

CITY OF SEATTLE
ORDINANCE 127053
COUNCIL BILL 120788

AN ORDINANCE relating to transportation; providing for the submission to the qualified electors of the City at an election to be held on November 5, 2024, a proposition authorizing the City to levy regular property taxes for up to eight years in excess of the limitation on levies in chapter 84.55 RCW for the purpose of providing City facilities and services, including transportation improvements, both capital and operating, with possible debt financing; creating a new oversight committee; applying RCW 84.36.381's senior citizens and disabled persons exemption; and ratifying and confirming certain prior acts.

WHEREAS, Seattle is currently updating its Comprehensive Plan to accommodate a population expected to approach nearly a million people by 2044 served by an abundant supply of housing concentrated in walkable, mixed-use, transit-rich Regional Centers, Urban Centers and Neighborhood Centers that will need to be served by a more robust and modern transportation system that is well-maintained, safe, sustainable, and multi-modal; and

WHEREAS, the draft One Seattle Comprehensive Plan Update foresees 158,000 added jobs in Seattle over the next 20 years that will require a more efficient transportation system to ensure access to those jobs for people who reside within the City, as well as those who commute to jobs in Seattle from around the rest of the Puget Sound region; and

WHEREAS, Seattle is a built-out city where the only way to create additional capacity is through efficient use of our existing network of streets that needs to support the above-cited growth in residents and jobs without creating added noise and emissions of greenhouse gases and other pollutants, while preserving capacity for emergency response and for moving goods; and

1 WHEREAS, Seattle’s transportation system must accommodate the City’s goals of promoting
2 more economic vibrancy within neighborhood business districts, manufacturing and
3 industrial centers, and across the city and greater Puget Sound region; and

4 WHEREAS, the City has a Vision Zero goal of ending traffic deaths and serious injuries by 2030
5 through implementation of the federal Safe System approach to road safety; and

6 WHEREAS, electric vehicles are a key element of Seattle’s climate strategy, and the Electric
7 Power Research Institute, working with the City, has identified the need for at least 6,050
8 level 2 and 1,900 level 3 public charging stations in Seattle by 2030 to meet anticipated
9 demand; and

10 WHEREAS, transportation policies and decisions over the last century have had a profound
11 impact on public health, especially within lower income and communities of color,
12 whether through disproportionate impacts from diesel particulate and other harmful air
13 emissions, to higher levels of noise pollution, as well as higher proportions of traffic
14 deaths and serious injuries; and

15 WHEREAS, as a city, state, and nation we have concentrated transportation investments in ways
16 that have only reinforced patterns of redlining and other government policies that limited
17 housing options to communities of color by directing investments away from those
18 communities into the wealthier and whiter communities that have historically had more
19 power to advocate for their needs and desires with elected officials; and

20 WHEREAS, these disproportionate impacts have resulted in measurably less access to
21 educational and work opportunities for communities of color as well; and

1 WHEREAS, a quality pedestrian network is at the core of an equitable and accessible
2 transportation system, and sidewalks are the building blocks of an effective pedestrian
3 network; and

4 WHEREAS, pedestrian mobility is an equity issue, and Seattle’s built environment reflects
5 inequity in the pedestrian network; and

6 WHEREAS, when the area from N 85th St to N 145th St was incorporated into Seattle in 1954,
7 new sidewalks were promised, but significant gaps remain with 36% of Seattle’s missing
8 sidewalks in North Seattle; and

9 WHEREAS, in 2018, the City convened a Transportation Equity Workgroup consisting of
10 community members most impacted by transportation inequities that, in 2021, issued a
11 Transportation Equity Framework to build on the City’s 2004 Race and Social Justice
12 Initiative with a guide for Seattle Department of Transportation (SDOT) decision-makers,
13 employees, stakeholders, partners, and the greater community to collaboratively create an
14 equitable transportation system; and

15 WHEREAS, the City aims to invest in transportation improvements equitably, consistent with
16 Ordinance 126799, Seattle’s Race and Social Justice Initiative, and SDOT’s
17 Transportation Equity Framework while also advancing race and gender equity in
18 contracting as outlined in Executive Order 2023-07, Equity and Opportunity in City
19 Contracting, and Seattle Municipal Code Chapter 20.42, Equality in Contracting; and

