable access to transportation. The Levy to Move Seattle represents vision for mobility and several remarkable examples of cross-departmental effort and innovation.

Together, we have nearly tripled the total number of capital projects starting construction compared to previous years. This includes reimagining iconic streets like Madison St through the RapidRide G Line project, progress on East Marginal Way to support freight and bike safety, and achieving our ambitious goal of building at least one Safe Routes to School project at every public school in Seattle.

This report celebrates the progress we've made together. Though the Levy to Move Seattle expired at the end of 2024, its legacy will continue. Last November, voters approved a new transportation Levy that will generate \$1.55 billion over eight years beginning in 2025.

I invite you to explore the pages that follow to see how Seattle is moving forward—equipped with innovative solutions and powered by the shared belief in a connected, safe, and sustainable city. Thank you for your continued partnership in building a better Seattle.

Sincerely,
Mayor Bruce Harrell

DIRECTOR'S LETTER



Dear Seattle,

It is my honor to introduce the 2024 Levy to Move Seattle Annual Report, which highlights the outstanding progress we've made together in improving our city's transportation system. Since its approval by voters in 2015, the Levy to Move Seattle has enabled us to enhance safety, maintain critical infrastructure, and expand reliable, affordable travel options to support our growing city. This ambitious investment, funded by people in Seattle, has generated lasting changes that balance immediate needs with long-term goals, ensuring a sustainable transportation future for Seattle.

The 2024 Annual Report marks both the conclusion of the Levy to Move Seattle's nine-year lifespan and a moment of celebration on the milestones achieved. From building safer routes for children to walk or bike to school, to repaving streets, improving bridges, and completing pivotal transit and multimodal projects, this report spotlights the impact of the Levy's 30 programs across its three key categories—Safe Routes, Maintenance and Repair, and Congestion Relief. Our achievements are a testament to the commitment of Seattle voters, the oversight provided by the Levy Oversight Committee, and the hard work of the Seattle Department of Transportation (SDOT) team.

The Levy Oversight Committee has played a critical role in ensuring transparency and accountability, bridging the dialogue between city leaders and our communities. Their recommendations have not only strengthened the integrity of this Levy but have also informed the vision of the next transportation Levy approved by Seattle voters in November 2024.

Looking ahead, the work funded by the Levy to Move Seattle will continue to shape our city through ongoing projects like the RapidRide J Line and key South Seattle bicycle connections, as we begin delivering on the next transportation Levy.

Thank you for your trust and investment in our city's future. In the following pages, you'll find a report that reflects the positive changes made possible through your support. Seattle's transportation system is stronger and better prepared to meet the needs of our growing population, thanks to each of you. Together, we are building a more connected, equitable, and resilient Seattle.

Sincerely,

Adiam Emery

Interim SDOT Director

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



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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 provides 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.

Levy to Move Seattle Annual Report

This report delivers a comprehensive summary of SDOT's work in 2024 to deliver citywide transportation projects and services funded in part or in full by the voter-approved Levy to Move Seattle. There are 30 Levy programs across three categories: Safe Routes, Maintenance and Repair, and Congestion Relief. We (the Seattle Department of Transportation/SDOT) track one or more deliverables within each Levy program. This report details SDOT spending and performance on each of these programs from 2016-2024, with a focus on each program's achievements in 2024. The information in this report is also available on the [Levy to Move Seattle Tableau Dashboard](#).

Levy Oversight Committee

The Levy Oversight Committee (LOC) is made up of Seattle residents appointed by the Mayor and City Council, as well as the City Budget Director and the chair of the City Council's Transportation Committee. The LOC monitors Levy expenses and revenues, reviews program and project priorities, and makes recommendations to the Mayor and City Council on how to spend Levy proceeds. In 2024, the Levy Oversight Committee completed important work, including:

- Holding 10 meetings
- Writing a [letter to Seattle City Council and the Mayor regarding the next transportation Levy](#), followed by a presentation to Council on this topic
- Tracking progress on key Levy programs and projects, as well as the development of the next transportation Levy

Our commitment to transparency and accountability includes working closely with the LOC. We deeply appreciate the time and service the LOC volunteer members dedicate to Levy oversight. The LOC's 2024 summary can be found on the following pages. Thank you!

LEVY OVERSIGHT COMMITTEE LETTER

December 12, 2024

Move Seattle Levy Oversight Committee 2024 Report

Dear Mayor Harrell; Council President Nelson; and Councilmembers Hollingsworth, Kettle, Moore, Morales, Rinck, Rivera, Saka and Strauss;

The Levy to Move Seattle Oversight Committee (LOC) is pleased to submit this final letter to you, which will also accompany SDOT’s 2024 Levy to Move Seattle Annual Report. The letter provides an overview of 2024 Accomplishments through third quarter 2024; summary of our Recommendations to the Mayor and Council for a future Levy; and Observations on the City’s past Levy and on recent passage of the next Levy.

As noted on our letterhead to the left, the LOC has monitored the implementation of the Levy, advised City leadership on changes to the Levy projects and their costs, reviewed SDOT priorities and made recommendations regarding the spending of Levy proceeds. In addition, the 2015 legislation requested a recommendation regarding the advisability of proposing another Levy for transportation improvements to the voters.

The LOC will complete its role at year end 2024, along with the City’s revenue collection for the Move Seattle Levy. We are sending this letter during our last month, before data on Q4 Levy to Move Seattle delivery is available. In 2024, we continued to monitor Levy progress, submitted our Recommendations for a future Levy in Spring, and advised on a future Levy Oversight Committee. Some Levy projects will still be underway in and beyond 2025, and SDOT will continue to execute the Levy’s programs with collected revenue until that revenue is exhausted. Bicycle Safety and Multimodal Improvements are two areas that are not meeting goals. While Bicycle Safety construction is still below 2015 goals, the 31 miles of bicycle infrastructure still “in progress” will bring it 100 miles or near the 110 mile goal. For Multimodal Improvements, the RapidRide J will be finished in 2027.

2024 ACCOMPLISHMENTS (through Third Quarter)

SDOT has made good progress in nearly all program areas. The full 2024 report will provide details about the past year’s accomplishments. Following we highlight several completed though September 2024.

In the Safe Routes category, SDOT completed multiple projects, including 5 safety corridor projects, 30 Safe Routes to School projects, 3 new traffic signals and 37 blocks of sidewalk repairs. For Maintenance & Repair, SDOT repaved approximately 18 lane-miles, made 300 bridge spot repairs and planted 407 trees. For Congestion Relief, SDOT completed the Madison RapidRide G Line project (repaving, improving intersections, adding new sidewalks, and upgrading and adding new utilities). They made 21 transit spot improvements to better serve people riding transit and improve safety, 3 freight spot improvements, over 29.5 blocks of new sidewalks and 24 street crossing improvements.

Committee Members

Rachel Ben-Shmuel, Secretary

Alexander Bejarán Estévez

Tyler Blackwell

Lisa Bogardus, Vice-Chair

Clara Cantor

Samuel Ferrara

Dennis Gathard

Inga Manskopf

Jessica Nguyen

Kevin Werner, Co-Chair

Donna McBain Evans

Bicycle Advisory Board

Delaney Lind

Pedestrian Advisory Board

Geri Poor, Co-Chair

Freight Advisory Board

Ashwin Bhumblo

Transit Advisory Board

City Councilmember

Rob Saka

City Budget Office Director,

delegate

Saroja Reddy

Committee Staff

Katie Olsen

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The Levy Oversight Committee is an advisory body that monitors revenues, expenditures, and

program and project

implementation. The Oversight

Committee advises the City

Council, the Mayor, and SDOT on

responding to program and

project cost savings or overruns.

The Oversight Committee

reviews SDOT’s program and

project priorities and financial

plans and makes

recommendations to the Mayor

and City Council regarding the

spending of levy proceeds.

Council Bill 118402

As in prior annual letters, we continue to carry concerns about the results of the city's Vision Zero program. The Vision Zero goal is to end traffic deaths and serious injuries on Seattle streets by 2030. As SDOT notes in their 2024 Vision Zero Update, "It is a culture of care and dignity for everyone who uses Seattle Streets." However, while SDOT has moved forward with multiple street redesigns, spot improvements, and policy changes that have resulted in general local transportation improvements, we have yet to see a citywide reduction in significant injuries and fatalities. At the time we are drafting this letter (November 2024), more than 23 people were killed in motor vehicle crashes in 2024, similar to previous years. Considering 2030 is in 5 years, there is a lot of work to be done through the next Levy: we need safety projects that are effective.

SUMMARY of RECOMMENDATIONS to MAYOR and COUNCIL

The summary of [our recommendations for a future Levy](#) notes: "The 2015 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. Over the past eight years of the Levy, SDOT has worked through unforeseen and unimaginable circumstances. We believe that SDOT must continue that work, and we recommend a new Levy to fund new transportation improvements."

1. The LOC strongly recommended a future transportation package that includes a bold Levy with increased funding over current Levy.
2. Beyond and following the Levy, the LOC also believes that the city must also develop a full and broader transportation package utilizing additional revenue sources to address deteriorating roadways, bridges, and sidewalks, as well as new sidewalk construction.
3. The LOC recommends the city also adopt funding tools that support a variety of projects and programs (see appendix B of our 2024 recommendation letter for potential alternative funding approaches).
4. SDOT should be prepared to increase staff capacity quickly as needed to execute the next Levy.
5. Racial and Social Equity is a high priority in considering where SDOT should focus its efforts.
6. The LOC recommends the next Levy not overpromise and ensure flexibility through its lifetime. Bold leadership from city leaders will be needed to successfully implement future transportation programs.
7. Considering the size and breadth of transportation levies, the LOC recommended improving the oversight function for future levies. Specific funding should be included in the next Levy Ordinance to provide for a future LOC to request and conduct audits of Levy-funded transportation programs.
8. The next Levy should be additive to current City transportation funding and should not supplant current general funds.

Developing these recommendations was an additional LOC focus in the latter part of 2023 through Spring 2024 when we delivered them. Councilmember Saka invited us to present the recommendations and testify at the March 19, 2024 Council Transportation Committee and the May 7, 2024 Select Committee on the Transportation Levy. We were gratified to see you consider and adopt most of our recommendations into the new transportation Levy passed by city voters in November 2024.

LOC OBSERVATIONS

We are excited to see the new transportation Levy pass. While our Committee's work is ending we recognize there is ongoing work to do both to wrap up the current Levy and to start the next Levy in 2025. We stand ready as individuals to support that effort and to support the next Levy oversight committee. Many of us shared our individual experience, lessons learned, and thoughts for starting up the next Levy with SDOT. Please know that we all want to see the next Committee build on our work.

The LOC encourages the Mayor and Council to act soon to identify an additional, more robust, source of funding to support expenditures like bridges and areaways. The Levy is reliant on a regressive property tax and is insufficient to

meet the costs of these critical infrastructure needs. Other tools are needed that can fund large projects like bridges and new sidewalks over a longer period of time.

The LOC commends SDOT’s Transportation Equity Framework and the Race and Social Equity work that went into the development of the Seattle Transportation Plan and new Levy proposal, project lists, and prioritizations. The LOC is excited to see equity explicitly included in the Levy. The LOC encourages continued forward movement within this framework with as much internal and external support as necessary.

Levy funding should be additional to existing funding sources, not in replacement of existing funds. The LOC strongly opposes the practice of diverting existing revenue streams away from transportation buckets that will receive Levy funding, as occurred in the 2025-2026 city budgets. This should be rectified in future years so that Levy funding is supplemental, and not a replacement for existing funding.

CONCLUSION

Many thanks to Councilmember Rob Saka for his participation on the LOC, inviting the LOC to brief the City Council, ensuring LOC recommendations were included in the Levy ordinance, and his leadership at council to craft the new Levy package for the city ballot; we look forward to his active engagement in the LOC for the next Levy. We thank SDOT Director Greg Spotts and Deputy Director Francisca Stefan for their leadership in bringing the Levy to its completion and Seattle voters for their overwhelming approval of the work that SDOT has been doing and plans to do over the next 8 years.

And we express our gratitude to Committee Staff Katie Olsen and her SDOT colleagues for preparing and presenting the overviews of the programs over the last year. We’ve heard from dedicated and knowledgeable staff and now have a deeper understanding about Levy deliverables, challenges, and opportunities. Katie has facilitated additional access, when requested, such as detailed fiscal, project planning, and technical data.

We also want to thank Natasha Riveron and Dennis Gathard, members of the LOC who served and retired from the LOC in 2024. We have appreciated the opportunity to serve on the board throughout this year.

Sincerely and on behalf of the Levy to Move Seattle Oversight Committee,

Kevin Werner
Co-Chair 2023-24

Geraldine Poor
Co-Chair 2024

Lisa Bogardus
Vice-Chair 2024

Rachel Ben-Shmuel
Secretary 2023-24

EXECUTIVE SUMMARY



11th/12th Ave NE paving project groundbreaking in May.

Introduction

Thanks to the Levy to Move Seattle, 2024 was a momentous year for Seattle’s transportation infrastructure. In our final year of Levy delivery, our focus was on starting construction on all remaining Levy-funded projects built by our own crews and contracting out all projects to be contractor-delivered. **Together, we made unmatched progress, tripling the number of capital projects that started construction in a single year compared to previous years, demonstrating our commitment to Seattle voters.** The chart below shows the significant increase in our pace of work in 2024.



On average, SDOT achieves 12 contracted construction starts per year, but in 2024, we had already started construction on our 12th contracted project by the end of June. To meet commitments to voters, we promised to contract and/or allocate each and every Levy dollar by the end of 2024, and to complete all deliverables performed by SDOT crews. When all Levy-funded projects finish construction, we will have invested \$2 billion in our streets and bridges.

These efforts enhanced safety, connectivity, and sustainability across the city, with key projects like the RapidRide G Line, Safe Routes to School projects, protected bike lanes, and bridge seismic retrofits **shaping a more resilient and accessible transportation network for people who live, work, and play in Seattle**. Major milestones in 2024 include both crew- and contractor-delivered work:

- Reimagining Madison St through the RapidRide G Line – Madison St project
- Continuing work on East Marginal Way, including upgrading streets to support the weight of heavy freight loads and building protected biking facilities, better serving our industrial businesses and enhancing safety for all travelers (one of the over 30 construction starts in 2024)
- Completing our goal to build a Safe Routes to School project at every public school in Seattle
- Exceeding our life-of-Levy goal of building new sidewalks and walkways, with over 262 blocks built during the life of the Levy
- Beginning construction on the RapidRide J Line project which will strengthen vital neighborhood connections between existing Link light rail stations in the U District and Downtown Seattle and other RapidRide bus lines (one of the over 30 construction starts in 2024)
- Breaking ground on key South Seattle bicycle connections: connecting Georgetown to Downtown and South Park, and connecting people along Beacon Ave S and along Martin Luther King Jr. Way S (several of the over 30 construction starts in 2024)
- Beginning vital preservation and maintenance work on and around the Ballard Bridge (one of the over 30 construction starts in 2024)
- Upgraded protected bike lanes, including the 4th Ave PBL, with better barriers for improved safety and comfort
- Completing the Route 48 Transit-Plus Multimodal Corridor project, improving safety and reliability for people riding the bus between Mount Baker, the Central District, and the University of Washington
- Beginning repaving and safety work on 11th/12th Ave NE (one of the over 30 construction starts in 2024)
- Making progress on 12 bridge seismic retrofit projects, including completing four of these projects to help bridges better withstand earthquakes (several of the over 30 construction starts in 2024)

The Levy-funded Bridge Seismic program is making over 10% of City-owned bridges more resilient to earthquakes in our region.



Bridge seismic retrofit projects include (clockwise from top left): McGraw St Bridge, Admiral Way N & S Bridges, N 102nd/Aurora Ave N bridge, and Leary Way Bridge.

The Levy to Move Seattle expired at the end of 2024, though projects are still being built thanks to Levy dollars. As of the end of 2024, SDOT is on track to meet or exceed the goals in the 2015 Levy Ordinance in 27 of 30 programs. In the remainder of this report, you will see the transformative projects that Levy funding has made possible.

In November 2024, Seattle voters approved a replacement transportation Levy that will generate \$1.55 billion in revenue over 8 years. In 2025, not only will people in Seattle see construction begin on projects funded by these new Levy dollars, SDOT will also continue 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.

2024 Levy to Move Seattle Achievements



5

Safety corridors improved with elements such as new crosswalks and signals, sidewalks, and improved ADA-accessible curb ramps



1,577

Crosswalks remarked to improve visibility of people crossing the street



39

Projects to make it safer for students and families to walk, roll, and bike to school



10

Miles added to the bicycle network



3

New traffic signals



42

Blocks of sidewalks repaired



156

Curb ramp upgrades



19

Lane miles repaved (contractor-delivered and crew-delivered)



394

Bridge spot repairs completed



6

Stairways rehabilitated



2

Transit-Plus Multimodal Corridor or RapidRide partnership projects completed to support connectivity and safety to and from transit for all travelers



4

Bridge seismic retrofit projects



95

Bike spot improvements



6

Freight spot improvements



412

Trees planted



46

New bike parking spaces



35

Blocks of new sidewalks or walkways



45

Transit spot improvements

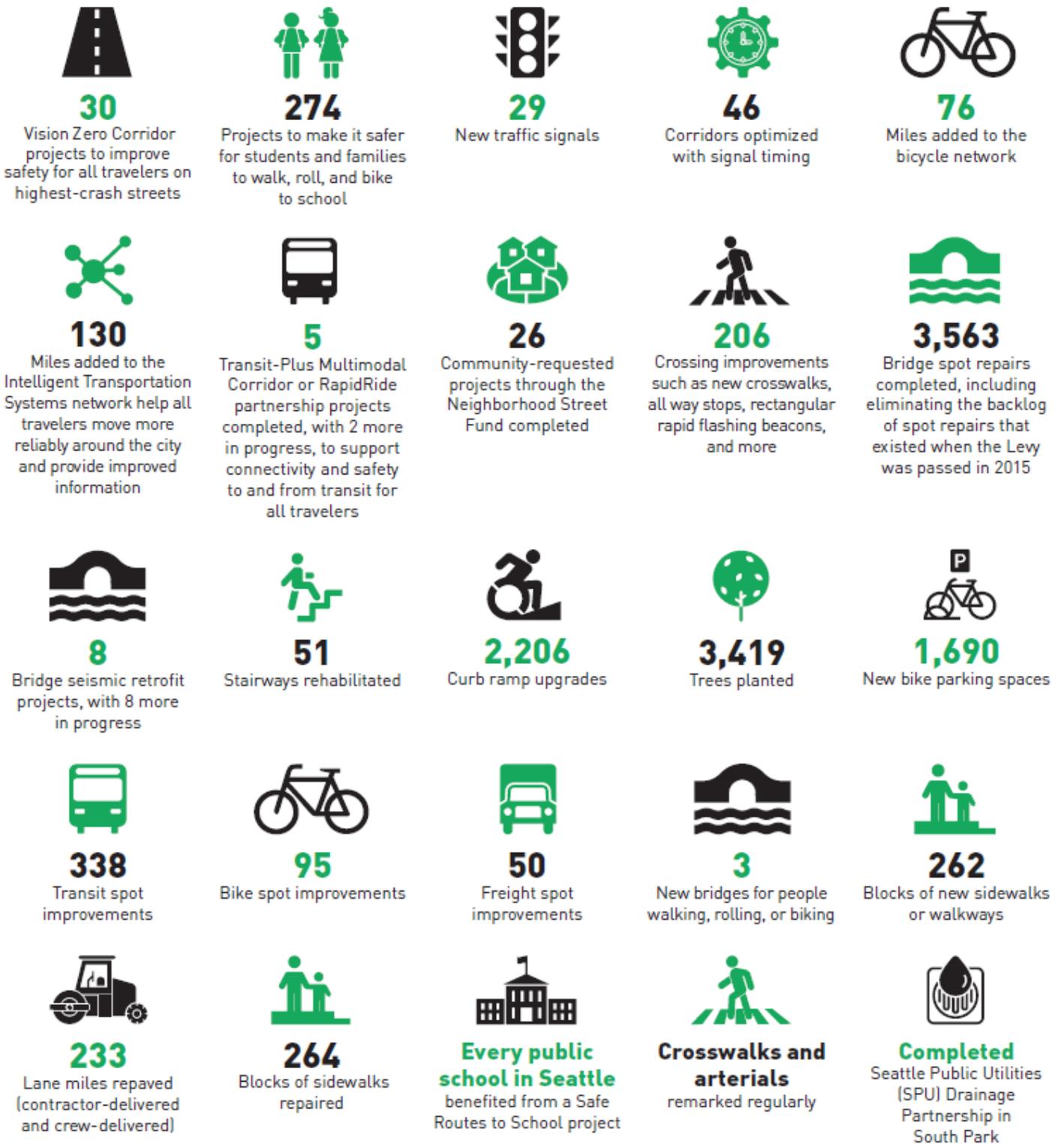


30

Crossing improvements such as new crosswalks, all way stops, rectangular rapid flashing beacons, and more

Infographic shows select Levy to Move Seattle highlights from 2024. Does not represent all of the work completed with Levy dollars.

Life of Levy to Move Seattle Achievements (2016-2024)

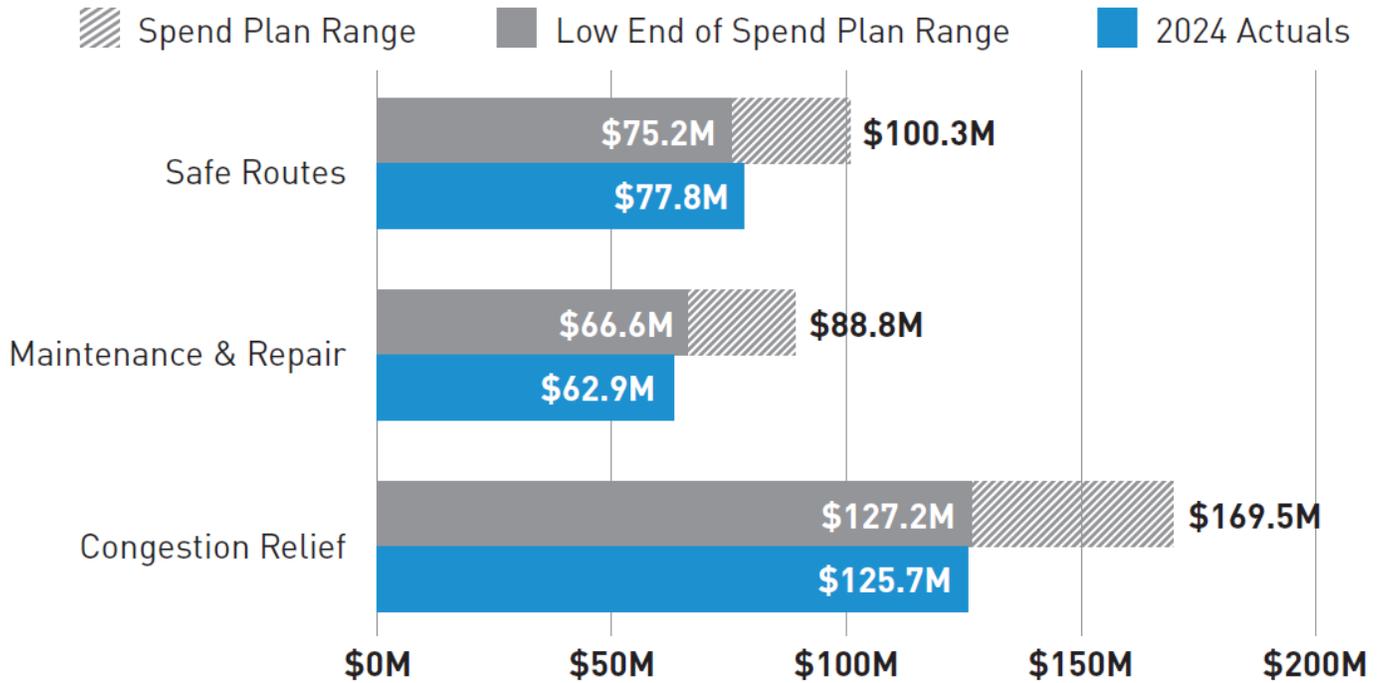


Infographic shows selected Levy to Move Seattle highlights from 2016-2024. Does not represent all of the work completed with Levy dollars.

Levy to Move Seattle Spending

From 2016 through 2024, SDOT has spent \$834 million in Move Seattle funds and \$1.8 billion across all funds, including local, partnership, and grant funds, that support the Levy portfolio. 2024 saw some of the highest annual spending in the Levy portfolio, with \$104.5 million spent in Levy funds and \$266.4 million spent across all funding sources to support Levy deliverables. There is approximately \$103 million of committed funding remaining out of the \$930 million Levy to Move Seattle at the end of 2024. This funding is programmed to finish projects such as the Roosevelt RapidRide J Line and East Marginal Way in 2025-2026.

Levy to Move Seattle 2024 Spending by Category



SDOT conducted a thorough review of project schedules, risks, and past delivery/spending performance to formulate the 2024 annual spend plan range, which was \$269 million to \$359 million. Underspensing in a program or project is generally the result of cost savings or project delays. SDOT staff know about issues promptly through regular touchpoints across the department, allowing for opportunities to readjust and refine plans to ensure Levy delivery continues smoothly. This process will continue throughout the remaining stages of Levy to Move Seattle delivery. More detailed financial information is available in the remainder of this report, organized by Levy program and across the portfolio beginning in Appendix A.

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.



Students bike to school at Dunlap Elementary and South Shore PK-8 in Rainier Beach as part of a 'Bike Bus' group

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 2024, the Levy Equity Workplan completed the Levy Equity Map. 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. The new business practices the Levy Equity Workplan established will be applied to monitoring and project support purposes, and to the administration of the next Seattle Transportation Levy and other work portfolios at SDOT.

RECOMMENDATION	IMPLEMENTATION STATUS
<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.	We engaged with SDOT senior leadership on the question of how to define equitable distribution of levy investments which led to the decision to plan further engagement with external partners on this topic. Collaboration with the Transportation Equity Workgroup (TEW) is planned for the first half of 2025.
<i>Evaluate performance:</i> SDOT should track completed Levy projects and deliverables by location and value, overlaid with Seattle's RSE Index, to enable a portfolio-level analysis of the distribution of investments relative to "equity priority areas."	We have developed a dynamic, interactive Levy Equity map that plots deliverables completed in 2023 and 2024 from all 30 Levy programs and summarizes the percentage of deliverables and the percentage of levy spending in each quintile of the RSE Index from highest to lowest equity priority .
<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.	We are working with Levy program owners to standardize the use of the RSE Index in their program prioritization frameworks to improve consistency across the Levy portfolio and enable responsiveness to equity distribution data.