20 WHEREAS, in 2001, voters statewide approved Initiative 747, later affirmed by the Washington
21 State Legislature in 2007, which capped the growth in property tax without special
22 approval of the voters at one percent plus the value of new construction; and

1 WHEREAS, voter-approved transportation funding has become a necessity due to state policies
2 that prevent the City’s General Fund revenues from keeping up with inflation or
3 population growth while more traditional sources of funding for maintenance and capital
4 improvements such as local share gas tax, federal earmarks, federal block grants
5 programs, and more localized local-improvement districts have diminished or
6 disappeared altogether, resulting in reduced available resources to adequately and
7 sustainably fund transportation improvements and maintenance citywide; and

8 WHEREAS, macroeconomic factors, including rapid inflation and the increasing cost of labor
9 and materials, paired with the declining condition and increasing wear of Seattle’s
10 transportation infrastructure, directly results in greater funding need; and

11 WHEREAS, the first Seattle transportation levy, Bridging the Gap, funded significant
12 transportation system maintenance and upgrades, and met or exceeded nearly all of the
13 commitments made as part of the voter-approved measure, including the paving of 225
14 lane-miles of streets, rehabilitation or seismic retrofit of 12 bridges, replacement of
15 90,000 street signs, enhancement of three transit corridors, construction of 120 blocks of
16 new sidewalk, restriping of 5,000 crosswalks, implementation of 48 Safe Routes to
17 School projects and 30 Neighborhood Street Fund projects and development of a robust
18 asset management program that has identified and catalogued the condition of
19 transportation assets and their maintenance needs; and

20 WHEREAS, the 2015 Levy to Move Seattle built on the successes of Bridging the Gap by
21 increasing funding for system maintenance and upgrades, and is on target to meet or
22 exceed nearly all of the commitments made as part of the voter-approved measure,
23 including the paving of an estimated 180 lane-miles of streets, rehabilitation or seismic

1 retrofit of 16 bridges, replacement of 30,000 street signs, enhancement of seven transit
2 corridors, construction of 250 blocks of new sidewalk, restriping of 13,075 crosswalks,
3 implementation of 207 Safe Routes to School projects and 35 Neighborhood Street Fund
4 projects and significant enhancement of the asset management system first developed and
5 deployed through the previous Bridging the Gap Levy; and

6 WHEREAS, the Levy to Move Seattle revenue accounts for over 30 percent of the Seattle
7 Department of Transportation’s dedicated transportation revenue and serves as a critical
8 resource for maintaining bridges, repairing roads, and filling potholes; and

9 WHEREAS, the Levy to Move Seattle expires at the end of 2024 and the funding it provides
10 needs to be replaced to continue critical maintenance and modernization of Seattle’s
11 transportation system; and

12 WHEREAS, the \$930 million in Levy to Move Seattle revenues leveraged another \$400 million
13 in grants and partnership funds and, thanks to the Bipartisan Infrastructure Law and other
14 opportunities that have emerged in recent years, a new levy is expected to leverage
15 significant outside funding for City transportation improvements; and

16 WHEREAS, these critical maintenance and modernization needs include safety improvements
17 that will make bridges and streets safer, better maintain streets and sidewalks, ensure that
18 first responders can arrive to aid residents with medical, fire and other emergencies, and
19 accommodate safer travel across all modes; and

20 WHEREAS, SDOT will continue to engage and collaborate with the Seattle Fire Department and
21 other emergency responders to ensure that any projects that propose to reconfigure the
22 right-of-way or add elements intended to reduce vehicle speeds continue to maintain

1 access for emergency responders, including fire trucks, while also improving safety for
2 users of the roadway; and

3 WHEREAS, careful maintenance of transportation infrastructure today can lessen the expense of
4 increased maintenance tomorrow; and

5 WHEREAS, SDOT estimates that the average Pavement Condition Index score in 2024 for
6 arterial streets is 61 (on a 100-point scale); and

7 WHEREAS, SDOT's 2020 Asset Status & Condition Report identified an Asset Sustainability
8 Ratio of 0.4 for arterial streets, which is below the target ratio of 1.0 to maintain existing
9 pavement quality; and

10 WHEREAS, pothole repair and prevention are key programs to extend the useful life of Seattle's
11 aging roads; and

12 WHEREAS, the need to facilitate safe and reliable movement of freight and goods is essential to
13 an economically vibrant city, and approximately 95,000 people – or 15 percent of all jobs
14 in Seattle – are employed within the city's two manufacturing and industrial centers; and

15 WHEREAS, Seattle strives to create and maintain a safe, efficient and reliable transportation
16 system; and

17 WHEREAS, the West Seattle Bridge closure and repair from 2020 to 2022 demonstrate the need
18 to focus on basic transportation infrastructure, while also highlighting the essential role
19 that bridges play every day in 1) safely and efficiently connecting people and
20 communities, 2) enabling vital commercial and industrial activity, locally, regionally,
21 statewide, and internationally, and 3) serving as a critical backbone of Seattle's economy;
22 and

1 WHEREAS, after many years of under-investment in basic road and bridge maintenance, our
2 arterials, non-arterials and bridges need a significant course change to arrest their decline,
3 and begin to catch up on these needs; and

4 WHEREAS, through Resolution 32131 the City Council has adopted the Seattle Transportation
5 Plan, a multi-modal transportation vision and strategy for the next 20 years that,
6 combined with SDOT's Asset Management Strategy and Vision Zero Program, will help
7 the department prioritize investments to meet the goals of the new One Seattle
8 Comprehensive Plan along with maintaining funding for the maintenance, safety, and
9 equity needs cited above; and

10 WHEREAS, the Seattle Transportation Plan is rooted in a vision of Seattle in 2044,
11 conceptualizing an equitable, vibrant, and diverse city where moving around is safe, fair
12 and sustainable, built around the goals of safety, equity, sustainability, mobility and
13 economic vitality, livability and maintenance, and modernization; and

14 WHEREAS, the Seattle Transportation Plan was co-created through robust and extensive
15 involvement with community and stakeholders, including three inclusive phases of
16 engagement that resulted in over 78,000 individual data points from: over 9,000 people;
17 more than 130 community events attended; nearly 100 meetings and briefings; over
18 60,000 visits to an online engagement hub; and over 170 social media posts; and

19 WHEREAS, the adopted Seattle Transportation Plan sets forth several goals to guide future
20 investments in transportation, including prioritizing safety for all travelers, restorative
21 practices to address transportation related inequities, responding to climate change
22 through innovation and a lens of climate justice, providing reliable and affordable travel
23 options that help people and goods get where they need to go, reimagine city streets with

1 places for people to safely linger and play, and improving city infrastructure for the
2 future; and

3 WHEREAS, as part of Resolution 32131, the City Council called for a draft transportation levy
4 proposal that prioritized maintenance of bridges and roads, a once-in-a-generation
5 investment in new sidewalks, electric vehicle charging infrastructure, improvements to
6 the transit rider experience, Vision Zero programs and projects, improving the on-time
7 performance of transit in the Denny Way corridor, and improving the safety of Lake
8 Washington Boulevard; and

9 WHEREAS, the Move Seattle Levy Oversight Committee recommended submitting a levy
10 renewal proposal to voters and recommended pursuing additional funding strategies
11 necessary to address markedly deteriorating infrastructure and to begin to catch-up on
12 basic road and bridge maintenance needs; and

13 WHEREAS, Mayor Harrell released a draft transportation levy proposal on April 4, 2024, and
14 since then the City has received over 1,000 additional comments; and

15 WHEREAS, those comments have been incorporated into this proposal through additional
16 investments in sidewalks, transit reliability, bike network expansion, neighborhood safety
17 improvements, preventative bridge maintenance and Transportation Funding Task Force
18 to address longer term needs for sidewalks, bridges and other transportation infrastructure
19 needs; and

20 WHEREAS, The City of Seattle intends to place a levy proposal on the November 5, 2024,
21 general election ballot to replace the expiring Levy to Move Seattle in order to continue
22 to meet the City's transportation needs over the next eight years; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Definitions. As used in this ordinance, the following words when capitalized have the following meanings:

"City" means The City of Seattle.

"Levy Proceeds" means that portion of regular property taxes levied and collected as authorized by voter approval pursuant to this ordinance that are above the growth limit on levies in RCW 84.55.010, and all interest and other earnings thereon, and, if the City issues bonds, notes, interfund loans, or other evidences of indebtedness payable wholly or in part from the additional taxes authorized under this ordinance, as permitted by Section 4 of this ordinance, then Levy Proceeds also includes the proceeds of those bonds, notes, interfund loans, or other evidences of indebtedness.