Levy to Move Seattle Program Deliverables At-a-Glance

Program	Deliverable	Total 2024	Total 2016-2024	2015 Ordinance Goal	Status against 2015 Ordinance Goal
Safety Corridors	Vision Zero corridors	5	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	39	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	1,577	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	560	4,847		Met goal
Transportation Operations	New traffic signals	3	29	Maintain and improve the City's system of traffic signals, signs and markings.	Met goal
	Traffic signal improvements	10	99		Met goal
	Traffic spot improvements	10	99		Met goal
	Corridors optimized	5	46		Met goal
	Regulatory street signs replaced	3,000	30,888		Met goal
Bicycle Safety	Protected bike lane (miles)	2.15	31.66	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.	Expect to build 90 or more miles out of the goal of 110 total new miles of bicycle facilities
	Neighborhood Greenway (miles)	6.56	39.9		
	Bike lane (miles)	0.4	4.77		
Sidewalk Safety Repair	Sidewalks repaired, block equivalents	42.14	264.95	Repair up to 225 blocks of damaged sidewalks in our urban centers and villages	Met goal
	Square footage of sidewalk repair	84,292	529,919		Met goal
	Sidewalk spot improvements	9,420	86,856		Met goal
	Curb ramp upgrades	408	2,206		Met goal

Curb Ramps and Crossings	Intersections improved	153	846	Make curb ramp and crossing improvements at up to 750 intersections citywide	Met goal
Neighborhood Street Fund	Neighborhood Street Fund projects	1	26	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)	11.4	155.86	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)	Met goal, continuing work on up to 25 more repaving miles
Paving Spot Improvements	Lane-miles repaved (crew)	6,576	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	62	601		Met goal
Bridge Repair Backlog	Bridge spot repairs completed	394	3,563	Eliminate the backlog of needed bridge spot repairs	Met goal
Bridge Seismic Improvements	Bridge Seismic Improvements	4	8	Seismically reinforce 16 vulnerable bridges	On track
Bridge Replacement, Fairview	Bridge Replacement, Fairview	Completed in 2021		Replace Seattle's last timber vehicle bridge (on Fairview Avenue)	Met goal
Bridge Replacement, Planning & Design	Bridge Replacement, Planning & Design	3	See more information on pages 45-46.	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	6	51	Other bridge safety investments including stairway and structure repair and rehabilitation	Met goal
Tree Planting & Trimming	Trees planted	412	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)	3,309	41,178		Met goal
	Trees removed	92	1,490		N/A
	Landscape maintained	1,812	14,056		Met goal

	Tree or vegetation obstructions removed	617	4,626	and signs. Replace every tree removed due to disease or safety with two new trees	Met goal
Drainage Partnership, Seattle Public Utilities (SPU) South Park	Drainage Partnership, Seattle Public Utilities (SPU) South Park	Completed in 2023		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	2	See more information beginning on page 52.	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, Fautleroy 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	5	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	297	2,238		Met goal
	Signal preventative maintenance	823	7,133		Met goal
Intelligent Transportation System Improvements	Miles of arterial added to ITS system	10.13	130.91	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	45	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	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 in 2021		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	35.25	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	30	206		Met goal
SPU Broadview	SPU Broadview Project	Completed new sidewalks on Greenwood Ave N between N 125th St and N 130th St.		Make residential streets without sidewalks safer and more comfortable for walking, including through partnership with Seattle Public Utilities in the flood-prone Broadview neighborhood	On track
Bike Parking & Bike Spot Improvements	Bike parking spaces added	46	1,690	Install 1,500 new bicycle parking spots citywide and maintain existing bike facilities	Met goal
	Urban trail and bikeway spot improvements	10	95	Other biking and walking investments	Met goal
Lander Overpass	Lander Overpass	Completed in 2020		Provide local money to design and build the Lander Street Overpass	Met goal
East Marginal Way	East Marginal Way	Continued construction		Build the East Marginal Way corridor, a key route in Seattle's Heavy Haul Network	On track
Freight Spot Improvements	Freight spot improvements	6	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

2024 and Life of Levy Summaries



Program 2 – Three new all-way stops near Schmitz Park (now SPS Interim Site for Alki Elementary School 2023-24 & 2024-25).



SAFE ROUTES



Program 5 - Groundbreaking event for the Georgetown to South Park Safety Project.

We made progress on several projects to advance safety citywide. These projects are crucial for fostering a safer and more accessible environment across Seattle. Traffic calming measures and intersection improvements help reduce speeding and create more predictable traffic patterns. Safe Routes to School projects help ensure that children can walk or bike to school confidently, fostering independence while prioritizing their safety. Expanding the bicycle network further promotes sustainable transportation options, providing safer routes for cyclists and encouraging more people to adopt active modes of travel. The addition of new curb ramps enhances accessibility for people walking and rolling, especially those with mobility challenges, allowing everyone to more easily and safely navigate the city. Community-requested neighborhood projects reflect the voices and needs of residents, ensuring that investments directly address local concerns. Together, these projects have a profound impact on improving safety, equity, and quality of life for people in Seattle.

1 SAFETY CORRIDORS

Levy Commitment: Complete 12-15 safety corridor projects on our highest-crash streets.

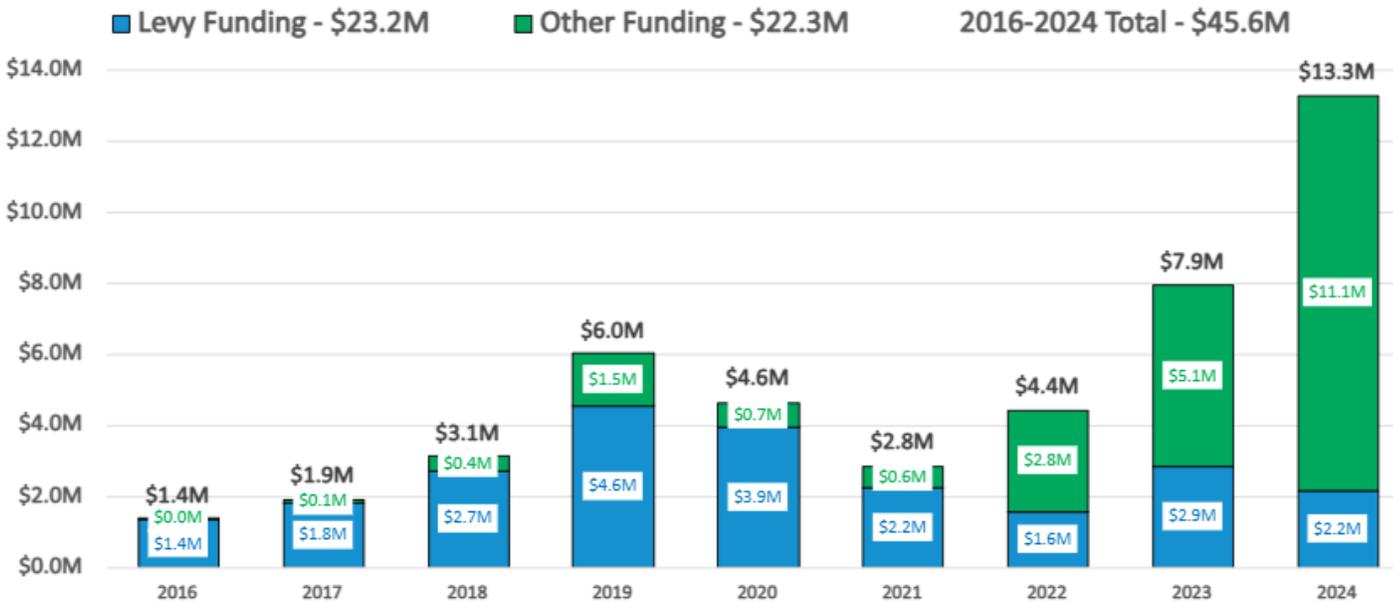
2024 | In 2024, we made progress on several projects to advance safety citywide. We installed improvements at these locations:

- SW Roxbury St/Olson Pl SW: Installed new curb ramps and bulbs, a new pedestrian signal, and new marked crosswalks.
- Winona Ave N at N 76th St: Installed a new marked crosswalk, rectangular rapid flashing beacons, and made channelization improvements.
- Rainier Ave S: Constructed hardened bulb outs at Rainier Ave S and S Sturtevant St to minimize pedestrian crossing distance and exposure to traffic.
- Highland Park Way/SW Holden St: Added a permanent traffic signal and rebuilt intersection corners with new curb ramps and curb bulbs.
- Seward Park Arterial Traffic Calming: Installed speed cushions and rechannelized the street between S Henderson St and S Cloverdale St.

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets with 30 Safety Corridor projects completed since 2016.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Safety Corridors	4	3	3	6	3	1	4	1	5	30

PROGRAM SPENDING YEAR OVER YEAR | Safety Corridors



2 SAFE ROUTES TO SCHOOL

Levy Commitment: Complete 9-12 Safe Routes to School projects each year along with safety education to improve 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, and Roxhill.

2024 | We completed 39 projects in 2024 to make it safer for students to walk, roll, and bike to school. Projects were completed at the following schools:

Adams Elementary	Loyal Heights Elementary
Arbor Heights Elementary	McGilvra Elementary
Bailey Gatzert Elementary School <i>(5 projects)</i>	Mercer Middle School
Boren STEM K-8	Olympic View Elementary
Chief Sealth Int'l/Denny MS <i>(2 projects)</i>	Orca K-8
Dunlap Elementary and South Shore PK-8	Robert Eagle Staff Middle School <i>(2 projects)</i>
Emerson Elementary	Sacajawea Elementary
Gatewood Elementary	Sand Point Elementary
Genesee Hill Elementary	Schmitz Park <i>(now SPS Interim Site for Alki Elementary School 2023-24 & 2024-25)</i>
Greenwood Elementary	South Shore PK-8
Interagency at Columbia	Viewlands Elementary <i>(2 projects)</i>
James Baldwin Elementary <i>(formerly Northgate Elementary)</i>	Washington Middle School
Jane Addams Middle School	Wedgwood Elementary School
John Muir Elementary <i>(2 projects)</i>	World School <i>(2 projects)</i>
John Stanford Elementary	
Kimball Elementary School	

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Safe Routes to School Projects	17	36	63	29	21	27	16	26	39	274

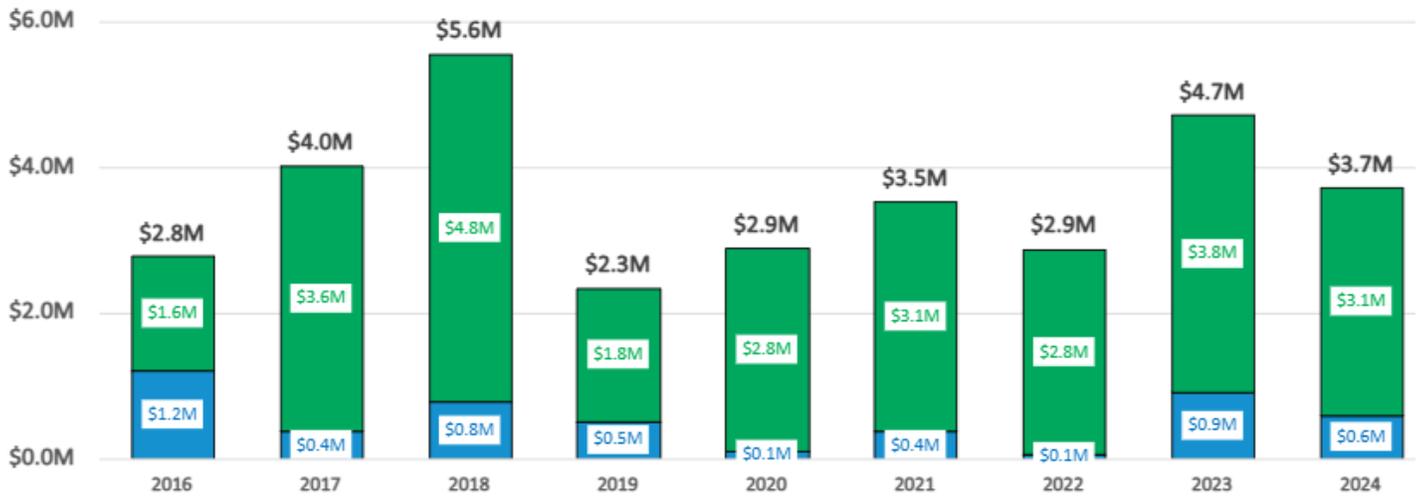
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PROGRAM SPENDING YEAR OVER YEAR | Safe Routes to School

■ Levy Funding - \$4.9M

■ Other Funding - \$27.4M

2016-2024 Total - \$32.4M



3 MARKINGS

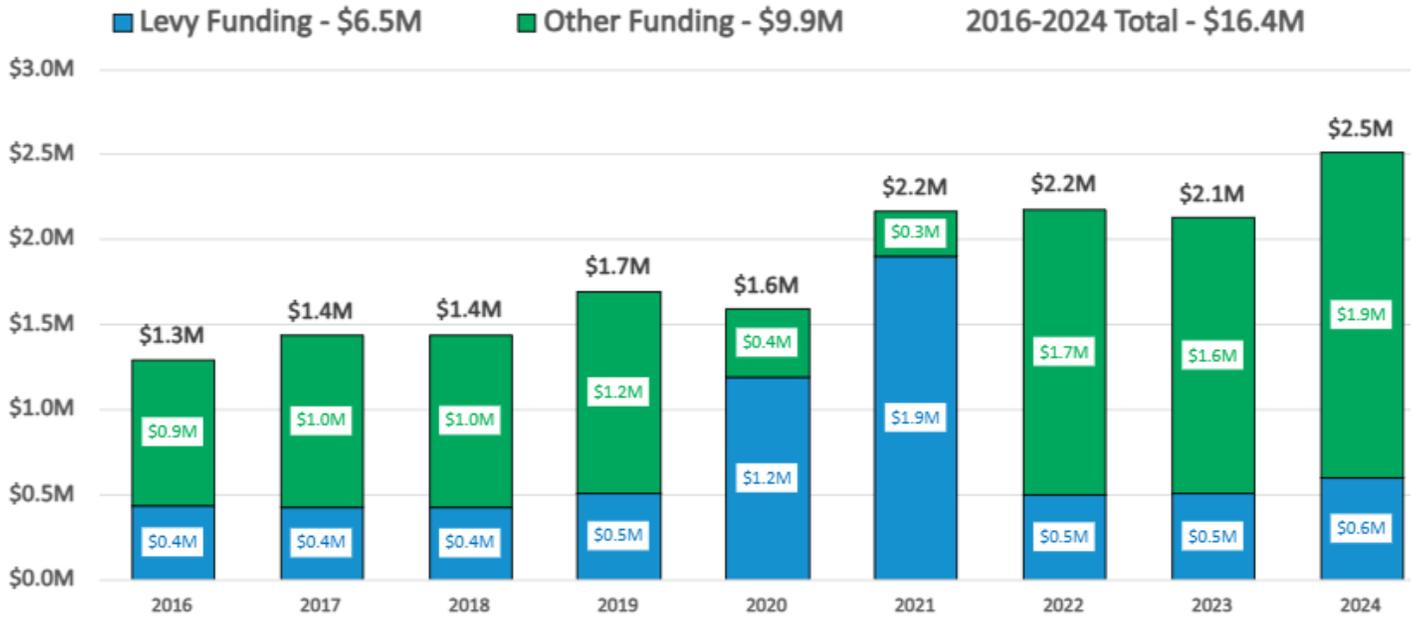
Levy Commitment: Increase crosswalk repainting frequency to a four-year or better cycle to ensure every crosswalk is clearly marked.

2024 | We remarked 1,577 crosswalks and repainted 560 arterial street lane-miles.

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets for crosswalk remarking. Arterial lane-miles repainted was not a deliverable outlined in the 2015 Ordinance; however, except for 2020, we met the annual goal outlined in the 2018 Workplan Update.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Crosswalks repainted	835	1,771	1,564	1,508	500	2,500	1,566	1,604	1,577	13,425
Arterial lane-miles repainted	568	566	566	566	323	566	566	566	560	4,847

PROGRAM SPENDING YEAR OVER YEAR | Markings



4 TRANSPORTATION OPERATIONS

Levy Commitment: Maintain and improve the City's system of traffic signals, signs, and markings.

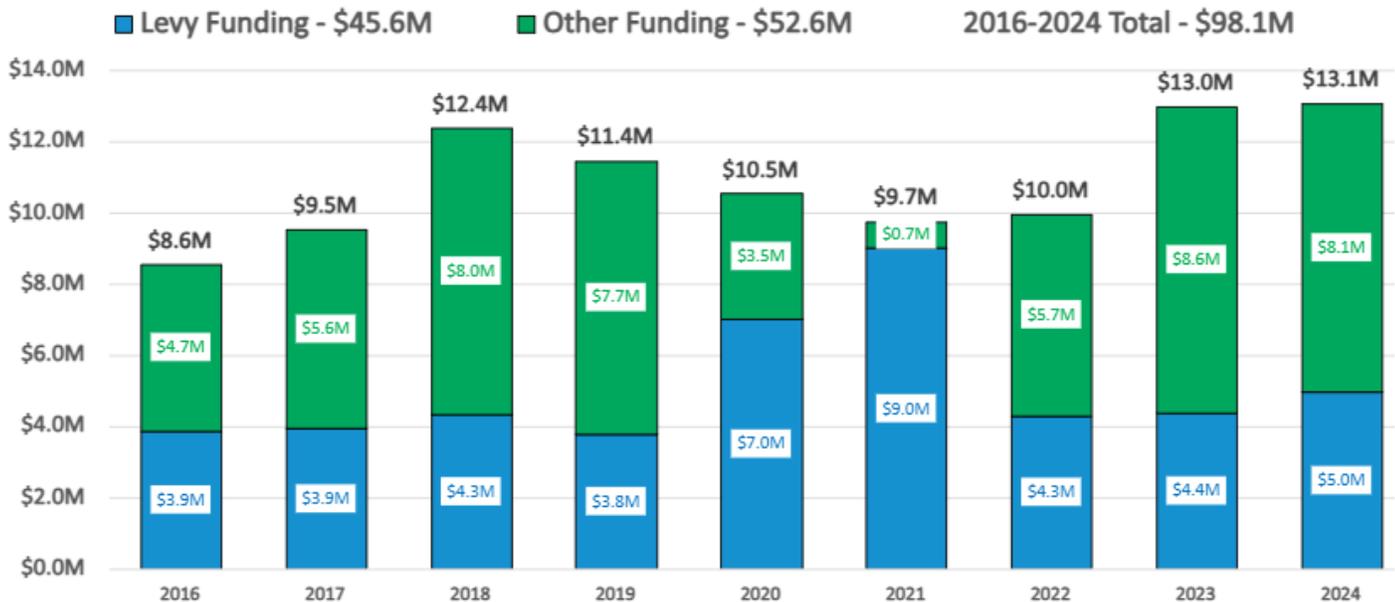
2024 | We installed three new signals this year at locations that were high priorities for the community:

- NE 125th St and 33rd Ave NE
- Pinehurst Way NE and NE 117th St
- 15th Ave NW and NW 83rd St

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets for each deliverable.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
New traffic signals	4	3	3	3	2	3	4	4	3	29
Traffic signal improvements	10	17	12	10	9	11	10	10	10	99
Traffic spot improvements	11	10	14	14	10	10	10	10	10	99
Corridors optimized	5	5	5	6	5	5	5	5	5	46
Regulatory street signs replaced	3,582	3,300	4,222	4,730	3,046	3000	3,003	3,005	3,000	30,888

PROGRAM SPENDING YEAR OVER YEAR | Transportation Operations





Before



After

Program 1 - Before (left) and after (right) Safety Corridor improvements at Winona Ave N at N 76th St.



Program 2 - All way stop and speed humps (not shown) near Orca K-8 School.

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.

2024 | We added over nine miles to our bicycle network for a total of over 76 miles across the life of the Levy to Move Seattle. We also made progress on several major projects including on Beacon Ave S and 15th Ave S, from Georgetown to Downtown, and from Georgetown to South Park.

Protected Bike Lanes/Bike Lanes

- Pike Pine Streetscape and Bicycle Improvements Project (Pine St between 9th Ave and Minor Ave; Pike St between 8th Ave and Boren Ave)
- Thomas St - 5th Ave to Dexter Ave N
- MLK Jr Way S - S Judkins St to Rainier Ave S
- Eastlake - Fairview Ave E to Stewart St
- Seward Park Ave S - S Kenyon St to S Cloverdale St (*Bike Lane*)

Neighborhood Greenways

- Washington Middle School Connection - 21st Ave (SRTS)
- Hazel Wolf K8 - Pinehurst to Olympic Hills Connection - Phase 1 (SRTS)
- South Park - Duwamish River Trail to Park
- South Park - Concord International School (SRTS)
- Lake City to Maple Leaf
- John Muir Elementary School Connection - Phase 1 (SRTS)
- Wing Luke Elementary School Connection - Phase 2 - New Holly Extension (SRTS)
- Alki Point - Phase 1
- 6th Ave NW - Leary Way NW to NW 58th St
- Bell Street – 5th Ave to 1st Ave
- Thomas St - Dexter Ave N to 9th Ave N

Healthy Street Upgrades

- Central Area - 22nd Ave from E Union St to E Columbia St
- Fremont Ave N from N 88th St to N 110th St
- Olympic Hills - 27th Ave NE from NE 127th to NE 140th St
- Beacon Hill Healthy Street (North) - 18th Ave S / Lafayette Ave S (Mountains to Sound Trail to S Spokane St)

LIFE OF LEVY | Exceeded 2018 Workplan Update targets; making progress towards meeting 2015 Ordinance Goals with over 76 miles added to the bicycle network since 2016. We expect to build approximately 100 total new miles of bicycle facilities once construction is complete on all remaining projects. All in all, we are building a variety of bicycle facilities to advance what is working well, and to complete more bike connections citywide. Please see the following page for a summary of these different types of bike facilities.

LEVY DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Protected bike lane (miles)	2.40	4.17	2.34	5.82	2.16	9	3.12	0.5	2.15	31.66
Neighborhood Greenway (miles)	1.82	2.19	7.92	5.96	1.08	7.73	2.57	4.07	6.56	39.9
Bike lane (miles)	3.17	0	0	0.63	0.05	0.27	0.25	0	0.4	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	7.86

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.

BICYCLE FACILITY TYPES

Protected bike lane
A protected bike lane combines the user experience of a multi-use trail with a conventional bike lane. They have different forms, but all share common elements — they provide space that is used for bicycles and are separated from motor vehicle travel lanes, parking lanes, and sidewalks.



Bike lane
Dedicated space on the street for bicycles demarcated by street striping and other markings, but does not have a barrier separating it from motor vehicle lanes.



Neighborhood Greenways (NGWs)
Traffic-calmed neighborhood streets that give priority to people walking and biking along the route with improved crossings of arterial streets.



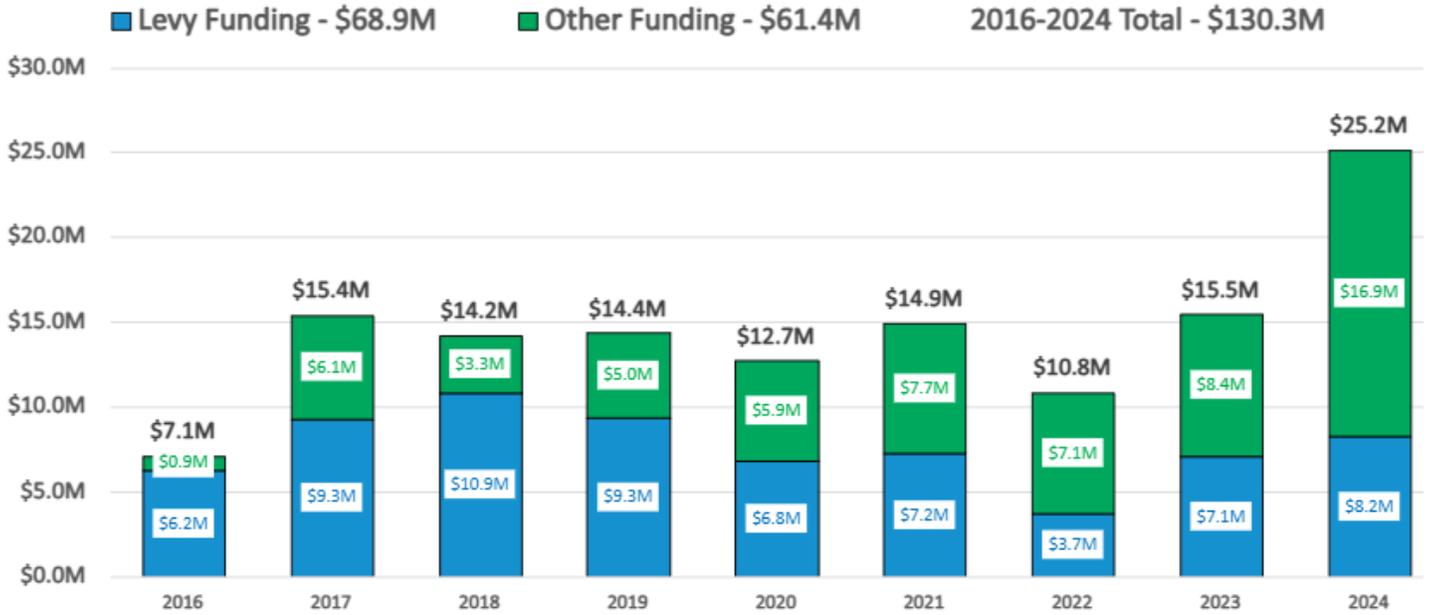
Upgraded Bridging the Gap (BTG) Neighborhood Greenways
Projects where Neighborhood Greenways installed as part of the Bridging the Gap levy have been upgraded to current standards and protection through improvements to traffic calming, arterial crossings and/or the addition of a permanent Healthy Street.



Healthy Streets
Streets that are closed to through traffic allowing people to walk, bike and roll in the street. Often built on Neighborhood Greenways.



PROGRAM SPENDING YEAR OVER YEAR | Bicycle Safety



6 SIDEWALK SAFETY REPAIR

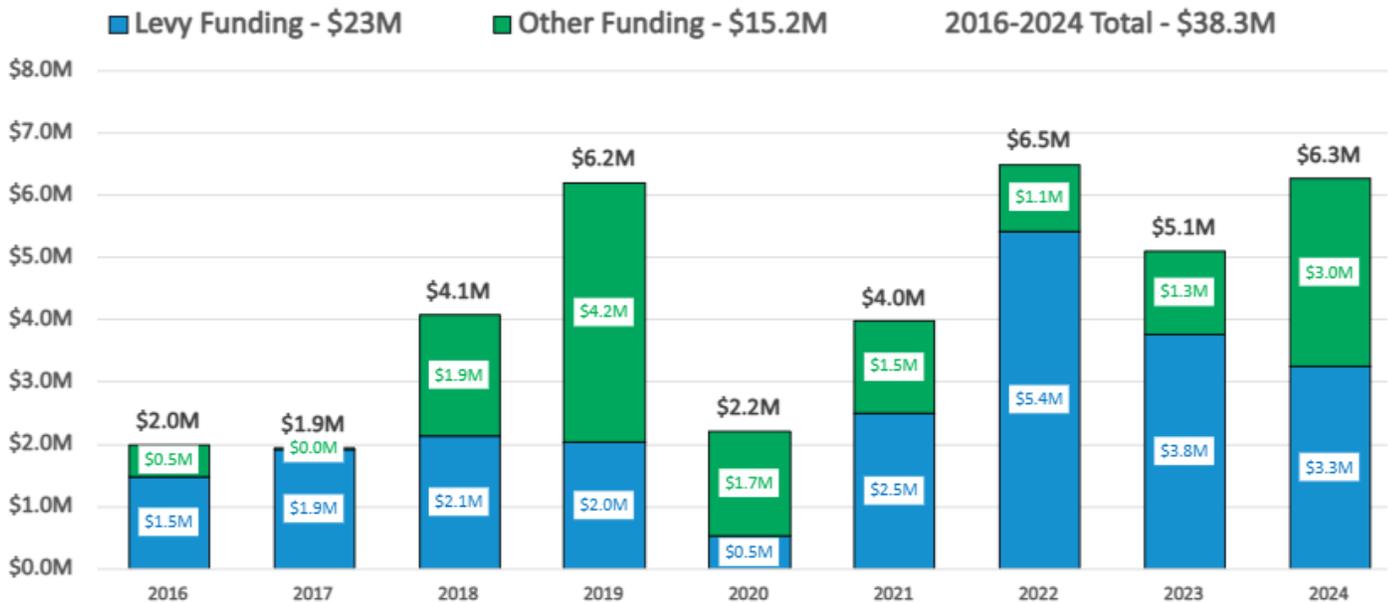
Levy Commitment: Repair up to 225 blocks of damaged sidewalks in our urban centers and villages.

2024 | We continued to repair sidewalks citywide totaling over 42 block equivalents. In Q4, this included several repairs on Highland Park Way SW and near Bailey Gatzert Elementary School, pictured on the following page.

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Sidewalks repaired, block equivalents	42.55	11.87	23.70	29.01	18.12	38.48	28.06	31.02	42.14	264.95
Square footage of sidewalk repair	85,100	23,740	47,400	58,012	36,240	76,966	56,127	62,042	84,292	529,919
Sidewalk spot imp. (shim/bevel/curb repair)	2,613	2,709	10,746	12,269	5,964	17,239	17,120	8,776	9,420	86,856

PROGRAM SPENDING YEAR OVER YEAR | Sidewalk Safety Repair





Program 6 – Left: sidewalk repair before and after at 7000 Highland Park Way SW; Right: sidewalk repair before and after on Queen Anne Ave N.

7 CURB RAMPS & CROSSINGS

Levy Commitment: Make curb ramp and crossing improvements at up to 750 intersections citywide, creating accessible routes for those with disabilities and for the elderly.

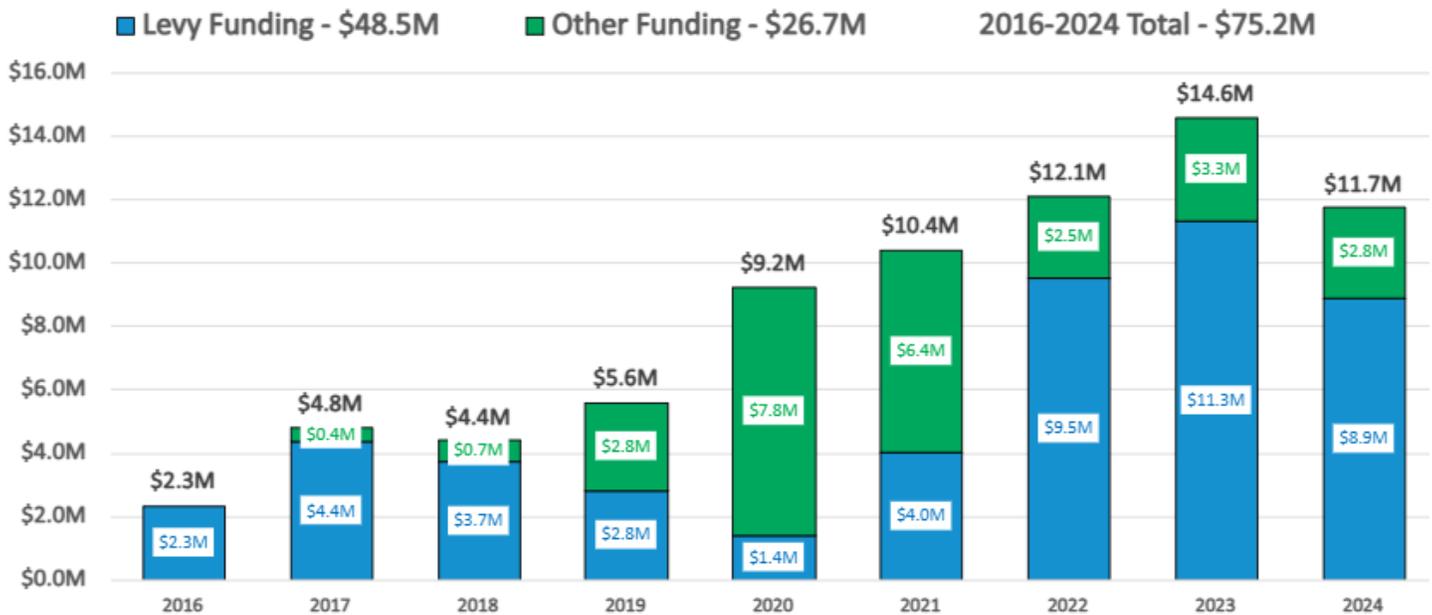
2024 | We constructed 156 customer-service-requested curb ramps in 2024, meeting the annual goal of 150-200.

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Curb ramp upgrades	108	177	155	201	311	210	405	231	408	2,206
Intersections improved	20	61	70	100	94	89	129	130	153	846

This includes ADA Customer Service Request and ADA Transition Plan curb ramps but does not include the many curb ramps also delivered by SDOT as part of other projects.

PROGRAM SPENDING YEAR OVER YEAR | Curb Ramps & Crossings



8 NEIGHBORHOOD STREET FUND (NSF)

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

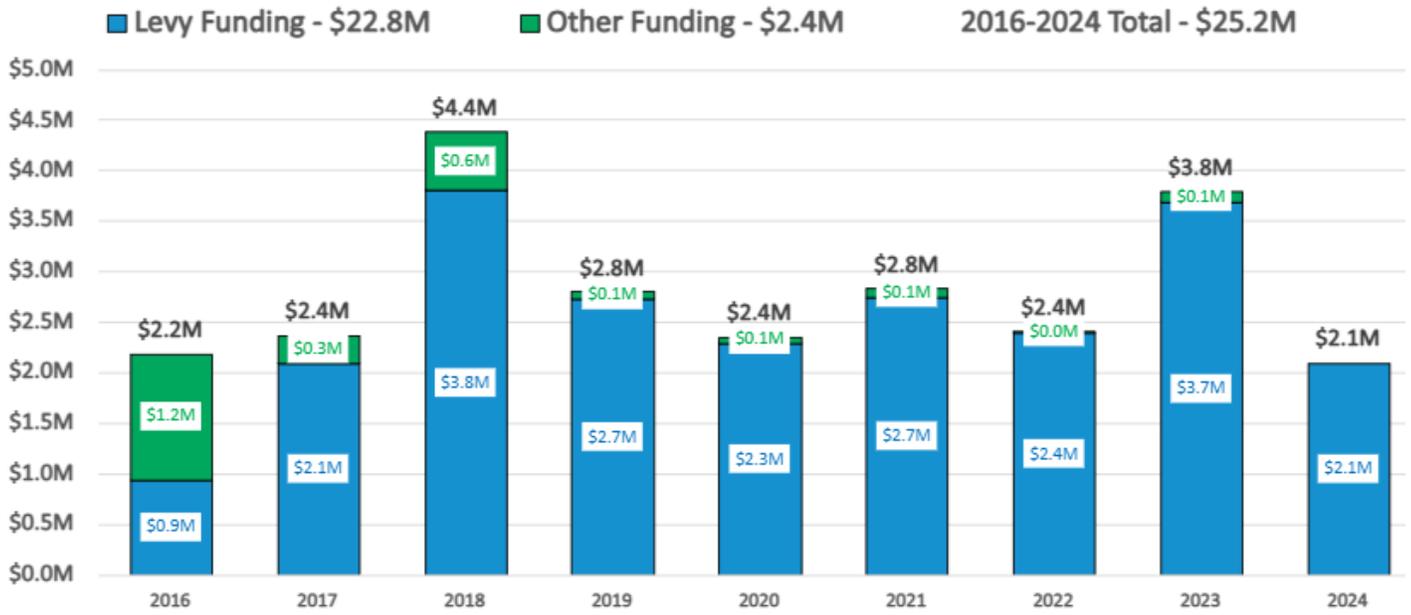
2024 | We completed the 15th Ave NW and NW 83rd St Pedestrian Safety Enhancements project and Freeway Park Entrance Enhancements. We also made progress on nine other projects. More information about all NSF Projects that were active in 2024 is below.

- **Freeway Park Entrance Enhancements:** Construction completed in 2024.
- **15th Ave NW and NW 83rd St Pedestrian Safety Enhancements:** Construction completed in 2024.
- **South Park and Georgetown Safe Connections:** Construction in progress in partnership with Georgetown to South Park Trail project, with completion anticipated in 2025.
- **Yesler Way and 3rd Ave Sidewalk Repairs:** Construction in progress and anticipated to resume in Q2 2025.
- **N 128th St Walkway:** Reached 90% design in Q4 2024 with construction anticipated in 2025.
- **N 122nd St Walkway:** Construction in progress with completion anticipated in 2025.
- **Garfield Superblock Enhancements:** Reached 90% design in Q4 2024, construction anticipated in 2025.
- **Chief Sealth Trail Connections:** Reached 90% design in Q4 2024, construction anticipated in 2025.
- **S Rose St Sidewalk Repair:** Construction in progress with completion anticipated in 2025.
- **55th Ave S Sidewalk:** Construction in progress with completion anticipated in 2025.
- **26th Ave SW and SW Cambridge St Safety Enhancements:** Construction in progress with completion anticipated in 2025.

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets. As of the end of 2024, we have completed 27 of 36 planned NSF projects. Please see page 37 for a map of all NSF projects as of the end of 2024. These remaining projects are on track for completion in 2025:

- **South Park and Georgetown Safe Connections**
- **Yesler Way and 3rd Ave Sidewalk Repairs**
- **N 128th St Walkway**
- **N 122nd St Walkway**
- **Garfield Superblock Enhancements**
- **Chief Sealth Trail Connections**
- **S Rose St Sidewalk Repair**
- **55th Ave S Sidewalk**
- **26th Ave SW and SW Cambridge St Safety Enhancements**

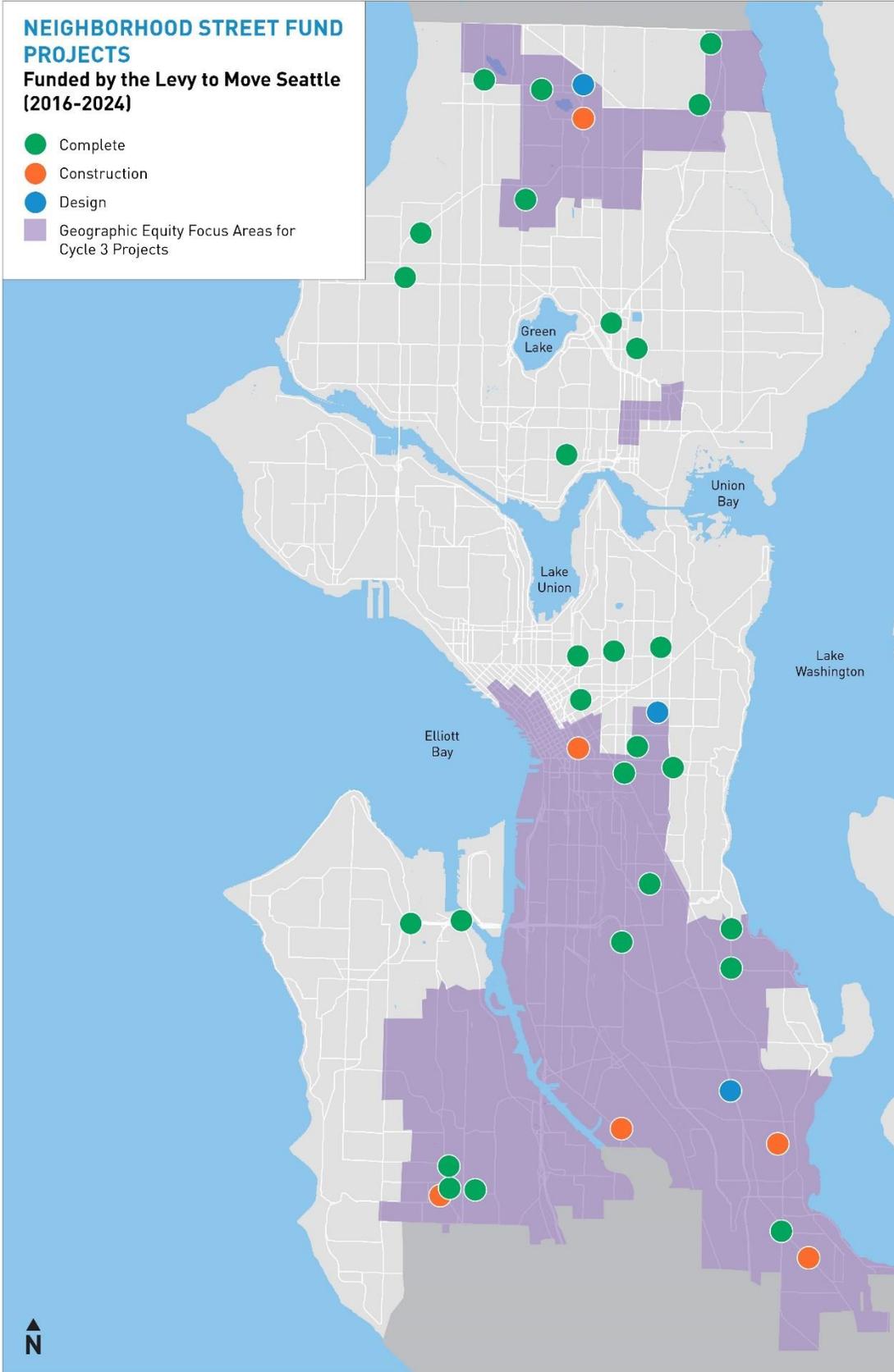
PROGRAM SPENDING YEAR OVER YEAR | Neighborhood Street Fund



NEIGHBORHOOD STREET FUND PROJECTS

Funded by the Levy to Move Seattle (2016-2024)

- Complete
- Construction
- Design
- Geographic Equity Focus Areas for Cycle 3 Projects





MAINTENANCE AND REPAIR



Program 9 – On the Ballard Bridge, crews prepare to apply polyester polymer concrete as part of the 15th Ave NW/Ballard Bridge Paving and Safety Project.

Maintenance and repair of our existing assets is critical. By fixing and repaving damaged pavement, we can better support heavy vehicles like buses and trucks, and make roads safer by addressing potholes and uneven surfaces. Tree trimming and planting help create a healthier urban environment by maintaining tree health and expanding the city's green canopy, which can contribute to improved air quality and more shade during warmer months. Bridge repairs and planning for replacements are key to preserving key routes that pass over land and water, keeping these options safe and reliable. Seismic upgrades for bridges make them more resilient against earthquakes, and stairway repairs make walking safer and easier in steep areas. Altogether, these efforts build a stronger, smoother, greener, and more accessible Seattle.

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).

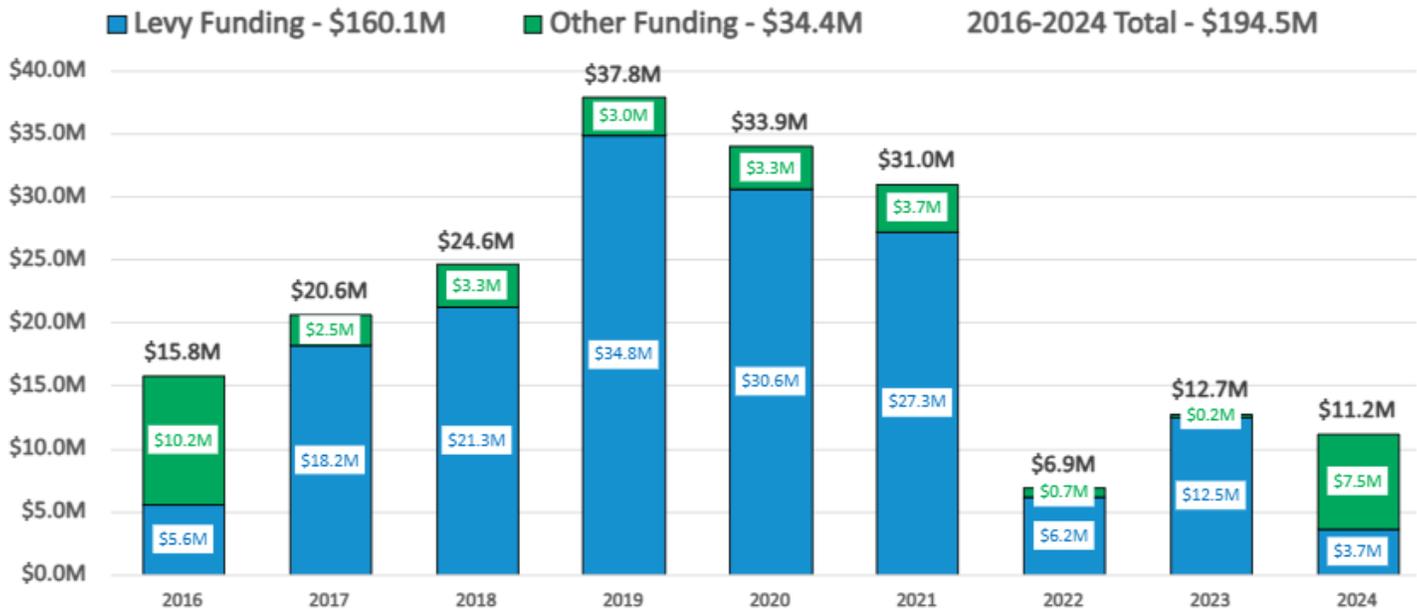
2024 | We completed 11.4 lane miles of repaving in 2024, which was on Madison St as part of the RapidRide G Line – Madison St project. This was one of our largest and most complex capital projects to date. More information is available under Program 18 –Multimodal Corridors. We also made progress on repaving projects in the following locations:

- **11th Ave NE/12th Ave NE (4.4 lane miles):** Continued construction.
- **15th Ave NW (6.7 lane miles):** Continued construction.
- **Denny Way (2.8 lane miles):** Prepared to begin construction.
- **Rapid Ride J Line Partnership (6.2 lane-miles):** Began construction, with paving planned in 2025 following the construction of a water main.
- **E Marginal Way (N Segment) (3.1 lane-miles):** Continued construction.
- **Beacon Ave S (1.1 lane miles):** Continued construction.
- **3rd Ave (Main St to Yesler Way and Pine St to Virginia St) (0.8 lane miles):** Began repaving.

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	TOTAL
Lane-miles repaved (contractor)	25.9	25.4	7.5	27.7	18	23.06	10.5	6.4	11.4	155.86

PROGRAM SPENDING YEAR OVER YEAR | Arterial Roadway Maintenance



10 PAVING SPOT IMPROVEMENTS

Levy Commitment: Repave 65 targeted locations every year, totaling about 70 lane-miles of arterial street, with a repair and maintenance program run by City crews.

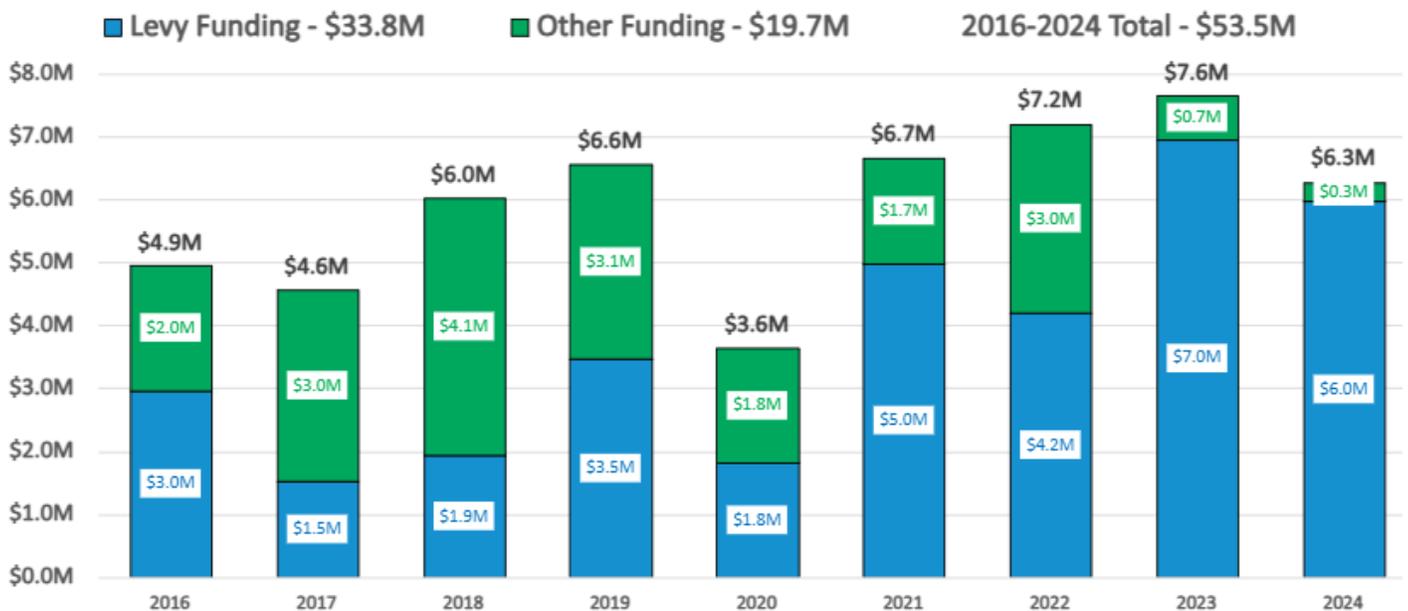
2024 | We repaved 6.5 lane-miles at locations including but not limited to the below, some of which are shown on the following pages:

- 16th Ave SW & SW Morgan St
- NE 65th St between 51st Ave NE & Princeton Ave NE
- N 130th St between Stone Ave N & 1st Ave NE
- W Government Way between 32nd Ave W & 34th Ave W
- Sand Point Way NE between NE 65th St & NE 70th St

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Lane-miles repaved (crew)	10.7	7.16	8.4	8.3	3.85	8.52	17.3	7.57	6.58	78.38
Paving spot improvements	67	60	70	66	37	73	103	63	62	601

PROGRAM SPENDING YEAR OVER YEAR | Paving Spot Improvements



11 BRIDGE REPAIR BACKLOG

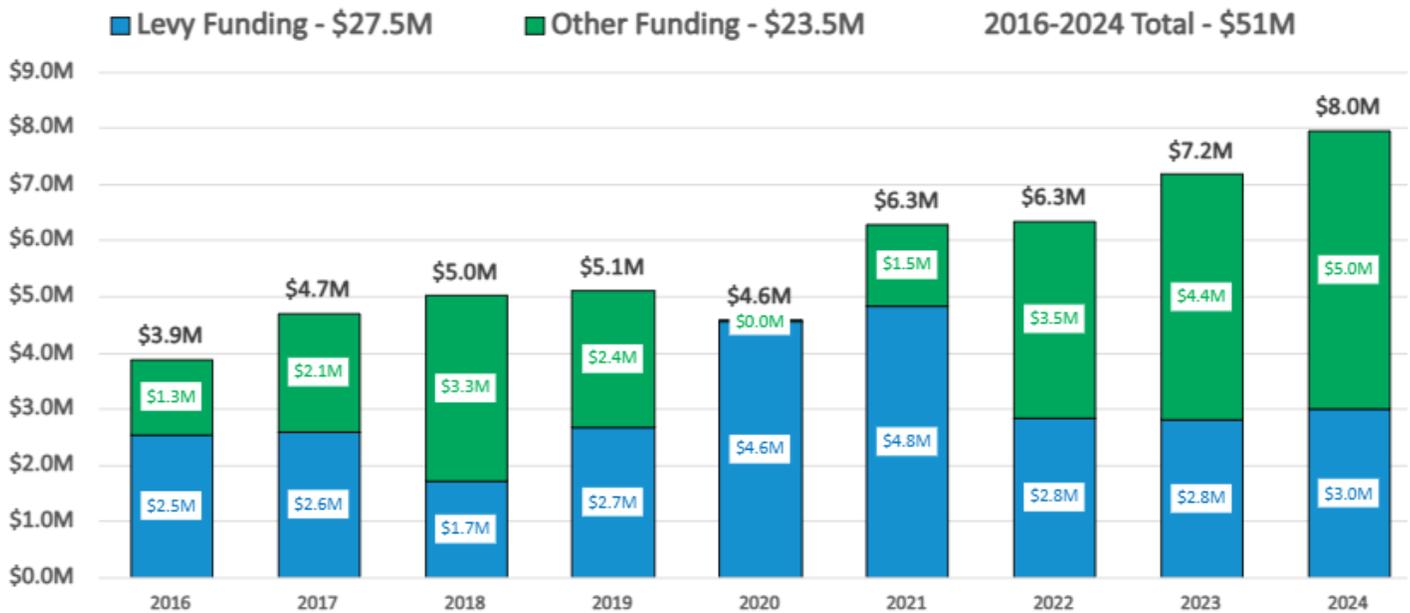
Levy Commitment: Eliminate the backlog of needed bridge spot repairs.

2024 | We completed 394 bridge spot repairs. This included work on the Ballard Bridge, Magnolia Bridge, Fremont Bridge, and University Bridge. This year we also completed the last four bridge spot repair work orders that existed when the Levy passed in 2015.

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Bridge spot repairs completed	340	479	418	457	366	374	354	381	394	3,563

PROGRAM SPENDING YEAR OVER YEAR | Bridge Spot Repair



12 BRIDGE SEISMIC IMPROVEMENTS

Levy Commitment: Seismically reinforce 16 vulnerable bridges.