"Transportation Improvements" means the categories and program areas referred to in Section 6 of this ordinance, with such modifications as the City may from time to time authorize by ordinance.

Section 2. Levy of Regular Property Taxes Submittal. The City submits to the qualified electors of the City a proposition as authorized by RCW 84.55.050 to exceed the levy limitation on regular property taxes contained in RCW 84.55.010 for property taxes levied in 2024 through 2031 for collection in 2025 through 2032 respectively, solely for the purpose of raising up to \$1,550,000,000 in aggregate over a period of up to eight years for transportation purposes. The proposition shall be limited so that the City shall not levy more than \$187,000,000 in the first year, in addition to the maximum amount of regular property taxes it could have levied consistent with chapter 84.55 RCW in the absence of this ordinance. Subsequent levies' limitation computations incorporate 2025's levy dollars. In accordance with RCW 84.36.381 and

1 RCW 84.55.050, the City exempts the proposed increased regular property taxes for certain
2 seniors, veterans with disabilities, or other persons with disabilities who qualify under 84.36.381.
3 Pursuant to RCW 84.55.050(4), the maximum regular property taxes that may be levied in 2032
4 for collection in 2033 and in later years shall be computed as if the limit on regular property
5 taxes had not been increased under this ordinance.

6 Section 3. Deposit of Levy Proceeds. Unless otherwise directed by ordinance, all Levy
7 Proceeds shall be deposited in the Transportation Levy Fund to fund Transportation
8 Improvements. The Levy Proceeds may be temporarily deposited or invested in such manner as
9 may be lawful for the investment of City money and all investment earnings shall be deposited in
10 the Transportation Levy Fund. The Director of Finance is authorized to create other accounts
11 within the Transportation Levy Fund as may be needed or appropriate to implement the purposes
12 of this ordinance.

13 Section 4. Bond and Notes. To the extent permitted by applicable law, the City may issue
14 bonds, notes, or other evidences of indebtedness payable wholly or in part from the additional
15 taxes authorized under this ordinance, and may pledge and may apply such taxes to the payment
16 of principal of, interest on, and premium (if any) on such bonds, notes, or other evidences of
17 indebtedness and to the payment of costs associated with them.

18 Section 5. Use of Levy Proceeds. The Levy Proceeds shall be used solely for
19 Transportation Improvements in accordance with the provisions in Section 6 of this ordinance
20 and in accordance with RCW 84.55.050. The City Council expects to appropriate or transfer
21 General Fund revenues in the annual budget for transportation purposes. The minimum annual
22 expected appropriation or transfer (Minimum Annual General Fund Appropriation) is
23 \$50,740,000 in the first year of the levy; the Minimum Annual General Fund Appropriation

1 thereafter shall be increased by an inflationary factor on an annual basis. If the Council does not
2 appropriate or transfer the Minimum Annual General Fund Appropriation in a given year, then
3 the Council may not levy any taxes authorized by this ordinance, for collection in the following
4 budget year, unless the City Council by a 3/4 vote determines that economic or financial
5 conditions prevent the Council from appropriating the Minimum Annual General Fund
6 Appropriation for that year.

7 The annual inflationary factor will be the lesser of: three percent; or the percent change in
8 the Consumer Price Index for All Urban Consumers in Seattle-Tacoma-Bellevue (CPI-U) for the
9 12-month period ending in June of the current budget year relative to the 12-month period
10 ending in June of the prior budget year. In the event that the CPI-U for the 12-month period
11 ending in June of the prior budget year is less than zero, the annual inflationary factor will be
12 zero for that year.

13 Section 6. Transportation Improvements. Transportation Improvements will be focused
14 among the project and program areas, as described in this section and Attachment A to this
15 ordinance, that will be undertaken with the levy revenues.