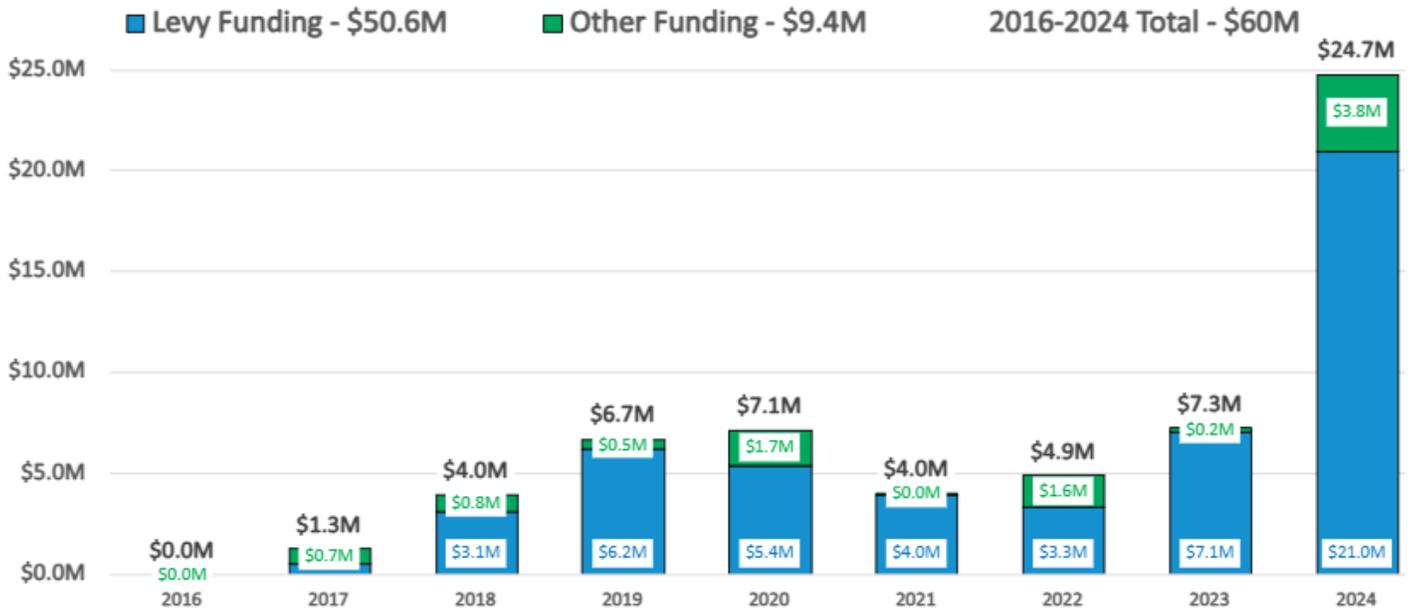
2024 | We completed four bridge seismic retrofit projects and began construction on eight other projects. Across projects, the types of improvements included installing carbon fiber wrapping to strengthen bridge beams and superstructure, strengthening bridge foundations, adding or replacing expansion joints, repairing cracks and damaged concrete, and more. Projects completed in 2024 are listed below:

- NE 45th St Pedestrian Bridge
- Delridge Way Pedestrian Bridge
- McGraw St Bridge
- Lower Spokane St. Swing Bridge

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

PROJECT	2024 STATUS
13th Ave NW/Holman Rd NW Ped Bridge	Construction in progress.
15th Ave NE/NE 105th St Bridge	Construction in progress.
15th Ave NW/Leary Way Bridge	Construction in progress in partnership with 15th Ave W/NW & Ballard Bridge Paving and Safety project.
N 41st St Ped Bridge	Construction in progress.
N 102nd & Aurora Ped Bridge	Construction in progress.
Admiral Way N Bridge	Construction in progress.
Admiral Way S Bridge	Construction in progress.
McGilvra Blvd E Bridge	Construction in progress.
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	

PROGRAM SPENDING YEAR OVER YEAR | Bridge Seismic Improvements





*Left: Program 12 – Bridge seismic improvements on the McGraw St Bridge
Right: Program 10 – Repaving on Sand Point Way before and after.*

13 BRIDGE REPLACEMENT, FAIRVIEW

Levy Commitment: Replace Seattle's last timber vehicle bridge (on Fairview Avenue).

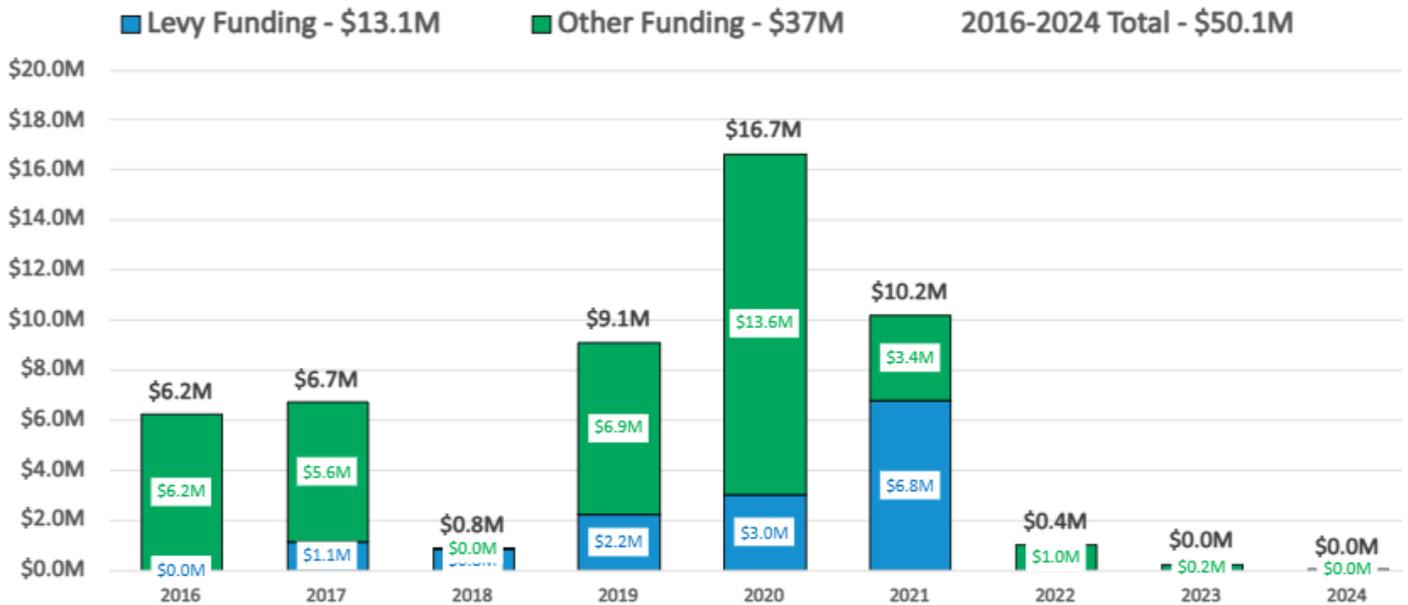
LIFE OF LEVY |



The Fairview Ave N Bridge was completed in Q3 2021.

The bridge has won several awards, including two from the American Public Works Association (APWA): the National Public Works Project of the Year award and the [Washington State chapter Public Works Project of the Year award](#). Read more about this bridge on the [SDOT Blog](#) and [see additional photos of the opening celebration](#).

PROGRAM SPENDING YEAR OVER YEAR | Bridge Replacement, Fairview



14 BRIDGE REPLACEMENT PLANNING

Levy Commitment: 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).

2024 | We completed our work on three planning studies in 2024.

- **33rd Ave W Railroad Bike/Ped Bridge:** Completed 90% design; evaluates the feasibility and options to rehabilitate or to replace the 33rd Ave W Pedestrian and Bicycle Bridge in Magnolia, which connects people walking and biking across an active railroad corridor to Commodore Park and the Ballard Locks area.
- **University Bridge N Approach:** Explores feasible rehabilitation and replacement options for the long-term future of the north segment of the bridge.
- **Admiral Way Bridges (North & South):** Explores feasible rehabilitation and replacement options for the long-term future of these adjacent North and South bridges, with an emphasis on maintenance of traffic during construction.

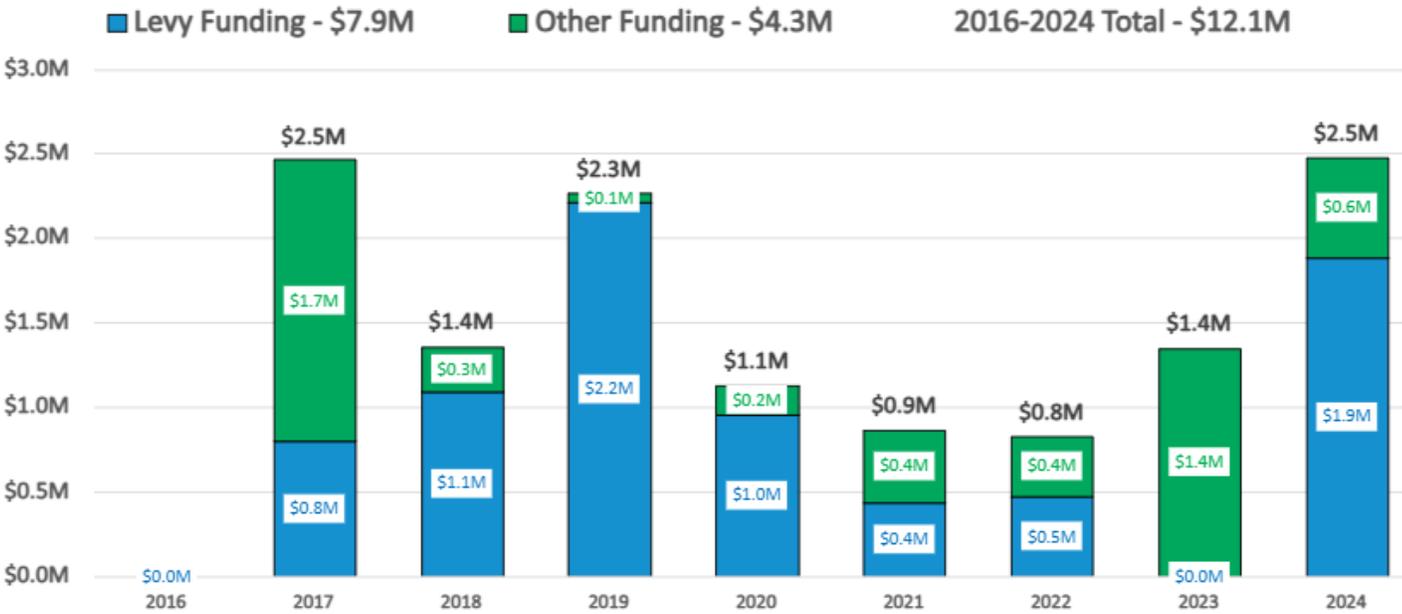
LIFE OF LEVY | On track to meet 2015 Ordinance Goals and 2018 Workplan Update targets. See below for more detail on each project.

PROJECT TYPE	PROJECT	2024 STATUS
Post-Levy Bridge Replacement Alternatives Analyses	2nd Ave Extension Bridge	Published Level I evaluation findings; draft Level II evaluation complete and under review.
	33rd Ave W Railroad Bike/Ped Bridge	90% design completed.
	Admiral Way Bridge (North & South)	Planning study completed; preparing for publication.
	Jackson St (4th-5th)	Published Level I evaluation findings; draft Level II evaluation complete & under review.
	University Bridge N Approach	Planning study completed; preparing for publication.
	Ballard Bridge	Planning study completed 2020; Alternatives analysis completed 2017.
	Cowen Park Bridge	Alternatives analysis completed 2017.
	Magnolia Bridge	Alternatives analysis completed 2019.
	Thornton Creek Bridge 105th St	Planning study completed 2020; alternatives analysis completed 2019.
	Thornton Creek Bridge 110th St	Planning study completed 2020; alternatives analysis completed 2019.
	Thornton Creek Bridge 45th Ave NE	Planning study completed 2020; alternatives analysis completed 2019.
	Thornton Creek Bridge 39th Ave NE	Planning study completed 2020; alternatives analysis completed 2019.
Near-Term Bicycle &	Near-term bike/ped – 1st Ave S	Completed 2018.
	39th/E Pine St Bike/Ped Bridge	Completed 2019.

Pedestrian Safety Projects	Ballard Bridge (2 projects)	Completed 2018.
	Fremont Bridge (NE 34th PBL in Fremont)	Completed 2021.
	Jose Rizal (12th Ave S)	Completed 2021.

* "Defining concepts" means determining the rehabilitation or replacement options that are valuable to study. The "comparison criteria" means the areas that we will use to compare and evaluate concepts, such as traffic impacts, construction duration, etc.

PROGRAM SPENDING YEAR OVER YEAR | Bridge Replacement Planning



15 STAIRWAY MAINTENANCE

Levy Commitment: Other bridge safety investments, including stairway and structure repair and rehabilitation.

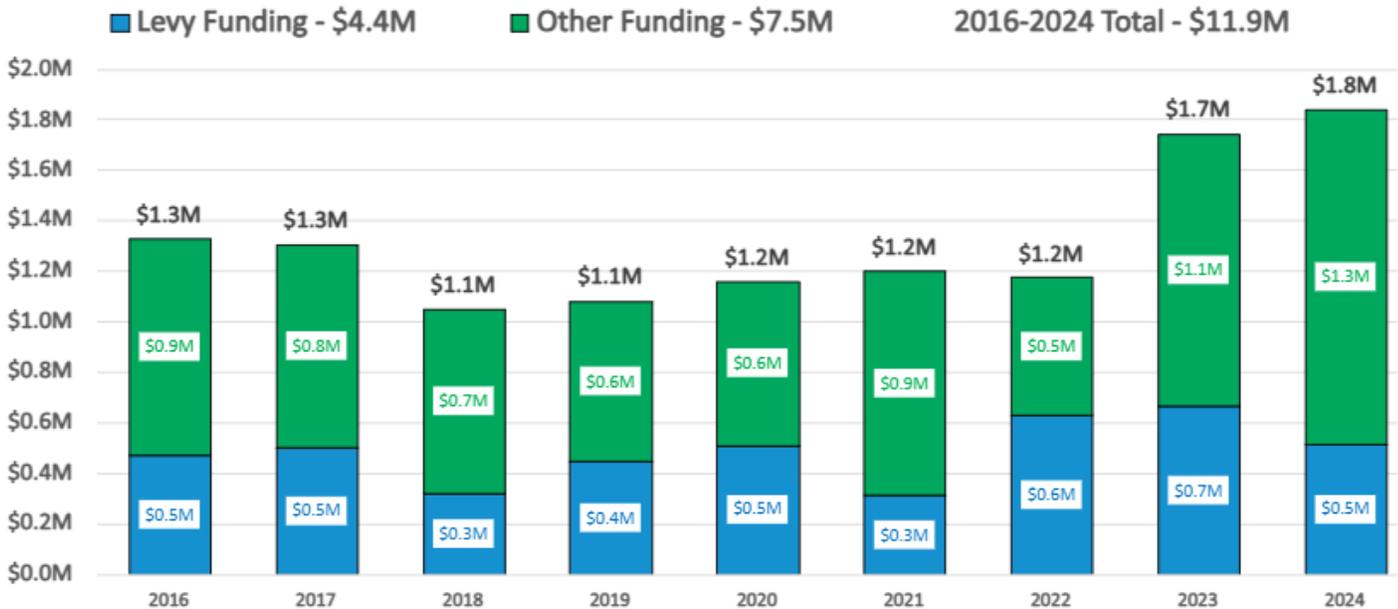
2024 | We repaired six stairways in 2024, located at:

- Bonair Dr SW
- Portage Bay Pl E
- S Norman St
- 50th Ave SW
- SW Hudson St
- W Bertona St

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Stairway rehabilitation projects	6	5	6	5	6	5	6	6	6	51

PROGRAM SPENDING YEAR OVER YEAR | Stairway Maintenance



16 TREE TRIMMING & PLANTING

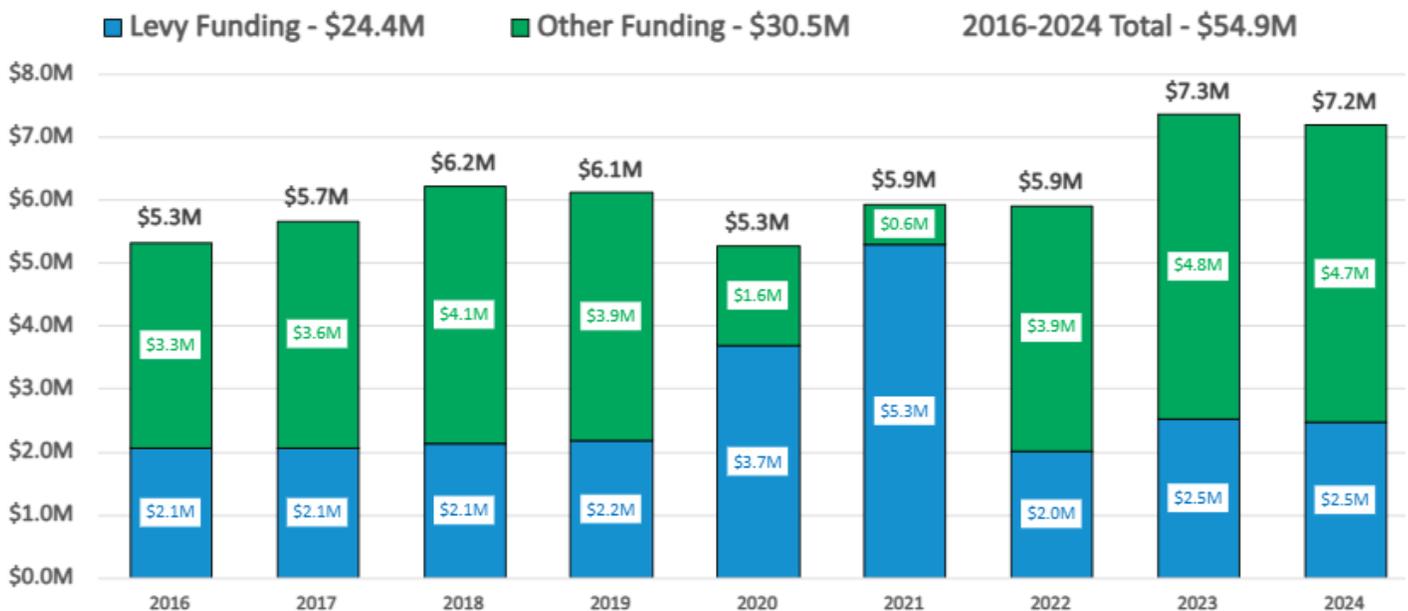
Levy Commitment: Replace every tree removed due to disease or safety with two new trees and add a new tree crew focused on quick response to critical pruning needs (such as clearances for people biking and walking, and at transit stops) and on ensuring clear sightlines to traffic signals and signs.

2024 | We planted over 400 trees, trimmed 3,309 trees, and maintained 1,812 areas of landscaping. This included an emphasis on vegetation management and clearing in early October. During this time we maintained formally planted areas on major arterial streets and other public spaces around a variety of transportation infrastructure, such as bridges and public stairways. Many before and after photos can be found in this [SDOT blog post](#).

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Trees planted	452	338	237	479	387	399	371	344	412	3,419
Trees pruned (trimmed)	5,785	5,213	5,412	4,622	4,194	4,131	4,085	4,427	3,309	41,178
Trees removed	186	146	187	209	194	169	181	126	92	1,490
Landscape maintained	1,346	1,343	1,863	1,516	1,190	1,695	1,449	1,842	1,812	14,056
Tree or vegetation obstructions removed	443	837	489	480	206	247	487	820	617	4,626

PROGRAM SPENDING YEAR OVER YEAR | Tree Trimming and Planting





Program 16 – Before and after landscape maintenance citywide.

17 DRAINAGE PARTNERSHIP, SOUTH PARK

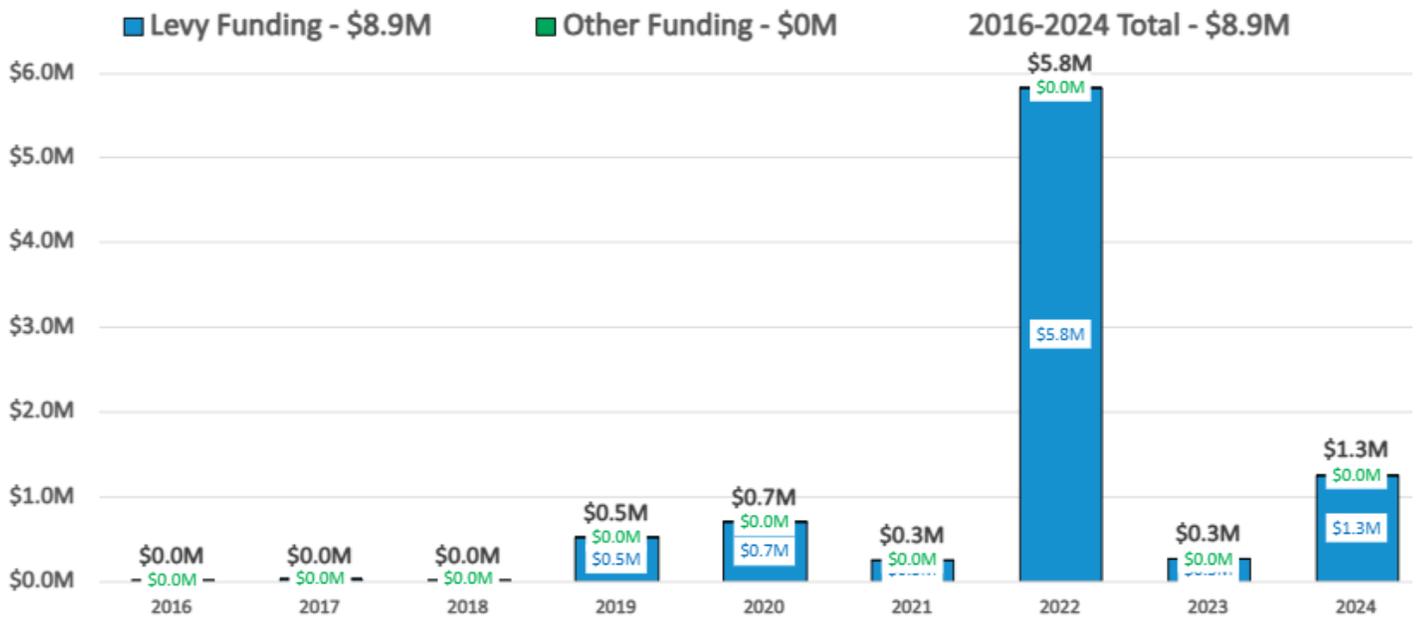
Levy Commitment: Partner with Seattle Public Utilities (SPU) to pave streets, provide new pedestrian infrastructure and crossings, and address drainage issues in flood-prone South Park neighborhood.

2024 | We completed the South Park Drainage and Roadway Partnership Project in partnership with SPU in 2023. We repaved, added new sidewalks, installed drainage infrastructure, and planted new trees in South Park as part of a partnership with Seattle Public Utilities (SPU) to reduce flooding. All in all, the improvements in South Park included:

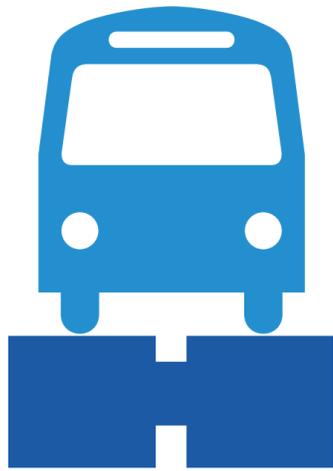
- New sidewalks on S Holden, 5th Ave S, S Chicago, and S Monroe
- 1.63 lane-miles of repaved roads on S Holden, 5th Ave S, S Chicago, and S Monroe
- New street trees on S Holden, 5th Ave S, S Chicago, and S Monroe
- New storm drainage conveyance catch basins, inlets, and pipes

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets. [Read more about the project in this blog post.](#)

PROGRAM SPENDING YEAR OVER YEAR | Drainage Partnership, South Park



*This program has a defined contribution amount of \$10M through a Memorandum of Agreement with SPU.



CONGESTION RELIEF



Program 18 – Groundbreaking of the RapidRide J Line project.

Across programs in this category, we're improving sustainable travel options for Seattleites. Transit-plus multimodal corridor projects play a role in improving bus service by reducing delays and ensuring more predictable travel times for commuters. Transit spot improvements, and adding safer crossings near stops and stations, contribute to a safer experience for riders and pedestrians alike. New sidewalks not only encourage walking and rolling but also improve connectivity within neighborhoods, benefiting both residents and businesses. Freight improvements, including the significant upgrades to East Marginal Way, aim to bolster the city's economy by streamlining the movement of goods while supporting the needs of bicyclists, pedestrians, and other road users. These projects collectively prioritize safety, support sustainable transportation options, and help reduce congestion, shaping a more connected, efficient, and inclusive city.

18 MULTIMODAL IMPROVEMENTS

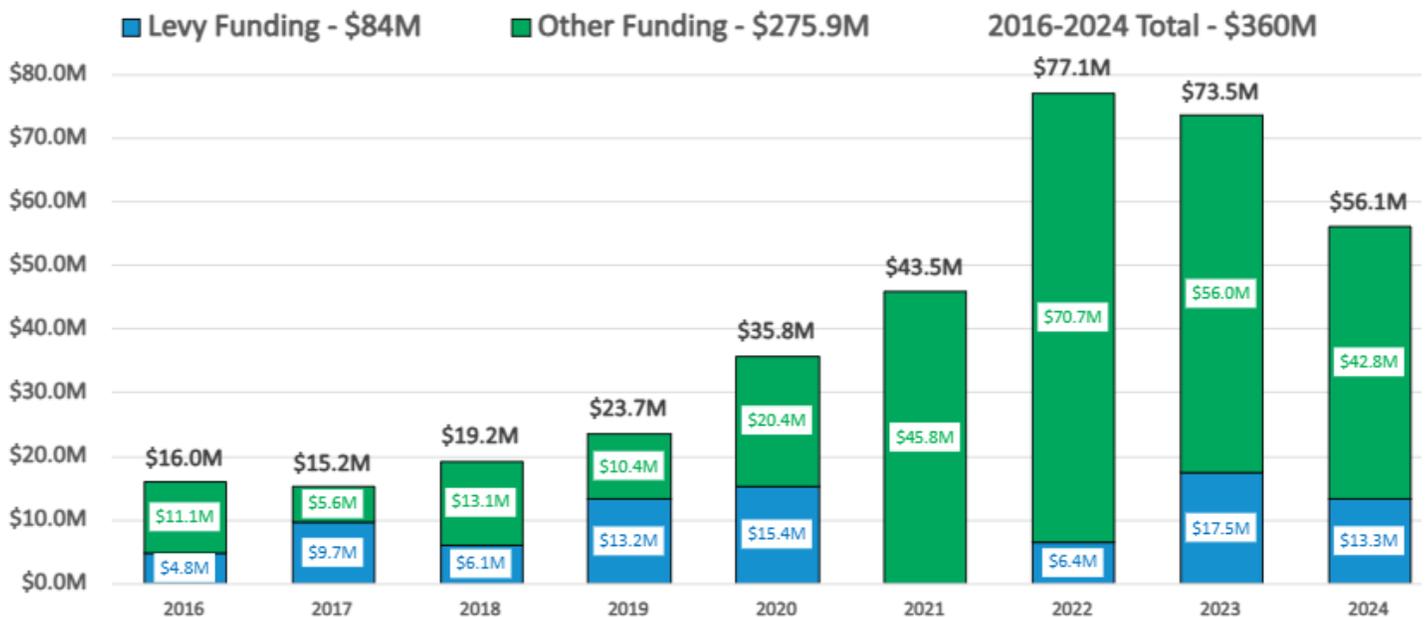
Levy Commitment: Complete seven transit-plus multimodal corridor projects, redesigning major streets with more frequent and reliable buses, upgraded paving, signals and other improvements to improve connectivity and safety for all travelers, whether walking, biking, driving, or taking transit; complete 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.

2024 | We made progress on several projects in 2024. Details on each of the seven transit-plus multimodal corridor projects under this program can be found on the following pages, where we provide a summary of the benefits of each project. Key milestones in 2024 include:

- **Madison RapidRide G Line:** Completed construction.
- **Roosevelt RapidRide J Line:** Awarded construction contract and began construction with a focus on utility verification potholing and mainline stormwater infrastructure.
- **Route 40 Transit-Plus Multimodal Corridor:** Began construction and completed work including but not limited to upgrading bus zone on Market St, constructing a pedestrian crossing signal on Leary Ave NW, and constructing new bus bulbs at NW Dock Pl and Leary Ave NW.
- **Route 48 Transit-Plus Multimodal Corridor:** Completed construction.
- **Aurora Planning Study:** Published outreach summary, evaluated segment-level concepts, received approval from Washington State Department of Transportation (WSDOT) on near-term safety improvements with the expectation to receive a construction agreement from WSDOT in 2025.

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).

PROGRAM SPENDING YEAR OVER YEAR | Multimodal Improvements



TRANSIT-PLUS MULTIMODAL CORRIDORS (TPMC)

LIFE OF LEVY OVERVIEW

Under the Levy to Move Seattle, the Transit-Plus Multimodal Corridor (TPMC) Program is delivering seven discrete capital projects to enhance connectivity and safety for all travelers, whether they are walking, cycling, driving, or using public transit. Together, these projects:

- Make bus trips faster and more reliable, now and in the future
- Make it safer and easier to get to and on the bus
- Respond to community needs and priorities
- Fulfill Levy to Move Seattle commitments.

TRANSIT-PLUS MULTIMODAL CORRIDOR PROJECTS AND STATUS	
PROJECT	STATUS
RapidRide G Line* Downtown Seattle to First Hill to Madison Valley	Completed in 2024
RapidRide H Line* Downtown Seattle to Delridge to Burien	Completed in 2022
RapidRide J Line* Downtown Seattle to Eastlake to the U District	In construction; expected completion 2027
Route 7 TPMC (Rainier)** Downtown Seattle to Mt. Baker to Rainier Beach	Completed in 2023
Route 44 TPMC (Market)** Ballard to Wallingford to U District	Completed in 2023
Route 40 TPMC (Fremont)** Downtown Seattle to Fremont/Ballard to Northgate	In construction; expected completion 2026
Route 48 TPMC (23rd)** Mt. Baker to Central Area to U District	Completed in 2024

*A RapidRide project includes RapidRide branding, amenities, and service and corridor-wide transit and multimodal improvements.

**A TPMC project includes transit speed and reliability improvements, with safety and access improvements as funding allows.

The TPMC program used a phased approach to assess each corridor’s bus ridership, transit performance and opportunities to incorporate pedestrian and bicycle improvements. Improvements incorporated into the projects include road repaving, expanded pedestrian access, safety enhancements, bicycle facilities, signal improvements, and other street or utility upgrades.

King County Metro Partnership: Metro has been a vital partner. SDOT and Metro collaborated to leverage their strengths and deliver a holistic set of improvements. SDOT expertise in community engagement, multimodal project and asset investment, and capital delivery was combined with Metro’s knowledge and ability to deliver service and transit operational improvements. Together, we can deliver coordinated and well-rounded investments in each corridor.

Funding: TPMC Program leveraged funding and partnerships with several key agencies, which enabled the large scale of investments across the seven projects described in the following pages.

- **Metro** contributed funding and/or staff time to all projects.
- SDOT secured grants from the **Washington State Department of Transportation (WSDOT)**, providing local funding for design and delivery of multiple projects, that supported additional leverage of federal funds.
- The **Federal Transit Administration (FTA)** was a major investor in the program, through **Puget Sound Regional Council (PSRC)** grants and through two large scale **Small Starts grants** for the RapidRide G Line and J Line projects.
- **Sound Transit** provided funding for the RapidRide G Line project through the Sound Transit 3 program.

TPMC PROGRAM DELIVERABLES AT A GLANCE

PROJECT	BUS LANES (MI)	CURB RAMPS	SIDEWALK (BLOCKS)	CURB BULBS	BUS BULBS	REPAVED LANE MILES	TREES	CROSS-WALKS	PEDESTRIAN SIGNALS/RRFB	BIKE FACILITY (MI)
RapidRide G Line	1.5	290	84	30	7	11	108	23	19	0.7
RapidRide H Line	5	60	31	10	7	2.6	150	12	8	1.8
RapidRide J Line	2.3	147	64	10	6	2	190	10	2	3.7
Route 7	0.3	20	13	2	1	0.1	0	15	0	0
Route 44	0.8	78	17	7	1	0.6	12	27	3	0
Route 40	3	47	29	10	8	0.4	14	3	10	0.1
Route 48	0.3	9	0	0	0	0.1	0	4	0	0
Total	13	651	237	69	30	17.6	474	94	42	6.3

TPMC PROGRAM MAP

SEATTLE TRANSIT-PLUS MULTIMODAL NETWORK

Transit-Plus Multimodal Network

RapidRide Lines

- Madison - G Line
- Delridge - H Line
- Roosevelt - J Line

Transit-Plus Lines

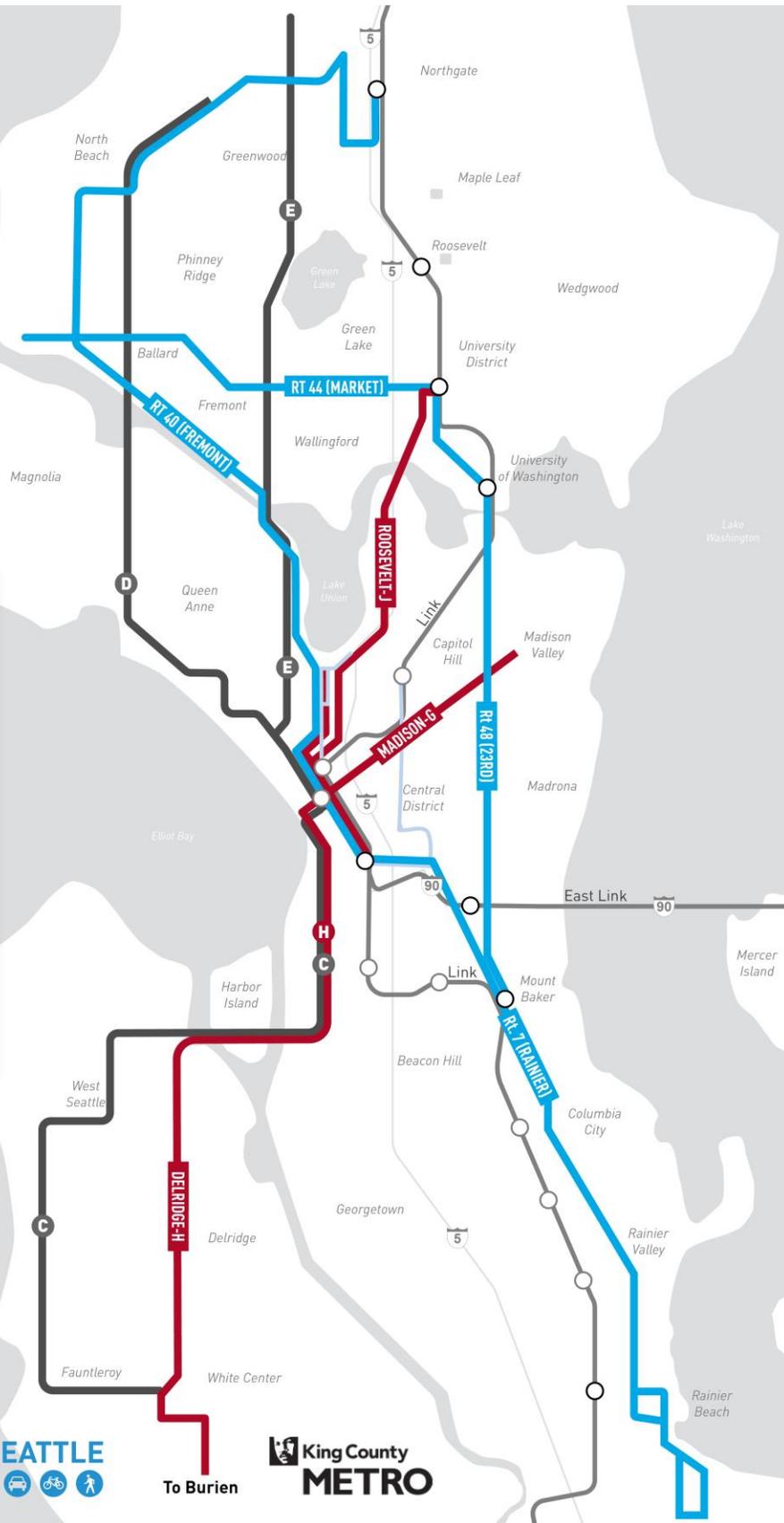
- Route 7 (Rainier)
- Route 44 (Market)
- Route 40 (Fremont)
- Route 48 (23rd)

Other Transit

- Existing
- RapidRide Line

- Link Light Rail

- Seattle Streetcar



Not to Scale
Data Sources: City of Seattle, King County



To Burien

RAPIDRIDE G LINE - MADISON ST (COMPLETED 2024)

AT A GLANCE										
Route Length (mi)	Bus Lanes (mi)	Curb Ramps	Sidewalk (blocks)	Curb bulbs	Bus bulbs	Repaved lane miles	Trees	Cross-walks	Pedestrian Signals/RRFB	Bike facility (mi)
2.5	1.5	290	84	30	7	11	108	23	19	0.7

RapidRide G Line project was completed in 2024, with service beginning in Fall 2024. This project brings new, reliable, and frequent bus service between 1st Ave in downtown Seattle to Martin Luther King Jr Way. The route serves densely developed neighborhoods in downtown Seattle, First Hill, Capitol Hill, the Central District, and Madison Valley. The project brings the highest level of bus rapid transit to Seattle, with center-running bus lanes, island stations, new buses with left- and right-side doors, and extensive streetscape improvements.

COMMUNITY VOICES		
<p>“Knowing buses are coming every ten minutes makes this much more usable for me.”</p>	<p>“Madison Street BRT is a great start for people who are low-income who cannot afford to buy cars and insurance and maintenance. Seattle needs more services like this. It will reduce traffic congestion.”</p>	<p>“I am so excited that it is coming to Madison Valley! It is great to connect the central district and the retail shops in Madison Valley. Can't wait for this fantastic service.”</p>

PROJECT HIGHLIGHTS	PROJECT BENEFITS
<ul style="list-style-type: none"> • ACCESS TO KEY AREAS: 31,000 residents live within a 1/4-mile walkable radius, ensuring local accessibility to transportation options. • JOB OPPORTUNITIES: Over 109,000 jobs within a 1/4-mile walkable radius, providing a robust link to employment. • ON-TIME SERVICE: 70.8% on-time performance, offering reliability for daily commuters and travelers. • WEEKEND ACCESSIBILITY: A daily average of 2,495 riders on weekends (Fall 2024).* • WEEKDAY RIDERSHIP: A daily average of 4,317 riders on weekdays (Fall 2024).* • SERVICE FREQUENCY: Peak service frequency of every 6 minutes, providing quick and efficient travel during high-demand times. • OFF-PEAK SERVICE: Reliable service every 10 minutes during off-peak hours, ensuring accessibility throughout the day. 	<ul style="list-style-type: none"> • CENTER ISLAND STATIONS – The project features four new center-running stations between 7th and 13th Avenues, providing a safe, efficient and comfortable boarding experience for riders. • DEDICATED BUS LANES – Bus only lanes and queue jumps separate buses from traffic, improving travel time and reliability. • ENHANCED BUS STOPS – RapidRide stations include real time arrival information, larger shelters, lighting, and other amenities. • OFF-BOARD FARE COLLECTION – Off board fare collection helps buses more efficiently as riders can pay fares without waiting in line. • BIKE AND PEDESTRIAN CONNECTIONS – Improvements to crossing, neighborhood greenways, and bike lanes will help people access RapidRide and improve safety along the corridor. • SMART SIGNALS – Transit signal priority extends or activates green lights to reduce waiting times for buses at signals.

*RapidRide G service started Fall 2024

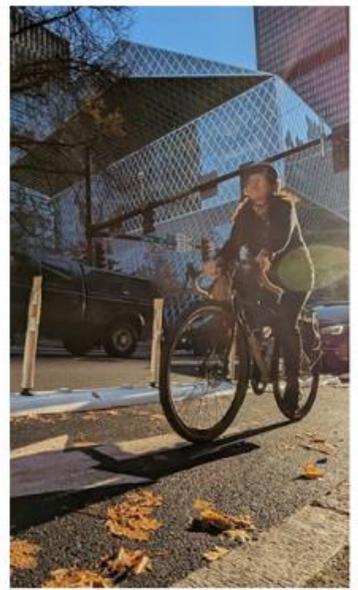
RAPIDRIDE H LINE - DELRIDGE WAY SW (COMPLETED 2022)

AT A GLANCE										
Route Length (mi)	Bus Lanes (mi)	Curb Ramps	Sidewalk (blocks)	Curb bulbs	Bus bulbs	Repaved lane miles	Trees	Cross-walks	Pedestrian Signals/RRFB	Bike facility (mi)
12	5	60	31	10	7	2.6	150	12	8	1.8

RapidRide H service began in March 2023 and was King County Metro’s sixth-highest ridership route in 2024. This project helped to make Delridge Way SW a better street for everyone traveling in the neighborhood. This project built new bus lanes to bypass traffic, a new bus signal so buses can hop to the front of the line at traffic signals, and bike and pedestrian improvements to connect to nearby Neighborhood Greenways. The project also included major utility and paving investments and a planted median along the corridor.

COMMUNITY VOICES	
<p>“I am happy to see so many improvements in our transportation experience. We have limited roadway, and often the bicyclists are going much slower than the vehicles. The more that we can separate cars from bicycles while streamlining bus movement, the better.”</p>	<p>“I really respect everyone at Metro who has been involved in this ambitious and much-needed project. I look forward to taking the H Line to and from work. Thank you.”</p>

PROJECT HIGHLIGHTS	PROJECT BENEFITS
<ul style="list-style-type: none"> • ACCESS TO KEY AREAS: 41,300 residents live within a 1/4-mile walkable radius, ensuring local accessibility to transportation options. • JOB OPPORTUNITIES: Over 126,000 jobs within a 1/4-mile walkable radius, providing a robust link to employment. • ON-TIME SERVICE: 82.8% on-time performance, offering reliability for daily commuters and travelers. • WEEKEND ACCESSIBILITY: A daily average of 5,467 riders on weekends (Fall 2024). • WEEKDAY RIDERSHIP: A daily average of 8,234 riders on weekdays (Fall 2024). • SERVICE FREQUENCY: Peak service frequency of every 7.5 minutes, providing quick and efficient travel during high-demand times. • OFF-PEAK SERVICE: Reliable service every 10 minutes during off-peak hours, ensuring accessibility throughout the day. 	<ul style="list-style-type: none"> • DEDICATED BUS LANES: Bus lanes enable buses to bypass traffic, particularly during peak commuting hours. • ENHANCED BUS STOPS: RapidRide stations include real time arrival information, larger shelters, lighting, and other amenities. • PAVING IMPROVEMENTS: Repaved streets ensure a smooth, reliable trip for buses and people driving. • OFF-BOARD FARE COLLECTION: Off board fare collection helps buses operate more efficiently as riders can pay fares without waiting in line. • BIKE AND PEDESTRIAN CONNECTIONS: Improvements to crossings, neighborhood greenways, and bike lanes help people access RapidRide and improve safety along the corridor. • SMART SIGNALS: Traffic signal upgrades, including a bus priority signal, to allow buses to move to the front of traffic at red lights as well as new traffic signals to improve safety for people walking, rolling, and biking.



RapidRide G Line – Madison St project.



RapidRide H Line – Delridge Way SW project.

RAPIDRIDE J LINE - EASTLAKE AVE (EXPECTED COMPLETION 2027)

AT A GLANCE										
Route Length (mi)	Bus Lanes (mi)	Curb Ramps	Sidewalk (blocks)	Curb bulbs	Bus bulbs	Repaved lane miles	Trees	Cross-walks	Pedestrian Signals/RRFB	Bike facility (mi)
5.5	2.3	147	64	10	6	2	190	10	2	3.7

The RapidRide J Line upgrades King County Metro’s Route 70 with RapidRide stations, bus lanes, in-lane bus stops, and sidewalk and crossing improvements. It will also install protected bike lanes, a new watermain and paving on Eastlake Ave E, and bring many more upgrades as it connects Downtown Seattle with the neighborhoods of Belltown, South Lake Union, Eastlake, and the University District.

COMMUNITY VOICES

“This critical project will connect Seattle’s fastest growing neighborhoods with better walking, biking, rolling, and transit mobility and accessibility infrastructure. Additionally, the design will improve safety on an identified “high crash corridor” — helping make progress towards Seattle’s Vision Zero goal.”

“Efficient, reliable public transportation corridors, like RapidRide J Line, that are well connected to a broader, functionally integrated public transportation system, are essential to maintaining, enhancing, and prolonging the livability, workability and vitality of the UW-Eastlake-Southlake Community and metropolitan Seattle.”

PROJECT HIGHLIGHTS

- **ACCESS TO KEY AREAS:** 47,000 residents live within a 1/4-mile walkable radius, ensuring local accessibility to transportation options.
- **JOB OPPORTUNITIES:** Over 169,000 jobs within a 1/4-mile walkable radius, providing a robust link to employment.
- **ON-TIME SERVICE:** 85.1% on-time performance, offering reliability for daily commuters and travelers. *
- **WEEKEND ACCESSIBILITY:** A daily average of 2,824 riders on weekends (Fall 2024). *
- **WEEKDAY RIDERSHIP:** A daily average of 4,922 riders on weekdays (Fall 2024). *
- **SERVICE FREQUENCY:** Peak service frequency of every 7.5 minutes, providing quick and efficient travel during high-demand times.
- **OFF-PEAK SERVICE:** Reliable service every 10 minutes during off-peak hours, ensuring accessibility throughout the day.

*Existing Route 70 reporting

PROJECT BENEFITS

- **DEDICATED BUS LANES:** Transit travel time and reliability improved throughout the route by adding transit lanes and transit signal priority.
- **ENHANCED BUS STOPS:** Stations that include shelters, lighting, real-time arrival information, and all-door boarding provide a high-quality rider experience.
- **BIKE AND PEDESTRIAN CONNECTIONS:** Improved access to transit through upgraded curb ramps, sidewalks, and signals as well as improved connections to Link light rail, other bus lines, and Seattle Streetcar.
- **ENHANCED BIKE FACILITIES:** Protected bike lanes improve safety for all travelers.
- **CLIMATE RESILIENT:** Greenhouse gas emissions reduced with more transit options and fewer cars on the road.
- **ENHANCED ROADWAY IMPROVEMENTS:** Eastlake Ave E paved from E from Fuhrman Ave E to Fairview Ave E with at least 12 inches of concrete, creating a roadway that will last more than 50 years.
- **UNDERGROUND UTILITY IMPROVEMENTS:** Partnership with Seattle Public Utilities to replace the existing watermain on Eastlake Ave E.

ROUTE 7 (COMPLETED 2023)

AT A GLANCE										
Route Length (mi)	Bus Lanes (mi)	Curb Ramps	Sidewalk (blocks)	Curb bulbs	Bus bulbs	Repaved lane miles	Trees	Cross-walks	Pedestrian Signals/RRFB	Bike facility (mi)
10	0.3	20	13	2	1	0.1	0	15	0	0

This project delivers bus lanes, ADA projects, and sidewalk repairs along Rainier Avenue South. Route 7 was King County Metro’s second-highest ridership route in 2024, serving over 11,000 daily riders to a wide variety of destinations including schools, community centers, grocery stores, homes, and parks. People traveling in and through the Rainier Valley see improved street and sidewalk infrastructure such as new bike and pedestrian crossings as well as increased accessibility to bus service.

PROJECT HIGHLIGHTS	PROJECT BENEFITS
<ul style="list-style-type: none"> • ACCESS TO KEY AREAS: 61,300 residents live within a 1/4-mile walkable radius, ensuring local accessibility to transportation options. • JOB OPPORTUNITIES: Over 183,000 jobs within a 1/4-mile walkable radius, providing a robust link to employment. • ON-TIME SERVICE: 73.8% on-time performance, offering reliability for daily commuters and travelers. • WEEKEND ACCESSIBILITY: A daily average of 8,015 riders on weekends (Fall 2024). • WEEKDAY RIDERSHIP: A daily average of 11,270 riders on weekdays (Fall 2024). • SERVICE FREQUENCY: Peak service frequency of every 10 minutes, providing quick and efficient travel during high-demand times. • OFF-PEAK SERVICE: Reliable service every 15 minutes during off-peak hours, ensuring accessibility throughout the day. 	<ul style="list-style-type: none"> • DEDICATED BUS LANES: Bus-only lanes increase transit speed and reliability performance. • SAFE PEDESTRIAN CONNECTIONS: Building curb bulbs with ADA curb ramps makes crossings shorter and safer, repairing sections of sidewalk creates a safer and more comfortable pedestrian experience, and refreshing existing crosswalk and stop bar paint at key intersections makes roadways safer. • SMART SIGNALS: Upgrading the traffic signal for protected left turns reduces driver and pedestrian conflicts.

ROUTE 44 (COMPLETED 2023)

AT A GLANCE										
Route Length (mi)	Bus Lanes (mi)	Curb Ramps	Sidewalk (blocks)	Curb bulbs	Bus bulbs	Repaved lane miles	Trees	Cross-walks	Pedestrian Signals/RRFB	Bike facility (mi)
10.7	0.8	78	17	7	1	0.6	12	27	3	0

Route 44 was King County Metro’s 11th highest ridership route in 2024. This project improves transit reliability, reduces transit travel times, and enhances pedestrian safety and access by building bus lanes, upgrading signals, and making sidewalk and safety improvements. Route 44 is a critical east-west trolley route in North Seattle that serves the Ballard, Fremont, Wallingford, and University District neighborhoods, including the University of Washington and University of Washington Medical Center. It also provides important connections to several current and future major north-south transit routes.

COMMUNITY VOICES	
“I love the bus only lane and the potential new public open space would be amazing!”	“I love it. Faster, safer, beautify the neighborhood.”

PROJECT HIGHLIGHTS	PROJECT BENEFITS
<ul style="list-style-type: none"> • ACCESS TO KEY AREAS: 41,400 residents live within a 1/4-mile walkable radius, ensuring local accessibility to transportation options. • JOB OPPORTUNITIES: Over 31,000 jobs within a 1/4-mile walkable radius, providing a robust link to employment. • ON-TIME SERVICE: 83.1% on-time performance, offering reliability for daily commuters and travelers. • WEEKEND ACCESSIBILITY: A daily average of 3,719 riders on weekends (Fall 2024). • WEEKDAY RIDERSHIP: A daily average of 6,423 riders on weekdays (Fall 2024). • SERVICE FREQUENCY: Peak service frequency of every 10 minutes, providing quick and efficient travel during high-demand times. • OFF-PEAK SERVICE: Reliable service every 20 minutes during off-peak hours, ensuring accessibility throughout the day. 	<ul style="list-style-type: none"> • DEDICATED BUS LANES: Business Access and Transit (BAT) lanes separate buses from traffic and improve transit travel times and reliability while maintaining access to businesses. • SIGNAL UPGRADES OR OPTIMIZATION: Transit signal priority extends or activates green lights to reduce waiting times for buses at signals. • CHANNELIZATION CHANGES OR TURN RESTRICTIONS: Changes to roadway channelization and limiting certain turns allows buses to move efficiently, avoid conflicts, and improve safety. • SAFETY IMPROVEMENTS: Improvements to crossings and transit connections help people get to bus stops more easily and safely. • SIDEWALK UPGRADES: Repaved sidewalks and upgraded ADA-accessible curb ramps in key locations create a more accessible pedestrian environment.



Several elements of the Route 44 TPMC project.



Several elements of the Route 7 TPMC project.

ROUTE 40 (EXPECTED COMPLETION IN 2026)

AT A GLANCE										
Route Length (mi)	Bus Lanes (mi)	Curb Ramps	Sidewalk (blocks)	Curb bulbs	Bus bulbs	Repaved lane miles	Trees	Cross-walks	Pedestrian Signals/RRFB	Bike facility (mi)
13.5	3	47	29	10	8	0.4	14	3	10	0.1

This project delivers bus lanes, bike facilities, and critical safety upgrades as the route passes through Northgate, Crown Hill, Loyal Heights, Ballard, Fremont, South Lake Union, Downtown Seattle, and Pioneer Square. The project also pilots a first of its kind Freight-and-Bus (FAB) lane to optimize the corridor for critical users. Running north to south, Route 40 was King County Metro's fifth-highest ridership route in 2024 with buses coming every five to 10 minutes.

COMMUNITY VOICES			
“So happy we are finally getting a crosswalk across Westlake!”	“I love the northbound protected bike lane on Fremont Ave.”	“Prioritize bus mobility! I love the transit only left-turn lane and signal as well as the bus only lane along Westlake. That’s money efficiently spent on mass transit!”	“Thank you for making this route better for people walking, rolling, cycling, and people taking transit.”