16 A. Vision Zero, School and Neighborhood Safety, which includes improvements such as
17 Aurora Avenue and other corridor safety improvements; Safe Routes to School improvements
18 and student safety education; neighborhood-initiated safety partnerships; and a citywide project
19 fund to address emerging neighborhood concerns and requests;

20 B. Street Maintenance & Modernization, including arterial street maintenance, paving
21 spot improvements, and curb and pavement markings;

1 C. Bridges and Structures, including bridge structural repairs and upgrades, preventative
2 bridge maintenance, bridge and seawall replacement project development and design, and
3 areaway improvements;

4 D. Transit Corridors and Connections, including transit spot improvements, transit
5 ambassadors, corridor project development, Link Light Rail access projects, and RapidRide and
6 Frequent Transit Network corridor improvements;

7 E. Pedestrian Safety, such as new sidewalks, sidewalk safety repairs, planning for longer
8 term sidewalk and infrastructure solutions, stairway improvements, Americans with Disability
9 Act (ADA) improvements and pedestrian crossing improvements;

10 F. Signals and Operations, including transportation system optimization and
11 modernization; new traffic signals and major maintenance, sign maintenance, and Transportation
12 Operations Center operations;

13 G. Bicycle Safety, including neighborhood greenways, bike lane maintenance, new
14 protected bike lanes, upgraded protected bike lanes, and bikeway spot improvements;

15 H. People Streets and Public Spaces, including People Streets capital program, downtown
16 activation, and People Streets and wayfinding improvements, and pedestrian lighting;

17 I. Climate and Resiliency, including transportation electrification, Low Pollution
18 Neighborhoods implementation, and urban forestry improvements and maintenance;

19 J. Freight and Goods Movement, including freight spot improvements, Heavy Haul
20 Network support, and major truck street paving and bridge repair projects; and

21 K. Good Governance & Equitable Implementation Initiative, including support for the
22 Levy Oversight Committee, property tax relief education, and evaluation and development of
23 funding strategies and policies for delivering transportation infrastructure.

1 In the annual City budget or by separate ordinance, the City shall from year-to-year
2 determine the Transportation Improvements and funding allocations that will most effectively
3 achieve the Levy goals and outcomes. Within a budget year, the City is authorized to reallocate
4 unexpended and unencumbered funds from one project or program to another within each of the
5 11 core categories outlined in this section by making operating budget transfers consistent with
6 Seattle Municipal Code Section 3.14.220.

7 The City anticipates collecting \$1.55 billion in Levy Proceeds over an eight-year span.
8 The City shall appropriate the following eight-year amounts of Levy Proceeds for each category
9 of spending in Attachment A to this ordinance as follows:

- 10 i. \$160.5 million for Vision Zero, School and Neighborhood Safety;
- 11 ii. \$403 million for Street Maintenance and Modernization, including no less than \$330
12 million for Arterial Roadway Maintenance;
- 13 iii. \$221 million for Bridges and Structures;
- 14 iv. \$151 million for Transit Corridors and Connections;
- 15 v. \$193 million for Pedestrian Safety, including no less than \$111 million for New
16 Sidewalks and Sidewalk Alternatives and no less than \$34 million for Sidewalk Safety Repair;
- 17 vi. \$100 million for Signals and Operations;
- 18 vii. \$133.5 million for Bicycle Safety;
- 19 viii. \$66.5 million for People Streets and Public Spaces;
- 20 ix. \$69 million for Climate and Resiliency, including no less than \$32 million for electric
21 vehicle charging infrastructure;
- 22 x. \$45 million for Freight and Goods Movement; and
- 23 xi. \$7.5 million for Good Governance & Equitable Implementation Initiative.

1 The eight-year appropriation amounts of Levy Proceeds for each core category
2 established in this section may be changed by: (a) up to ten percent of the amount listed for each
3 category by ordinance, after the Levy Oversight Committee has been given an opportunity to
4 comment; and (b) more than ten percent of the amount listed for each core category by ordinance
5 by a 3/4 vote of the City Council.

6 The City will seek to maximize the potential of the Levy Proceeds by pursuing
7 complementary grant funds, by engaging in partnerships with other agencies, and by identifying
8 improvements in efficiencies and effectiveness.

9 Section 7. Oversight Committee. Conditioned upon voter approval of the ballot
10 proposition submitted by this ordinance, there is established an Oversight Committee to monitor
11 revenues, expenditures, and program and project implementation, and to advise the City Council,
12 the Mayor and the Seattle Department of Transportation on the spending of Levy Proceeds and
13 the performance of Levy programs consistent with this proposition in order to ensure
14 transparency and accountability to Seattle taxpayers. The Committee will annually review the
15 Seattle Department of Transportation's program and project priorities, spending, and revised
16 financial plans; and the Committee may audit Levy funded programs. The Oversight Committee
17 may make recommendations to the Mayor and City Council regarding the spending of Levy
18 Proceeds.