PROJECT HIGHLIGHTS	PROJECT BENEFITS
<ul style="list-style-type: none"> • ACCESS TO KEY AREAS: 80,500 residents live within a 1/4-mile walkable radius, ensuring local accessibility to transportation options. • JOB OPPORTUNITIES: Over 174,000 jobs within a 1/4-mile walkable radius, providing a robust link to employment. • ON-TIME SERVICE: 72% on-time performance, offering reliability for daily commuters and travelers. • WEEKEND ACCESSIBILITY: A daily average of 5,278 riders on weekends (Fall 2024). • WEEKDAY RIDERSHIP: A daily average of 8,373 riders on weekdays (Fall 2024). • SERVICE FREQUENCY: Peak service frequency of every 10 minutes, providing quick and efficient travel during high-demand times. • OFF-PEAK SERVICE: Reliable service every 15 minutes during off-peak hours, ensuring accessibility throughout the day. 	<ul style="list-style-type: none"> • IMPLEMENTING COMPLETE STREETS: Designing new street layouts helps calm traffic, increases safety, and reduces bus travel times. • CONVENIENT BUS STOP LOCATIONS: Limiting the distance between transfer points in Fremont allows riders to get where they need to go. • ENHANCED BUSINESS ACCESS: Maintaining the total number of loading zones in each neighborhood preserves access for businesses. • BIKE AND PEDESTRIAN CONNECTIONS: Adding new connections for people biking in Fremont and Ballard increases access to transit and improves safety. • FREIGHT ACCESSIBILITY: A Freight and Bus (FAB) Lane is being piloted to allow freight trucks to use bus-only lanes rather than general purpose lanes. Freight trucks are not permitted to stop or load in the bus lane. The FAB study will run for a year, concluding in 2026.

ROUTE 48 (COMPLETED 2024)

AT A GLANCE										
Route Length (mi)	Bus Lanes (mi)	Curb Ramps	Sidewalk (blocks)	Curb bulbs	Bus bulbs	Repaved lane miles	Trees	Cross-walks	Pedestrian Signals/RRFB	Bike facility (mi)
8.5	0.3	9	0	0	0	0.1	0	4	0	0

The 23rd Ave/24th Ave corridor is one of the main north-south transit routes (King County Metro Route 48) in the heart of Seattle serving and connecting the Mt Baker, Beacon Hill, Judkins, Central District, Montlake, and University District neighborhoods. Route 48 also connects Mt Baker, Husky Stadium, and University District Link light rail stations. The Route 48 project builds on past investment in the corridor to optimize transit service and access with bus lanes, crossing enhancements and signal upgrades.

PROJECT HIGHLIGHTS	PROJECT BENEFITS
<ul style="list-style-type: none"> • ACCESS TO KEY AREAS: 45,700 residents live within a 1/4-mile walkable radius, ensuring local accessibility to transportation options. • JOB OPPORTUNITIES: Over 30,000 jobs within a 1/4-mile walkable radius, providing a robust link to employment. • ON-TIME SERVICE: 83.2% on-time performance, offering reliability for daily commuters and travelers. • WEEKEND ACCESSIBILITY: A daily average of 2,230 riders on weekends (Fall 2024). • WEEKDAY RIDERSHIP: A daily average of 4,595 riders on weekdays (Fall 2024). • SERVICE FREQUENCY: Peak service frequency of every 15 minutes, providing quick and efficient travel during high-demand times. • OFF-PEAK SERVICE: Reliable service every 30 minutes during off-peak hours, ensuring accessibility throughout the day. 	<ul style="list-style-type: none"> • BUS IMPROVEMENTS: A southbound bus-only lane between S Massachusetts St and S Grand St and a bus-only left turn lane from southbound 23rd Ave S to Rainier Ave S improves bus reliability. • WALKING AND BIKING IMPROVEMENTS: New ADA-accessible curb ramps, upgraded crossing signals with better visibility that give people a head start, and improved walking and biking connections to the Central Area Neighborhood Greenway, the Arboretum, and the Montlake Neighborhood create a better and safer pedestrian environment. • SIGNAL UPGRADES: New “smart signals” at 14 intersections activate or extend green lights for buses traveling through the corridor.



Several elements of the Route 48 TPMC project.

19 TRAFFIC SIGNAL TIMING IMPROVEMENTS

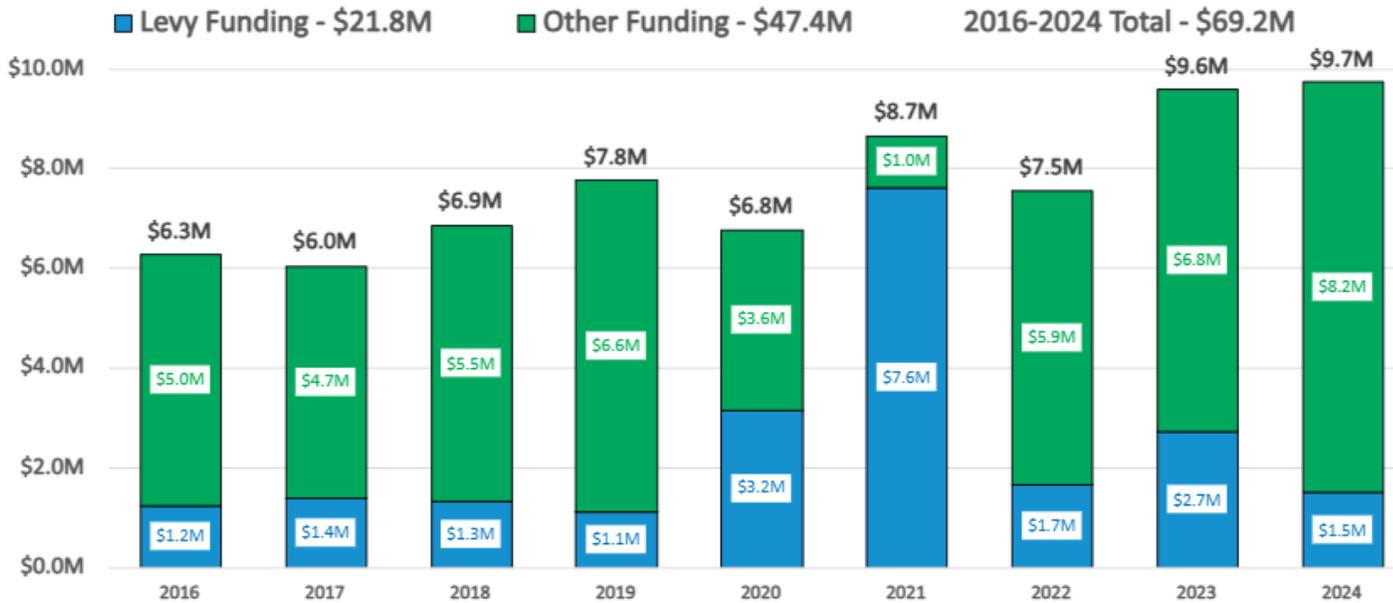
Levy Commitment: Optimize traffic signal timing on five corridors throughout the city each year to improve traffic flow and serve people in cars, trucks, on bicycles, transit, and foot.

2024 | We completed five signal major maintenance projects, 297 signal diagnostic evaluations, and preventative maintenance on 823 signals, meeting our annual goals. In Q4, we completed signal major maintenance at Elliott Ave & Broad St and 15th Ave NW & NW Market St.

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Signal major maintenance	18	15	8	10	5	5	5	5	5	76
Signal diagnostic evaluations	250	266	75	309	291	250	250	250	297	2,238
Signal preventative maintenance	807	786	750	799	775	775	819	799	823	7,133

PROGRAM SPENDING YEAR OVER YEAR | Traffic Signal Timing Improvements



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.

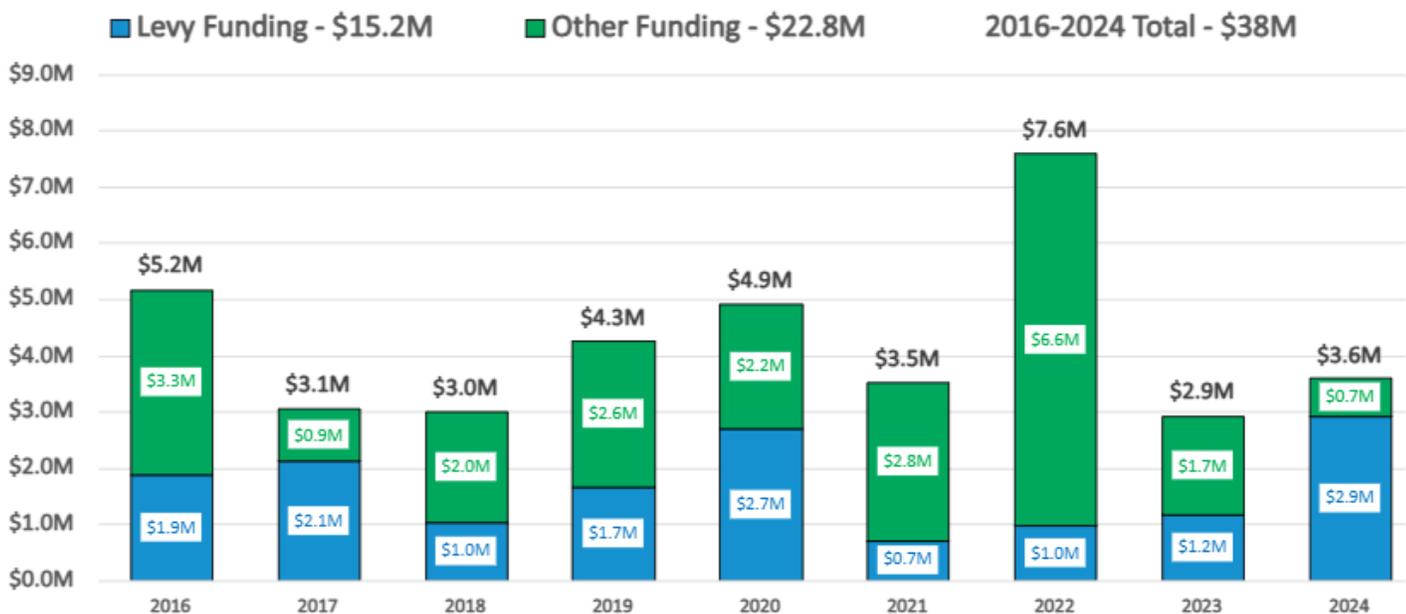
2024 | We completed over ten miles of ITS improvements across several projects:

- E Marginal Way from S Idaho to S Brighton St, and Michigan St: Installed modernized devices for network resiliency.
- Columbian Way from S Spokane St to 15th Ave S and surrounding area: Installed wireless communications to traffic signals to better sync signals when there are higher volumes.
- E Roanoke St at Harvard Ave E, Boylston Ave W, and 10th Ave E: Provided temporary signal system upgrades to coordinate traffic signals and improve operations; three locations will be getting new technology in the future with the SR 520 Portage Bay Bridge Replacement project.
- Denny Way from Western Ave to Minor Ave: Installed new cabinets and reprogrammed devices for network resiliency.
- Between Othello and Columbia City Link light rail stations and their approaches: Installed Artificial Intelligence-enabled data collection system to validate utility of information that will be used future modal safety improvements with the SMART Grant project.
- Northgate Way at Meridian, Corliss, 1st, 3rd, 5th, 8th, 15th, and Roosevelt; 105th at Aurora and Greenwood; 100th and Aurora: Piloted a new GPS-based location system for traffic signal preemption by Seattle Fire Department vehicles.

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	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	130.91

PROGRAM SPENDING YEAR OVER YEAR | Intelligent Transportation System Improvements



21 TRANSIT SPOT IMPROVEMENTS

Levy Commitment: Make bus service more reliable through a comprehensive transit improvement program to eliminate bottlenecks in key locations and contribute to the transit improvements on seven transit-plus multimodal corridors, including planning for access and egress improvement in West Seattle.

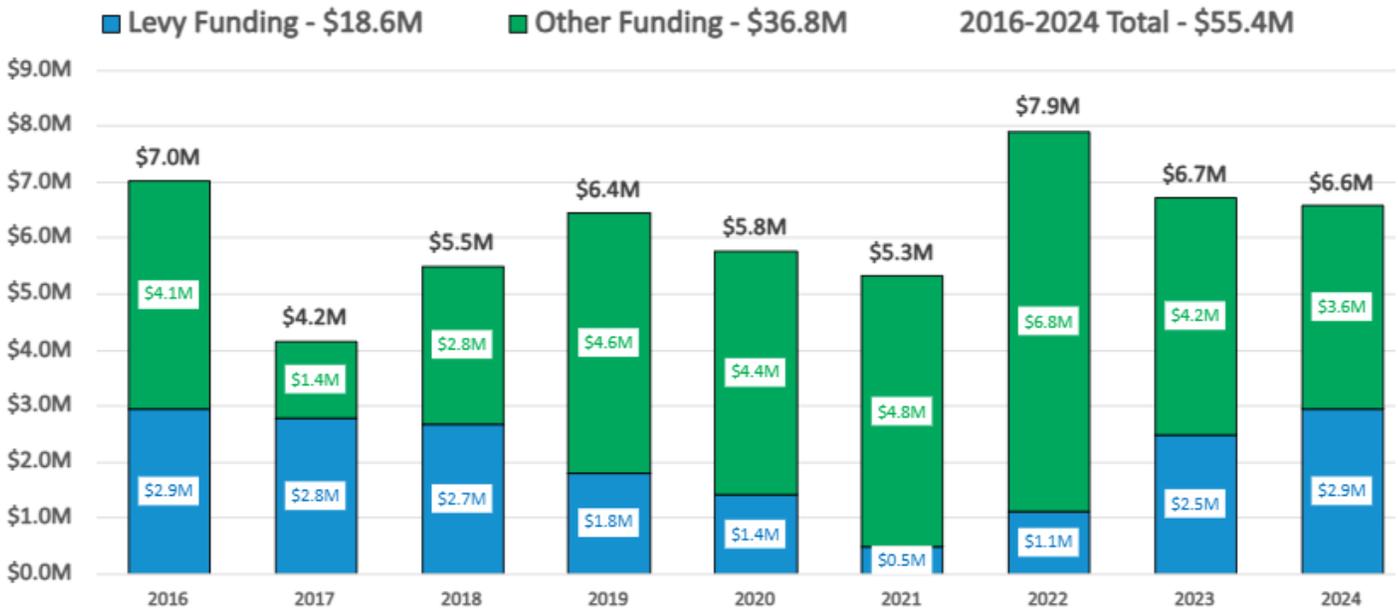
2024 | We installed 45 transit spot improvements. These included but are not limited to:

- 12 bus benches including four on 35th Ave NE
- Bus lane refresh in 11 locations including Westlake Ave (between 6th Ave and Mercer St), 3rd Ave (between Yesler Way and Pine St), and 15th Ave NE (between N 43rd St and N 40th St)
- Bus zone expansion in three locations including at E John St and 12th Ave E
- New rear door pads in four locations including several on Sand Point Way

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Transit spot improvements	26	23	24	32	47	45	23	73	45	338

PROGRAM SPENDING YEAR OVER YEAR | Transit Spot Improvements





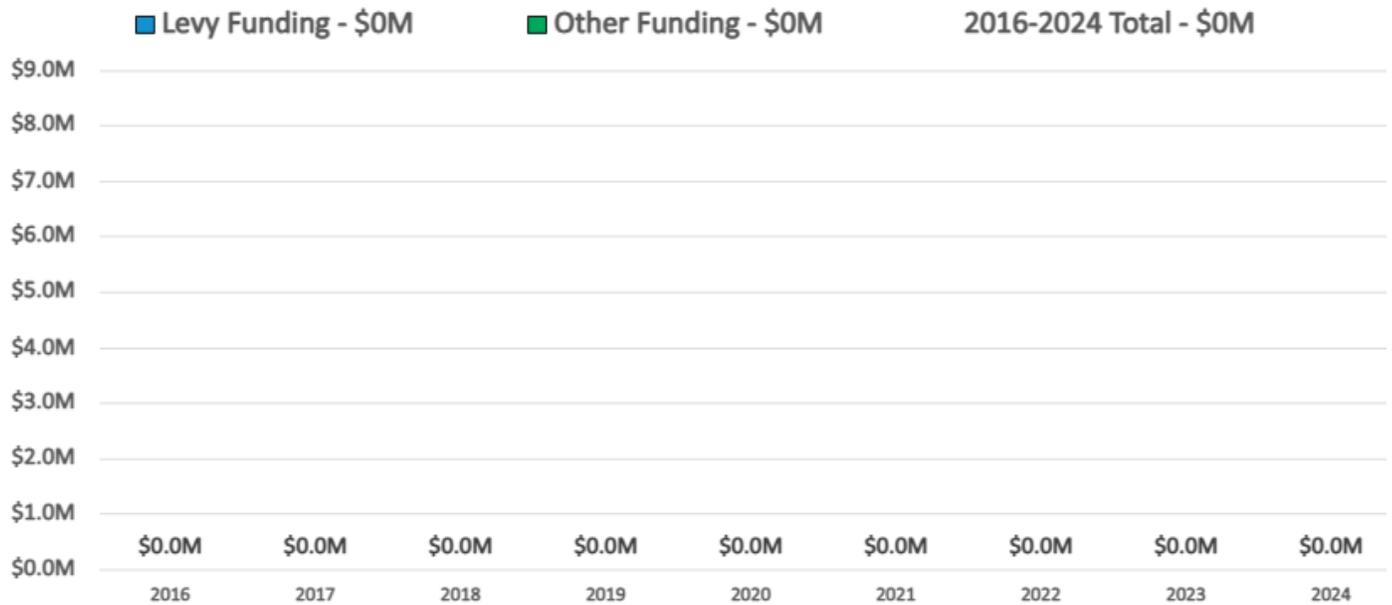
Program 21 – Before and after a transit spot improvement on Westlake Ave and Stewart St. Before this improvement, cars coming out of the Westin Hotel were making left turns onto Westlake Ave which led to several near collisions with the Streetcar. The new tuff posts prevent cars from making left turns onto Westlake Avenue.

22 GRAHAM ST

Levy Commitment: Provide City funding contribution for a new Link Light rail station at Graham Street in southeast Seattle.

LIFE OF LEVY | As noted in the 2020 Annual Report, Levy to Move Seattle funding represents \$10M of the estimated \$70M total project cost for the Graham St Link rail station project. Sound Transit currently shows the S Graham St Light Rail Station opening in 2031. In response to the Levy program revenue shortfalls and the timing of Sound Transit’s planned investment in the station, the funds have been removed from the Levy program going forward and this project was deferred through the [COVID-19 Impact Assessment](#). The Graham St Station remains a priority for SDOT and the City, and when Sound Transit’s project schedule is confirmed, we are committed to addressing the City’s funding contribution.

PROGRAM SPENDING YEAR OVER YEAR | Graham St



23 NORTHGATE BRIDGE (JOHN LEWIS MEMORIAL BRIDGE)

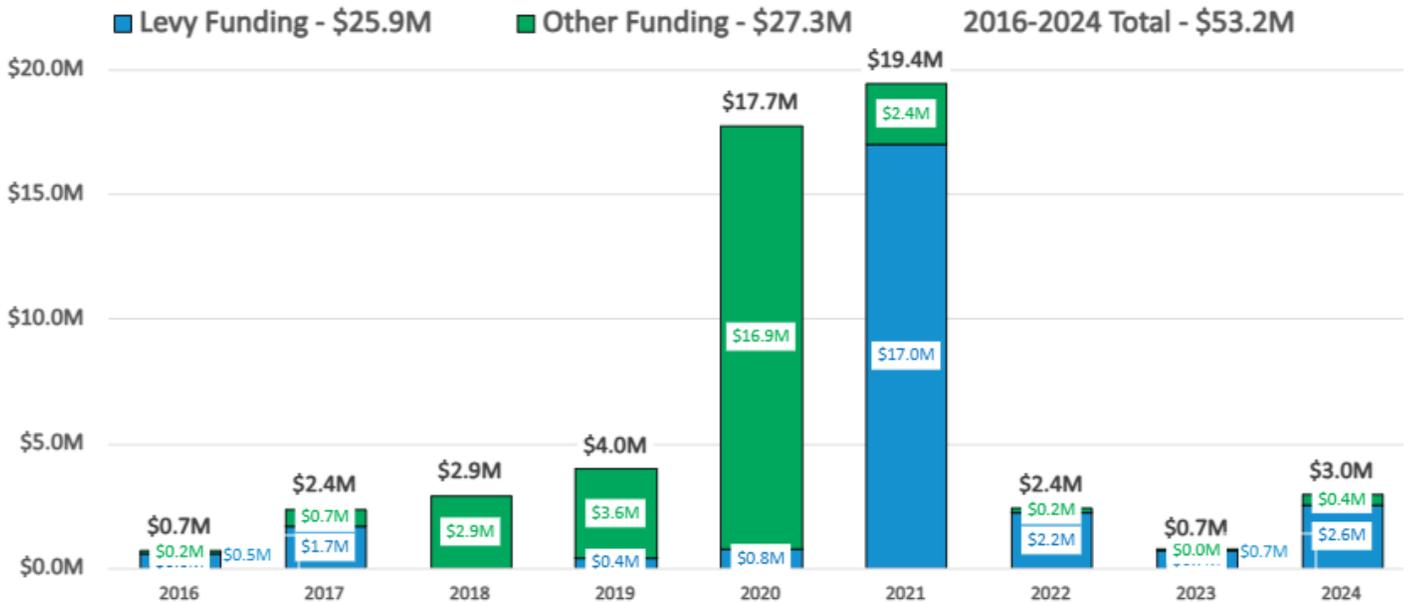
Levy Commitment: Provide additional City funding for a pedestrian and bicycle bridge over I-5 connecting to light rail in Northgate.

LIFE OF LEVY |



The John Lewis Memorial Bridge (formerly known as the Northgate Bridge) was completed in 2021. [Read more about this bridge in several blog posts on the SDOT Blog.](#)

PROGRAM SPENDING YEAR OVER YEAR | Northgate Bridge



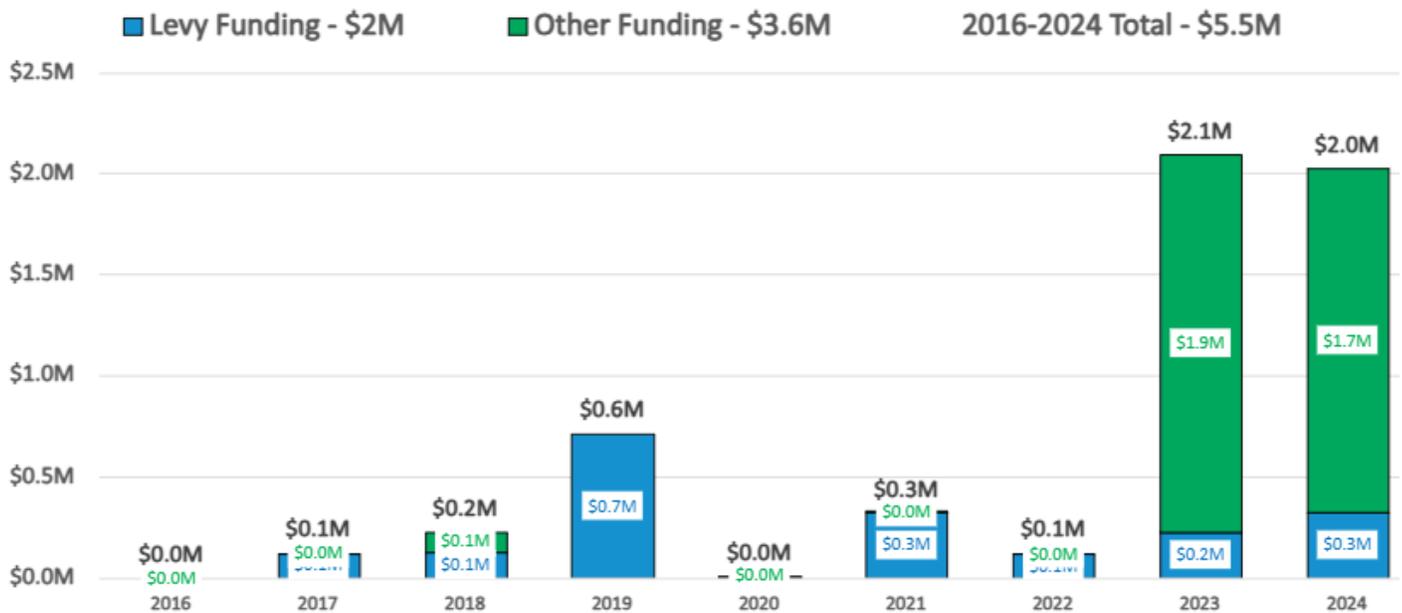
24 ACCESSIBLE MT BAKER

Levy Commitment: Implement early portions of the Accessible Mt Baker project.

2024 | In 2024 we redesigned Martin Luther King, Jr. Way S to make it safer and more accessible for everyone. The improvements involved reducing the number of driving lanes, slowing down speeding traffic, adding new protected bike lanes, widening sidewalks, and installing new ADA-compliant curb ramps. These updates aim to enhance safety and access to transit and local spots for people walking, rolling, biking, and driving in line with the vision of Accessible Mt Baker, and near-term improvements identified in the plan. A project is anchored in a reconfiguration of the intersection of Martin Luther King, Jr. Way S and Rainier Ave S just outside the Mount Baker Link Light Rail Station that improves the connectivity across these streets and to destinations in the area. Additionally, we built and repaired sidewalks and installed new protected bike lanes. The project extends north from Mount Baker Station to Judkins Park, linking up with the regional Mountains to Sound trail and the future Judkins Park Link light rail station.

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets.

PROGRAM SPENDING YEAR OVER YEAR | Accessible Mt Baker



25 NEW SIDEWALKS & CROSSING IMPROVEMENTS

Levy Commitment: 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.

2024 | We completed over 35 blocks of new sidewalks in 2024. In doing so, we achieved the expanded goal of building 250 blocks of new sidewalks or walkways under the Levy to Move Seattle.

2024 Completed Sidewalk Projects:

Traditional Sidewalks	
<i>Location</i>	<i>Blocks</i>
Dallas Ave S between 10th Ave S and 12th Ave S	3.25
34th Ave S between S Charlestown and S Spokane	0.5
S Charlestown St between 34th Ave S and 35th Ave S	0.5
Greenwood Ave N between N 56th St and N Argyle Pl	0.25
Hiawatha Pl S between Mountains to Sound Trail and S Bush Pl	0.5
Lake Washington Blvd between S Ferdinand St and Lake Washington Blvd Trail	0.5
NE 95th St between Ravenna Ave NE and Ryther Center	1.25
Greenwood Ave N between N 125th St and N 130th St	5.75
Low Cost Sidewalks	
SW Kenyon St between 24th Ave SW and Delridge Way SW	1
53rd Ave S between S Avon St and S Leo St	1.25
S Leo St between Beacon Ave S and 56th Ave S	5.5
33rd Ave NE between NE 125th St and NE 130th St	1
Beacon Ave S between Cheasty Blvd S and S Spokane St	12
NE 143rd St between 30th Ave NE and 32nd Ave NE	1.5
Renton Ave S between 33rd Ave S and the Seattle Housing Authority Playfield	0.5

We also completed 30 crossing improvements, including but not limited to:

Marked crossings at:

- 9th Ave SW and SW Kenyon St
- Lakeside Ave S and Lane St
- 3rd Ave NW and NW 81st St
- 3rd Ave NW and NW 83rd St
- 39th Ave SW and SW Oregon St
- 62nd Ave NE and NE 74th St
- NE 100th St and 4th Ave NE
- NE 100th St and 3rd Ave NE
- 3rd Ave NW and NW 44th St
- N 35th St and Troll Ave N
- 9th Ave and Marion St (and All Way Stop)
- Weedin and 8th Ave NE (and All Way Stop)
- 46th Ave SW and SW Wildwood Pl
- 3rd Ave NW and NW 43rd St

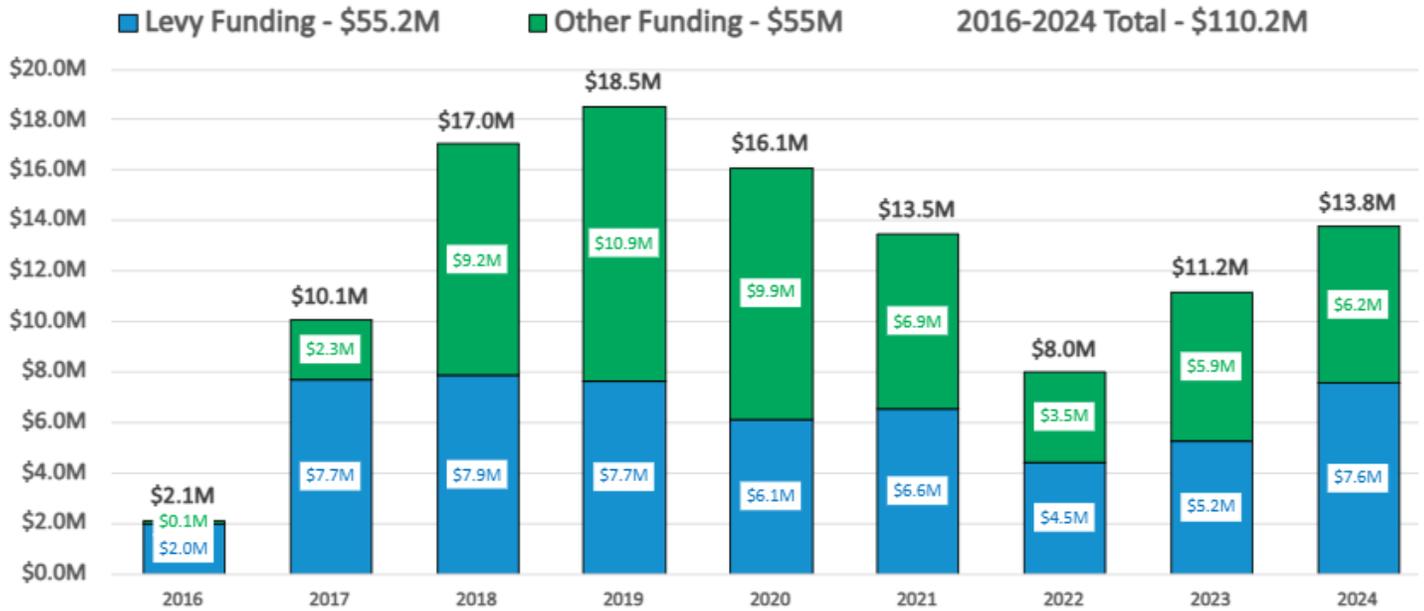
Rapid Rectangular Flashing Beacons at:

- E Union St and 17th Ave
- 51st Ave S and Gazelle St
- 27th Ave E and E Madison St
- Queen Anne Ave and W John St
- S Jackson St and 16th Ave S

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Blocks of new sidewalk built	8.31	42	34.75	48	27.25	24	20.5	22	35.25	262.06
Crossing improvements	18	15	13	18	15	22	34	41	30	206

PROGRAM SPENDING YEAR OVER YEAR | New Sidewalks & Crossing Improvements





Program 25 – Before and after a new marked crosswalk at E Union St and 17th Ave.



Program 25 – New walkway on S Leo St.

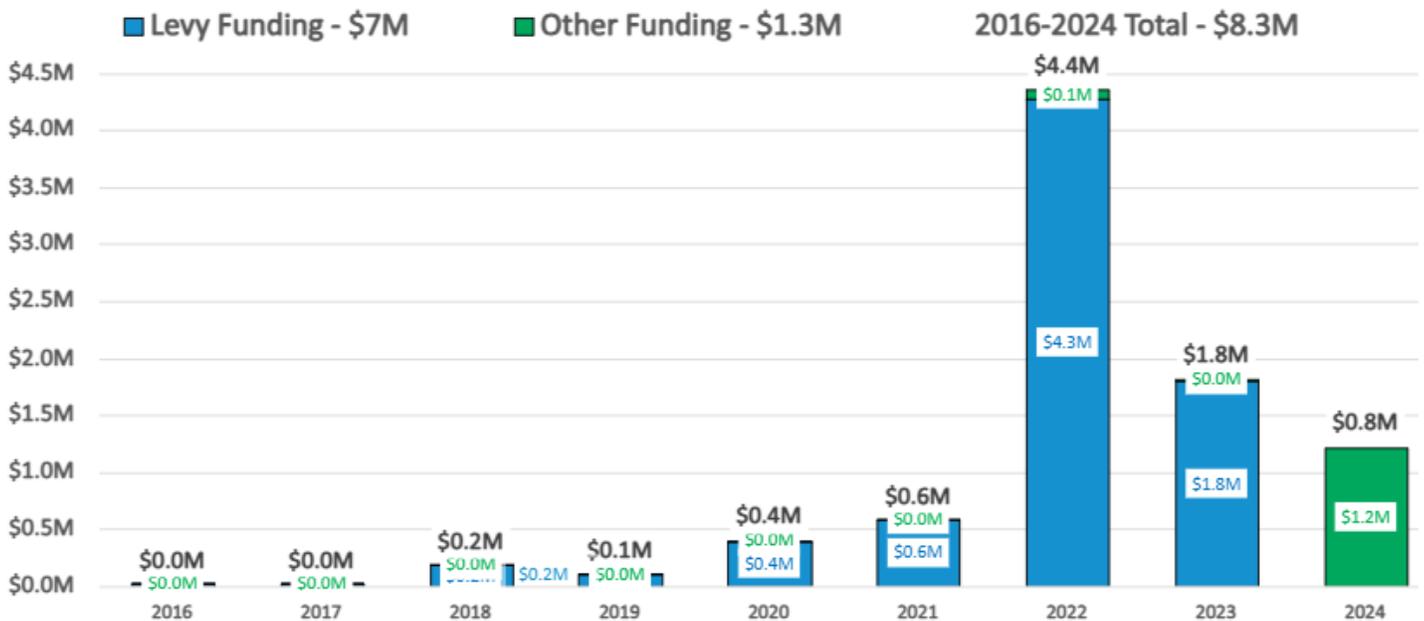
26 SPU BROADVIEW

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.

2024 | We completed new sidewalks on Greenwood Ave N between N 125th St and N 130th St. Next, we will complete a section of sidewalk on NE 125th St between 35th Ave NE and Lake City Way NE.

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

PROGRAM SPENDING YEAR OVER YEAR | SPU Broadview



27 BIKE PARKING & SPOT IMPROVEMENTS

Levy Commitment: Install 1,500 new bicycle parking spots citywide and maintain existing bike facilities. Install other biking and walking investments.

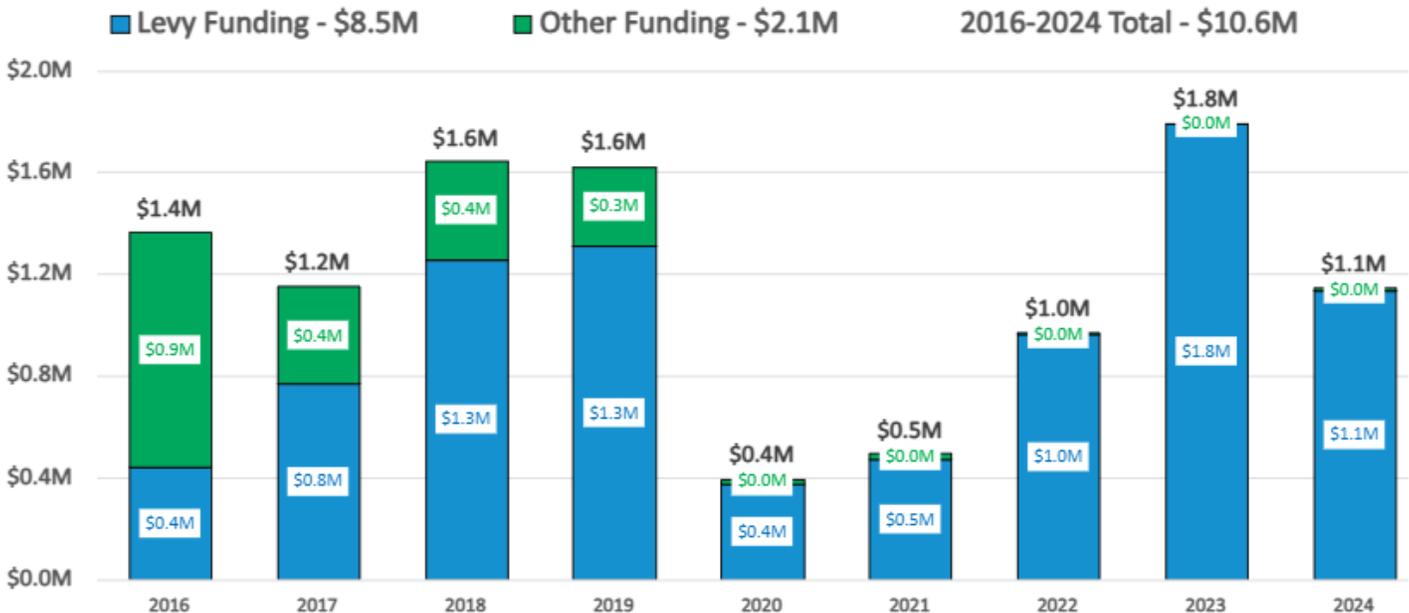
2024 | We completed 10 bicycle spot improvement projects:

- Made safety improvements at 3rd Ave and Yesler Way
- Made pavement repairs on Burke Gilman Trail between 25th Ave NE and NE Blakely St
- Made upgrades to the Green Lake Loop on W Green Lake Way N between East Green Lake Way N and Aurora Ave N
- Repaired the bike lane on 51st Ave S between Renton Ave S and Chief Sealth Trail
- Installed onramp markings at Boylston Ave E & E Newton St
- Removed vegetation along the Duwamish Trail in South Park
- Upgraded and restored the protected bike lane at Broadway E between E Madison St and E Denny Way
- Installed a Better Bike Lane Barrier on 9th Ave N and Mercer St
- Contributed to NE 117th and Pinehurst Way NE project
- Restriped damaged protected bike lane on E Union St and 23rd Ave

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Bike parking spaces added	622	466	306	116	20	68	14	32	46	1,690
Urban trail and bikeway spot improvements	10	12	12	15	6	10	10	10	10	95

PROGRAM SPENDING YEAR OVER YEAR | Bike Parking & Spot Improvements



28 LANDER OVERPASS

Levy Commitment: Provide local money to design and build the Lander Street Overpass.

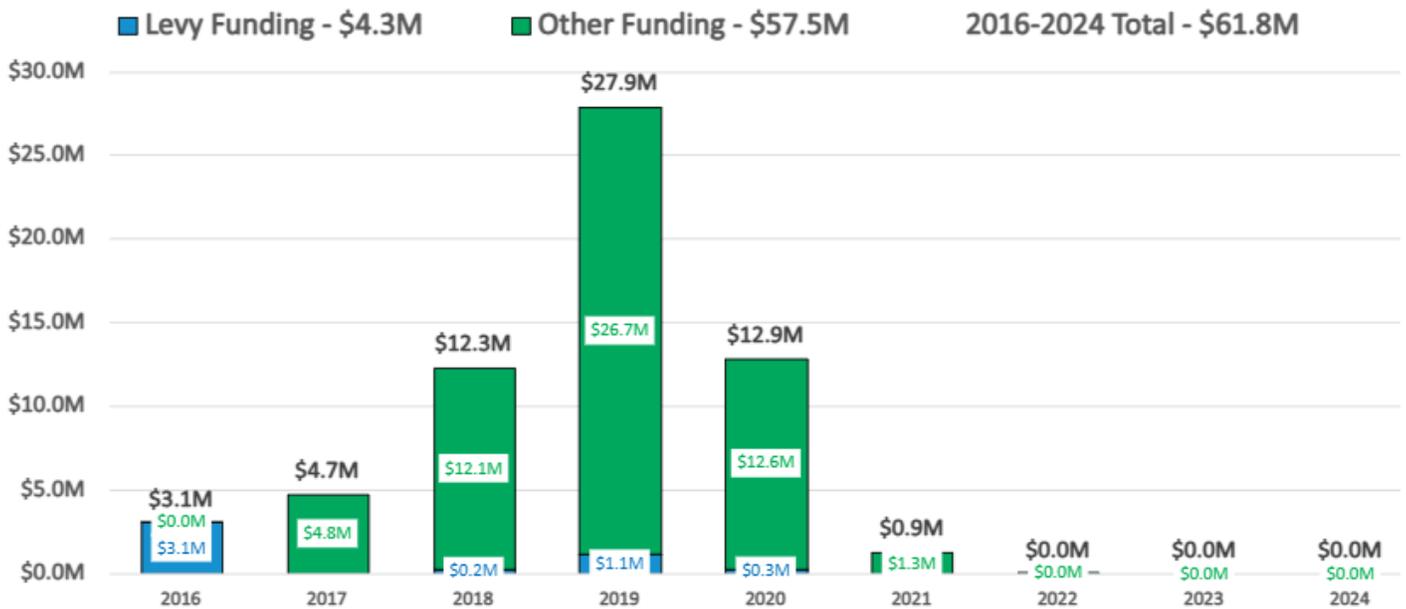
LIFE OF LEVY |



S Lander St is an essential east-west connection in Seattle’s SODO neighborhood, literally bridging the multiple railroad tracks that divide the direct connection between 1st Ave S and 4th Ave S arterial streets.

The Lander St Bridge project opened in October 2020 after years of planning, collaboration, and partnership.

PROGRAM SPENDING YEAR OVER YEAR | Lander Overpass



29 HEAVY HAUL, EAST MARGINAL WAY

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

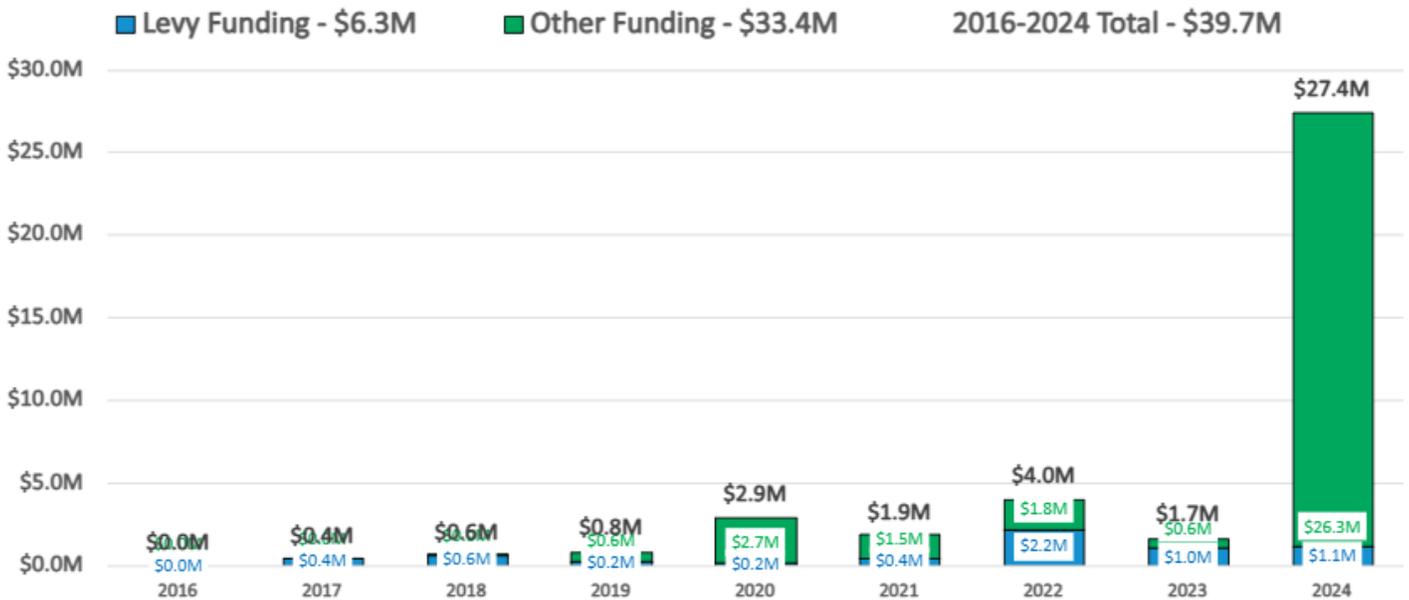
2024 | We began construction of the North Segment of the East Marginal Way Corridor Improvement Project in March 2024. The North Segment, from S Atlantic St to S Spokane St, is a critical route for the maritime and manufacturing industry and a major connection for people walking and biking between Downtown, West Seattle, and South Seattle neighborhoods. Project improvements make it safer and easier to get through the area for people across all modes.

In 2024, we completed major drainage and water main work in partnership with Seattle Public Utilities. Thanks to this partnership, we were able to upgrade the watermain that extends from S Horton St to just south of S Massachusetts St. Combined with our street improvements, these investments in critical infrastructure will serve our busy maritime and manufacturing industries for years to come. The remaining construction will be focused on street paving, bike lane and sidewalk installation, landscaping, and signal and lighting upgrades and

Additionally, in partnership with the Office of Arts & Culture, we commissioned artist [Will Schlough](#) to create public art along the project corridor. This year, Schlough has worked to connect with people who bike, walk, roll, and drive along E Marginal Way S to shape his art.

LIFE OF LEVY | On track to meet 2015 Ordinance Goals and 2018 Workplan Update targets. Construction is expected to be complete by mid-2026.

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



30 FREIGHT SPOT IMPROVEMENTS

Levy Commitment: Fund a targeted spot improvement program to help freight movement.

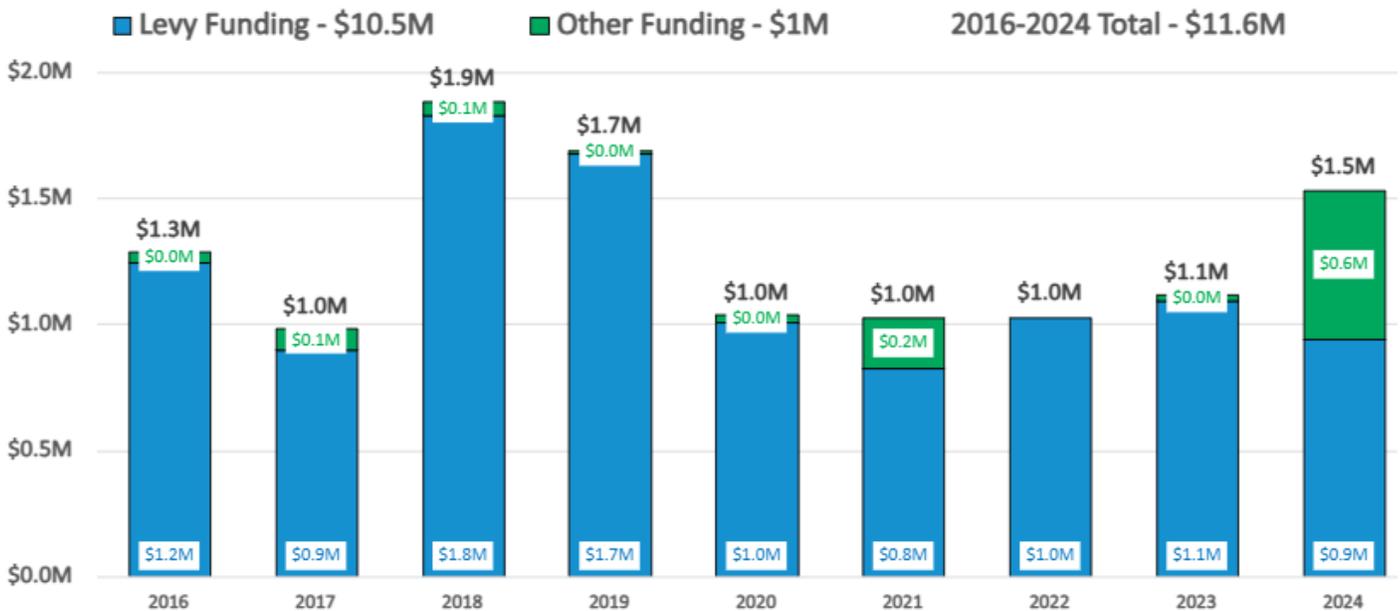
2024 | We completed six freight spot improvements in 2024. These included:

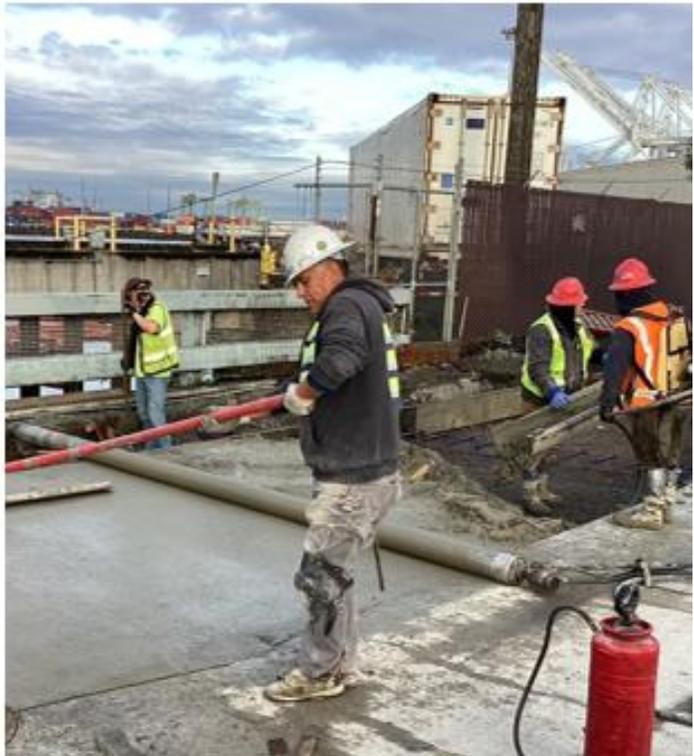
- Reinforcing the shoulder of the street at East Marginal Way S between S Front St and S Michigan St
- Installing fencing to support safety under S Holgate St at Airport Way S
- Installing fencing to support Commercial Vehicle Enforcement under SR-99 north of S Horton St
- Installing truck parking on Denver Ave S from Utah Ave S to 2nd Ave S
- Contributing to upgraded signals for freight vehicles; signals will adapt to traffic volumes at East Marginal Way S and S Hanford St
- Installed weigh-in-motion so trucks don't have to stop at weigh stations on East Marginal Way S from S Spokane St to Alaskan Way

LIFE OF LEVY | Met 2015 Ordinance Goals and 2018 Workplan Update targets.

DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Freight spot improvements	6	5	5	5	5	8	6	4	6	50

PROGRAM SPENDING YEAR OVER YEAR | Freight Spot Improvements





Program 29 – East Marginal Way groundbreaking (top); new bike lane construction (bottom left) and repaving (bottom right).

2024 CONTRACTS & LEVERAGE UPDATE

SOCIAL RESPONSIBILITY IN CONTRACTING

The City of Seattle actively supports utilization of women- and minority-owned businesses (WMBEs) on City contracts as primes, subconsultants, and subcontractors. Each City department establishes plans and annual goals for WMBE inclusion in consulting and purchasing contracts.

The Levy portfolio has a 23% WMBE goal. **As of 2024, SDOT has exceeded this goal, achieving 25% WMBE spend.** A review of all contracts associated with Levy projects, including consulting, purchasing, and public works construction, from 2016 through 2024 shows an overall rate of 25% spent with WMBE firms. **This totals almost \$185 million spent with WMBE firms over the life of the Levy.**

GRANT LEVERAGE UPDATE

In 2024, SDOT secured **\$64.5M in grants for Levy-funded projects.** The table below summarizes grant funding received in 2024.

Grant	Project	Amount
FTA Equity Allocation Adjustment	RapidRide - Madison St	\$336,911
FTA Small Starts	Roosevelt RapidRide J Line	\$64,200,000

In total, SDOT secured **\$474M** in grants for Levy-funded projects.

CONCLUSION



In November 2024, Seattle voters approved a replacement transportation Levy that will generate \$1.55 billion in revenue over 8 years. This [Seattle Transportation Levy](#) will provide funding to maintain and modernize the city's transportation infrastructure including building sidewalks, paving streets, repairing bridges, and improving transit connections. The Seattle Transportation Levy's 11 program areas include specific investments, as well as the flexibility to address future needs.

In 2025, people in Seattle see construction begin on projects funded by these new Levy dollars. Read more in the [2025 Seattle Transportation Levy Delivery Plan](#). SDOT will also continue 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.

APPENDIX A: 2024 FINANCIAL SUMMARY

SDOT began 2024 with an adopted budget for the Levy to Move Seattle portfolio, approved by the Seattle City Council, of \$307.9M. The Levy portfolio ‘carryforward’ of 2023 resources was \$188.5M. 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 2024 Revised Budget for the Levy to Move Seattle portfolio was \$529.8M.

BUDGET

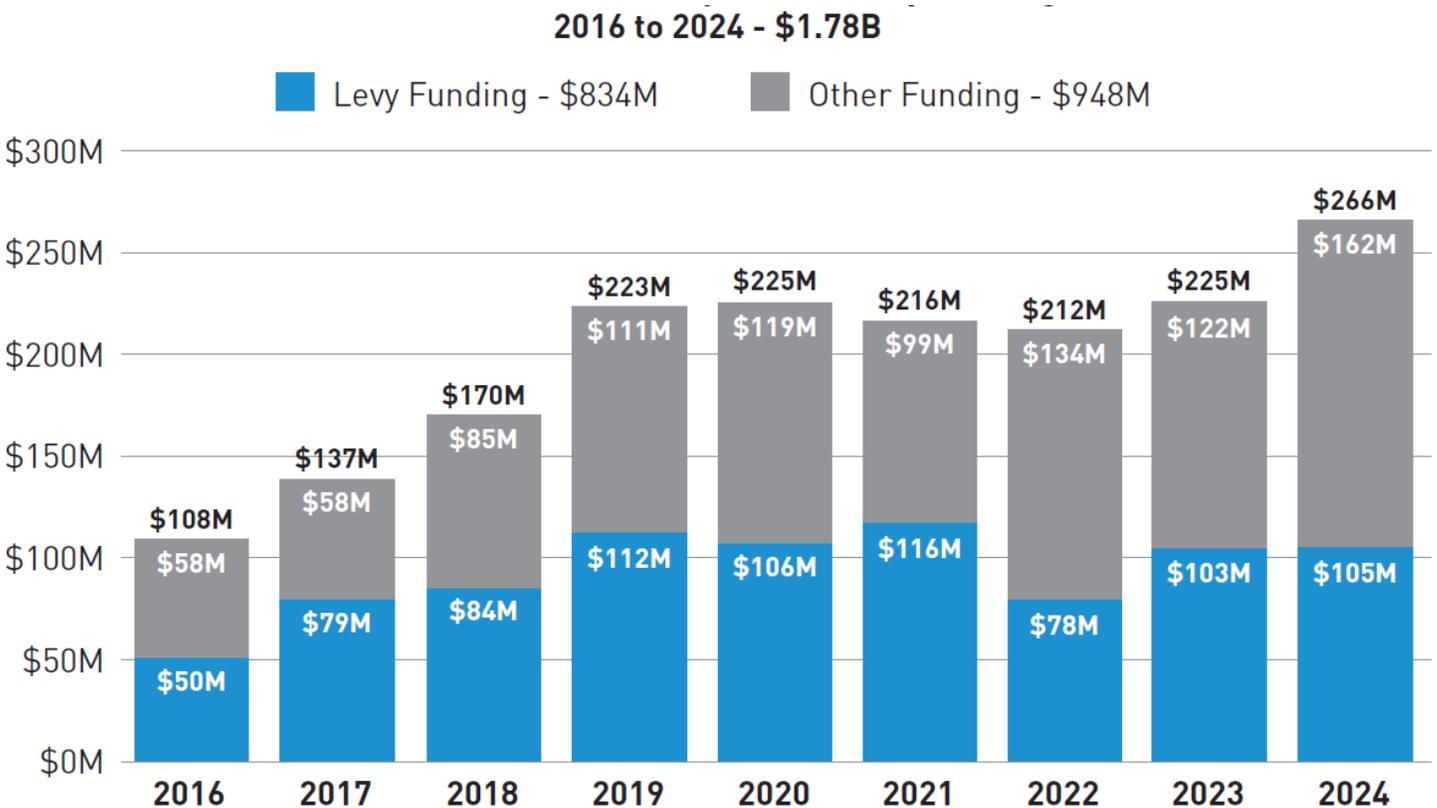
	LEVY TO MOVE SEATTLE	ALL FUNDS
2024 ADOPTED BUDGET	\$129.5M	\$307.9M
2024 REVISED BUDGET	\$174.5M	\$529.8M

EXPENDITURES SUMMARY

	LEVY TO MOVE SEATTLE	ALL FUNDS
2024 TOTAL SPEND, ACTUALS	\$104.5M	\$266.4M
TOTAL SPENT TO DATE, LIFE OF LEVY	\$833.6M	\$1.78B

Since the beginning of the Levy in 2016, SDOT has spent \$833.6M in Levy funds and \$1.78B across all funds that support the Levy portfolio. In 2024, SDOT spent \$105.3M in Levy funds and \$266.4M from all funding sources. 2024 represented the highest level of annual spending in the Levy portfolio since its inception.

Figure 1: Levy to Move Seattle Annual Spending (all funds)



Category figures in bold represent total spending in all subprograms. The leading expenditure subprograms in 2024, within each Levy category, are listed below.

Safe Routes	\$	77.8M
4) Transportation Operations	\$	13.0M
5) Bicycle Safety	\$	25.2M
7) Curb Ramps & Crossings	\$	11.7M
Maintenance & Repair	\$	62.8M
9) Arterial Roadway Maintenance	\$	11.2M
11) Bridge Repair Backlog	\$	8.0M
12) Bridge Seismic	\$	24.7M
Congestion Relief	\$	125.7M
18) Multimodal Improvements	\$	56.1M
19) Traffic Signal Timing Improvements	\$	9.7M
25) New Sidewalks	\$	13.8M
29) East Marginal Way	\$	27.4M



**SAFE
ROUTES**



**MAINTENANCE
AND REPAIR**



**CONGESTION
RELIEF**

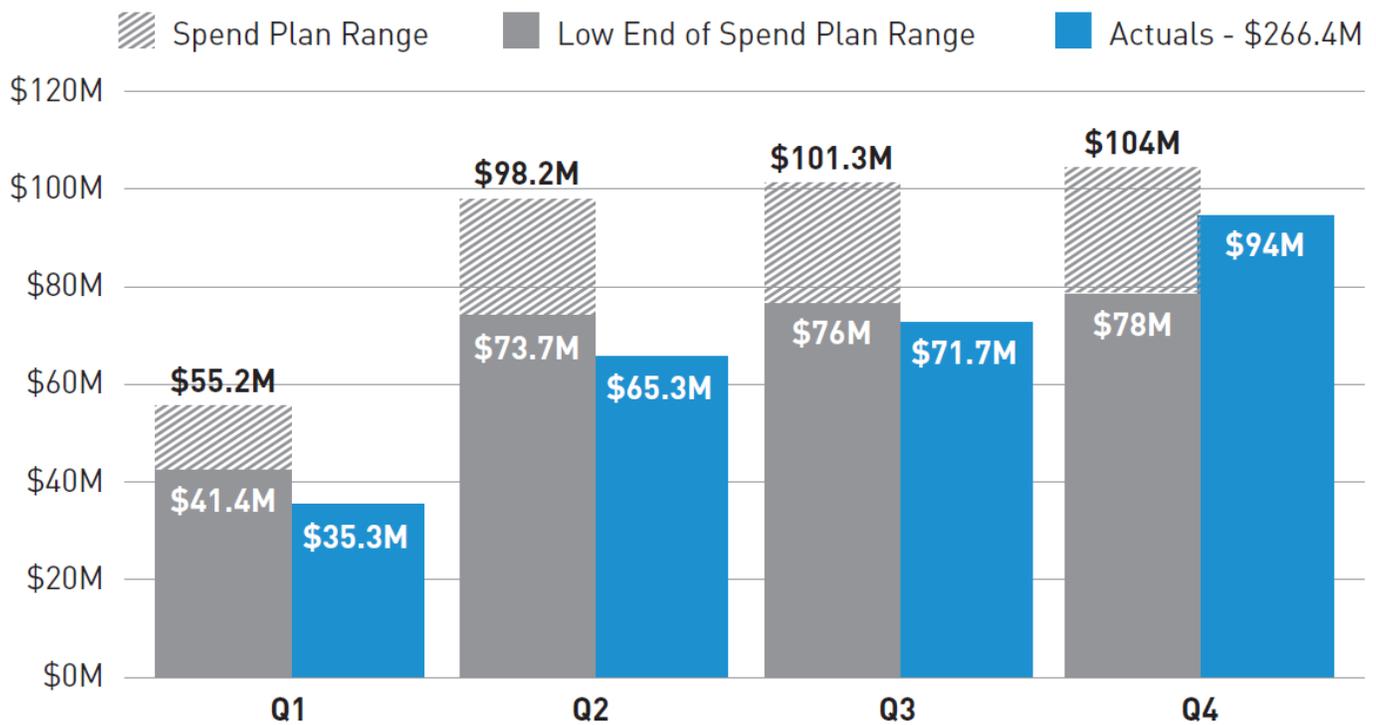
SPEND PLAN & FINANCIAL RESULTS

New annual appropriation from the City Council and carryforward of the prior year's funding represents the total funding that is legally available to spend in the current budget year. SDOT estimates the amount of spending that will occur throughout each year through the development of an annual spend plan. In the first quarter of each year, we develop spend plans for each of the 30 Levy programs informed by program budgets, project schedules, risk registers, crew capacity/availability, and context from past years. The spend plan creates a baseline against which we will measure quarterly progress in 2024.

Across the Levy portfolio, SDOT's spend plan estimate range was \$269M to \$359M. This spending range accounted for schedule, risk and context, particularly for major Levy projects transitioning from design to construction in 2024. The range is an attempt to capture natural fluctuations in capital spending and more significant risks in project delivery such as legal appeals, inadequate construction bids, unforeseen design or construction issues, and permitting delays.

As shown in the chart on the next page, actual expenditures in 2024 totaled \$266.4 million.

Figure 2: 2024 Levy to Move Seattle Spend Plan Variance by Quarter (Spend Plan Range vs. Actuals) (all funds)



SPENDING VARIANCE

Spending above or below the spend plan in each quarter is expected given the nature of SDOT work, where projects can experience delay to risks and factors outside of SDOT’s control such as:

- Challenging right of way negotiations
- Prolonged contract negotiations to procure the most cost-effective design or construction resources
- Unforeseen underground conditions
- Resource availability of partner agency staff to conduct project design reviews and the associated design and specification approvals

Tracking spend plan variance helps us improve our spend plan development process, informs the following year’s spend plan development, and is directly connected to project schedule changes, which are expected. We monitor programs that are underspending because unspent funds in capital programs carry over to future years. The carryforward amounts are available to be used in the spend plans for the following year. Carryover 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.

In 2024, some of the primary reasons for underspending included:

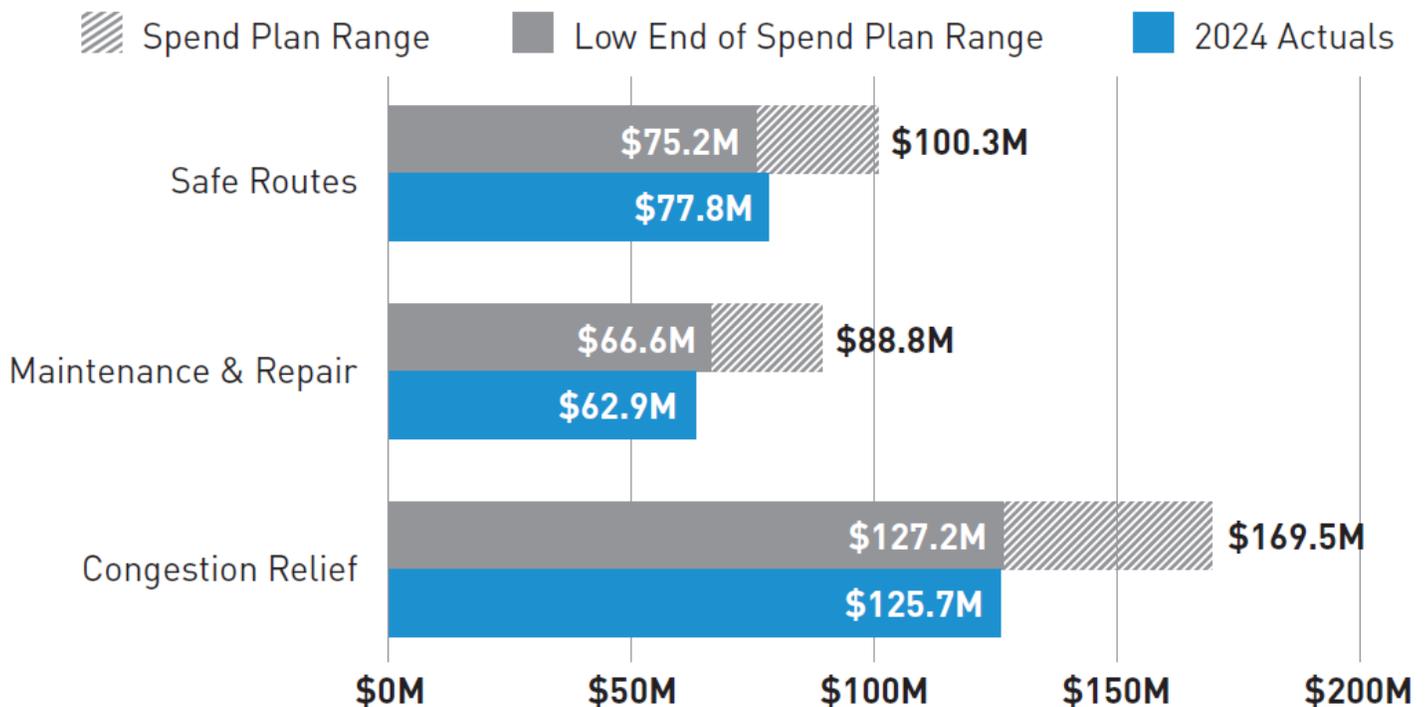
- Delay on projects with grant funding due to coordination and approvals required by Federal/State agencies
- Finalizing approvals for temporary construction easements
- Delays in obtaining permits to complete work

In reviewing the budget, we forecast approximately \$100M of committed funding will remain out of the \$930M Levy to Move Seattle at the end of 2024. This funding is programmed to finish projects such as Roosevelt RapidRide J Line beyond 2024.

SPEND VARIANCE BY LEVY CATEGORY

SDOT reviews each of the three Levy categories, their portfolio of projects, and each individual project’s actual variance from the anticipated spend for the year. Due to the nature of variability in each individual project spend plan, that can range from *slightly higher* than spend plan, *slightly lower* than spend plan, or in the *middle of the range*. The following section explains the largest project variations within each category.

Figure 3: 2024 Levy to Move Seattle Spend Plan Variance by Category (Spend Plan Range vs. Actuals) (all funds)



Safe Routes

Program 5 | Bicycle Safety

- **Spend plan range:** \$33.0M - \$44.0M
- **Actual spend:** \$25.2M
- **Details:** Three key projects contributed to the spending variance in bicycle safety. The **Georgetown to Downtown Protected Bike Lane** project experienced a delay as we coordinated with the Puget Sound Regional Council (PSRC) to advance grant funds originally planned for 2026, which required various approvals and took about 90 days. The **Alaskan Way Safety** project is delayed due to coordination with Port partners to ensure the design aligns with cruise terminal functions, slowing the schedule. Lastly, administrative complexities in billing with the **Pike-Pine Bicycle Improvement** project, a collaboration with the Office of the Waterfront and Civic Projects, have postponed the bulk of spending until January 2025.

Maintenance & Repair

Program 12 | Bridge Seismic Improvements

- **Spend plan range:** \$29.7M - \$39.7M
- **Actuals spend:** \$24.7M

- **Details:** Underspend was primarily due to delays in getting approval from the Federal Highway Administration (FHWA) for construction on the **Admiral Way N & S Bridges**. Additionally, project schedules shifted seismic work on the 15th Ave NW/Leary Way Bridge to later in the **15th Ave W/NW & Ballard Bridge Paving & Safety Project** schedule than planned. Additionally, there were changes in permit conditions for **15th Ave NE/NE 105th St Bridge**, which shifted major work to later in the year. Finally, we had to adjust when during the day work was completed at the **N 102nd St/Aurora Ave N bridge** project site due to nearby safety concerns, which caused delays in completing work.

Congestion Relief

Program 18 | Multimodal Improvements

- **Spend plan range:** \$73.6M – \$98.1M
- **Actuals spend:** \$56.1M
- **Details:** Expenditures from the RapidRide G Line – Madison St project were shifted into 2025 due to additional time required to review and negotiate change orders (for accumulative impacts of differing site conditions). Also, the anticipated invoice for vehicle procurement from King County Metro was moved to 2025. We had to re-bid the **RapidRide J Line** project resulting in a delay of several months, pushing expenses to later quarters. There was also an additional delay due to requirements and approvals prior to awarding the project.

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: 2024/LIFE TO DATE (LTD) FINANCIAL SUMMARY*

MOVE SEATTLE						ALL FUNDS				
ID	2024 Adopted Budget	2024 Revised Budget	2024 Spend Plan	2024 Actual Spend	LTD Total Spending	2024 Adopted Budget	2024 Revised Budget	2024 Spend Plan	2024 Actual Spend	LTD Total Spending
SAFE ROUTES (SR)										
1	\$1.5M	\$1.8M	\$1.8M	\$2.2M	\$23.2M	\$6.6M	\$17.9M	\$16.4M	\$13.3M	\$45.6M
2	\$0.8M	\$1.3M	\$0.7M	\$0.6M	\$4.9M	\$8.6M	\$9.4M	\$4.2M	\$3.7M	\$32.4M
3	\$0.5M	\$0.5M	\$0.5M	\$0.6M	\$6.5M	\$2.2M	\$2.2M	\$2.1M	\$2.5M	\$16.4M
4	\$4.6M	\$4.8M	\$4.2M	\$5.0M	\$45.6M	\$11.8M	\$12.6M	\$12.0M	\$13.1M	\$98.1M
5	\$11.8M	\$18.9M	\$12.4M	\$8.2M	\$68.9M	\$20.9M	\$65.4M	\$44.0M	\$25.2M	\$130.3M
6	\$2.7M	\$3.3M	\$3.4M	\$3.3M	\$23.0M	\$5.0M	\$5.8M	\$5.9M	\$6.3M	\$38.3M
7	\$7.6M	\$9.1M	\$7.2M	\$8.9M	\$48.5M	\$12.2M	\$17.2M	\$11.9M	\$11.7M	\$75.2M
8	\$3.7M	\$4.7M	\$3.7M	\$2.1M	\$22.8M	\$3.7M	\$4.9M	\$3.9M	\$2.1M	\$25.2M
SR Ttl	\$33.1M	\$44.4M	\$33.8M	\$30.8M	\$243.4M	\$71.1M	\$135.4M	\$100.3M	\$77.8M	\$461.4M
MAINTENANCE & REPAIR (MR)										
9	\$16.1M	\$13.8M	\$5.4M	\$3.7M	\$160.1M	\$17.5M	\$30.0M	\$17.4M	\$11.2M	\$194.5M
10	\$6.8M	\$6.4M	\$6.4M	\$6.0M	\$33.8M	\$7.5M	\$7.2M	\$7.0M	\$6.3M	\$53.5M
11	\$3.0M	\$3.1M	\$3.0M	\$3.0M	\$27.5M	\$8.2M	\$8.2M	\$8.2M	\$8.0M	\$51.0M
12	\$22.8M	\$37.6M	\$30.5M	\$21.0M	\$50.6M	\$26.0M	\$49.2M	\$39.7M	\$24.7M	\$60.0M
13	\$0.0M	\$0.0M	\$0.3M	\$0.0M	\$13.1M	\$0.0M	\$0.3M	\$0.3M	\$0.0M	\$50.1M
14	\$2.9M	\$2.5M	\$4.0M	\$1.9M	\$7.9M	\$2.9M	\$15.7M	\$6.6M	\$2.5M	\$12.1M
15	\$0.6M	\$0.5M	\$0.4M	\$0.5M	\$4.4M	\$1.6M	\$1.8M	\$1.7M	\$1.8M	\$11.9M
16	\$2.4M	\$2.5M	\$2.3M	\$2.5M	\$24.4M	\$6.5M	\$7.0M	\$6.2M	\$7.2M	\$54.9M
17	\$0.0M	\$1.3M	\$1.8M	\$1.3M	\$8.9M	\$0.0M	\$1.3M	\$1.8M	\$1.3M	\$8.9M
MR Ttl	\$54.6M	\$67.5M	\$54.0M	\$39.7M	\$330.8M	\$70.2M	\$120.7M	\$88.8M	\$62.9M	\$497.0M
CONGESTION RELIEF (CR)										
18	\$21.8M	\$27.5M	\$25.5M	\$13.3M	\$84.0M	\$88.9M	\$138.4M	\$98.1M	\$56.1M	\$360.0M
19	\$2.3M	\$2.5M	\$2.0M	\$1.5M	\$21.8M	\$9.1M	\$10.0M	\$9.0M	\$9.7M	\$69.2M
20	\$1.3M	\$2.9M	\$1.7M	\$2.9M	\$15.2M	\$1.3M	\$7.2M	\$4.7M	\$3.6M	\$38.0M
21	\$3.5M	\$5.1M	\$2.2M	\$2.9M	\$18.6M	\$6.3M	\$12.4M	\$8.6M	\$6.6M	\$55.4M
22	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M
23	\$2.3M	\$2.8M	\$3.3M	\$2.6M	\$25.9M	\$2.3M	\$3.2M	\$3.5M	\$3.0M	\$53.2M
24	\$0.0M	\$0.3M	\$0.3M	\$0.3M	\$2.0M	\$1.0M	\$3.0M	\$2.7M	\$2.0M	\$5.5M
25	\$7.5M	\$14.5M	\$9.7M	\$7.6M	\$55.2M	\$12.0M	\$29.9M	\$19.2M	\$13.8M	\$110.2M
26	\$0.0M	-\$0.2M	\$0.0M	-\$0.4M	\$7.0M	\$0.0M	\$1.6M	\$1.8M	\$0.8M	\$8.3M
27	\$1.6M	\$1.7M	\$1.5M	\$1.1M	\$8.5M	\$1.9M	\$2.1M	\$1.5M	\$1.1M	\$10.6M
28	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$4.3M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$61.7M
29	\$0.0M	\$2.4M	\$0.4M	\$1.1M	\$6.3M	\$40.7M	\$56.5M	\$15.6M	\$27.4M	\$39.7M
30	\$1.5M	\$3.1M	\$3.2M	\$0.9M	\$10.5M	\$3.1M	\$9.6M	\$4.8M	\$1.5M	\$11.6M
CR Ttl	\$41.8M	\$62.6M	\$49.8M	\$34.0M	\$259.4M	\$166.6M	\$273.8M	\$169.5M	\$125.7M	\$823.5M
Total	\$129.5M	\$174.5M	\$137.7M	\$104.5M	\$833.6M	\$307.9M	\$529.8M	\$358.7M	\$266.4M	\$1781.9M

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

APPENDIX D: 2024 Q4 FINANCIAL SUMMARY*

	MOVE SEATTLE			ALL FUNDS		
ID	2024 Q4 Spend Plan	2024 Q4 Actual Spend	Variance	2024 Q4 Spend Plan	2024 Q4 Actual Spend	Variance
SAFE ROUTES (SR)						
1	\$0.3M	\$0.0M	\$0.3M	\$3.6M	\$3.3M	\$0.4M
2	\$0.2M	\$0.2M	\$0.0M	\$0.9M	\$1.1M	-\$0.3M
3	\$0.1M	\$0.1M	\$0.0M	\$0.3M	\$0.4M	-\$0.1M
4	\$1.1M	\$1.5M	-\$0.4M	\$3.1M	\$3.2M	-\$0.2M
5	\$2.4M	\$3.0M	-\$0.6M	\$16.6M	\$11.4M	\$5.2M
6	\$1.0M	\$1.4M	-\$0.4M	\$1.6M	\$2.0M	-\$0.4M
7	\$1.1M	\$2.4M	-\$1.3M	\$2.2M	\$3.0M	-\$0.9M
8	\$0.7M	\$0.5M	\$0.1M	\$0.6M	\$0.5M	\$0.1M
SR Ttl	\$6.7M	\$9.0M	-\$2.3M	\$28.8M	\$25.0M	\$3.9M
MAINTENANCE & REPAIR (MR)						
9	\$2.0M	\$1.7M	\$0.2M	\$8.2M	\$6.2M	\$2.0M
10	\$1.2M	\$0.9M	\$0.3M	\$1.4M	\$0.9M	\$0.4M
11	\$0.8M	\$0.8M	-\$0.1M	\$2.0M	\$1.9M	\$0.2M
12	\$9.5M	\$10.0M	-\$0.5M	\$14.7M	\$12.4M	\$2.2M
13	\$0.3M	\$0.0M	\$0.3M	\$0.3M	\$0.0M	\$0.3M
14	\$2.3M	\$0.7M	\$1.6M	\$3.0M	\$0.8M	\$2.2M
15	\$0.1M	\$0.0M	\$0.1M	\$0.4M	\$0.4M	\$0.1M
16	\$0.7M	\$0.6M	\$0.1M	\$1.7M	\$1.8M	-\$0.1M
17	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M
MR Ttl	\$16.7M	\$14.7M	\$2.0M	\$31.6M	\$24.4M	\$7.2M
CONGESTION RELIEF (CR)						
18	\$4.1M	\$5.1M	-\$1.0M	\$25.7M	\$21.4M	\$4.2M
19	\$0.4M	\$0.0M	\$0.4M	\$2.2M	\$3.0M	-\$0.8M
20	\$0.1M	\$1.6M	-\$1.5M	\$0.5M	\$1.8M	-\$1.3M
21	\$0.3M	\$0.9M	-\$0.6M	\$2.4M	\$2.2M	\$0.2M
22	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M
23	\$0.7M	\$1.2M	-\$0.5M	\$1.1M	\$1.2M	-\$0.1M
24	\$0.0M	-\$0.2M	\$0.2M	\$0.0M	-\$0.2M	\$0.2M
25	\$1.2M	\$2.9M	-\$1.7M	\$2.8M	\$2.8M	\$0.1M
26	\$0.0M	\$0.0M	\$0.0M	\$0.7M	\$0.8M	-\$0.1M
27	\$0.2M	\$0.3M	-\$0.1M	\$0.5M	\$0.3M	\$0.2M
28	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M
29	\$0.2M	\$0.7M	-\$0.6M	\$5.3M	\$10.9M	-\$5.6M
30	\$0.8M	\$0.4M	\$0.4M	\$2.3M	\$0.4M	\$1.9M
CR Ttl	\$8.0M	\$12.9M	-\$4.9M	\$43.5M	\$44.6M	-\$1.1M
Total	\$31.4M	\$36.6M	-\$5.2M	\$104.0M	\$94.0M	\$10.0M

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

APPENDIX E: GLOSSARY OF TERMS AND ACRONYMS

Abandonment/Re-appropriation

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

ADA

Americans with Disabilities Act.

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.

NGW

Neighborhood greenway.

Planned accomplishments

An annual plan for achieving deliverables.

PBL

Protected bike lane.

PSRC

Puget Sound Regional Council.

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 throughout 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.

WSDOT

Washington State Department of Transportation



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