19 The Oversight Committee shall consist of 19 members: the Chair of the City Council's
20 Transportation Committee or its successor committee with responsibility for transportation; the
21 City Budget Director; one representative each chosen by and from among the respective
22 members of the Seattle Pedestrian Advisory Board, Seattle Bicycle Advisory Board, Seattle
23 Transit Advisory Board, and Seattle Freight Board; a young member selected through the Get

1 Engaged program, seven Seattle residents appointed by the City Council held by a representative
2 of each Council District; and five Seattle residents appointed by the Mayor. Consistent with the
3 City's Race and Social Justice Initiative and (Ordinance 126799) and the Department's
4 Transportation Equity Framework, SDOT shall strive to ensure that at all times at least four
5 members of the Levy Oversight Committee, whether in appointed or designated seats, represent
6 census tracts identified Highest and Second Highest Equity Priority under the City of Seattle
7 Racial and Social Equity Index. SDOT shall strive to ensure that at all times at least two
8 members of the Levy Oversight Committee have auditing experience.

9 The initial terms for appointed members shall be four years. The terms shall commence
10 on January 1, 2025. Upon the resignation, retirement, death, incapacity, or removal of an
11 Oversight Committee member, the authority appointing such member may appoint a replacement
12 for the balance of the term. Late appointments or confirmations shall also be for the balance of a
13 term. All five members appointed by the Mayor shall be subject to confirmation by the City
14 Council. Any vacancy in an unexpired term shall be filled in the same manner as the original
15 appointment. A member whose term is ending may continue on an interim basis as a member
16 with voting rights until such time as a successor for that position has been appointed or, for the
17 five residents appointed by the Mayor, confirmed.

18 The Oversight Committee will select a leadership team, which may consist of a chair, co-
19 chairs, vice-chair, secretary, or other roles, and may adopt rules for its own procedures, including
20 quorum requirements and frequency of meetings. Meetings of the Oversight Committee will be
21 open to the public consistent with the Open Public Meetings Act, chapter 42.30 RCW.

22 Between January 1 and April 30 of 2032, the Oversight Committee may make a
23 recommendation to the Mayor and City Council regarding the advisability of proposing to

1 Seattle voters a replacement levy that would continue funding transportation improvements once
2 this one expires at the end of 2032.

3 The factors to be considered by the Oversight Committee in making any such
4 recommendations will include but are not limited to: (a) the City's success in project
5 implementation, including its ability to manage and control project costs; and (b) the underlying
6 need for funding to support the uses identified in Section 6 of this ordinance. The Mayor and
7 City Council will consider any timely recommendations that may have been made by the
8 Oversight Committee.

9 The Seattle Department of Transportation shall provide staff and logistical support for the
10 Oversight Committee. The Oversight Committee shall continue in existence through December
11 31, 2032, and thereafter if so provided by ordinance.

12 Section 8. Reporting. The Director of Transportation will prepare and submit to the City
13 Council, the Mayor, and the Oversight Committee an annual progress report on levy spending
14 and project and program delivery, including accomplishments and progress on delivering
15 Estimated Investments in Attachment A to this ordinance. The Oversight Committee will work
16 with City staff in the first year of the levy to determine an evaluation and reporting structure and
17 cadence that best allows the Oversight Committee to perform their oversight duties. The Director
18 of Transportation will also annually revise and deliver to the City Council, the Mayor, and the
19 Oversight Committee a Transportation Improvements financial plan. The Seattle Department of
20 Transportation shall make on-line dashboard reporting of levy program spending and
21 deliverables available to the public, similar to the dashboard reporting provided for the Levy to
22 Move Seattle.

1 Section 9. Election Ballot Title. The City Council directs that the City Clerk file this
2 ordinance with the Director of Elections of King County, Washington, as ex officio supervisor of
3 elections, requesting that the Director of Elections call and conduct a special election in the City
4 in conjunction with the general election to be held on November 5, 2024, for the purpose of
5 submitting to the qualified electors of the City the proposition set forth in this ordinance. The
6 City Clerk is directed to certify to the King County Director of Elections the ballot title approved
7 by the City Attorney in accordance with the City Attorney’s responsibilities under RCW
8 29A.36.071. The following ballot title containing a statement of subject and concise description
9 is submitted to the City Attorney for consideration:

10 CITY OF SEATTLE

11 PROPOSITION NO. 1

12 The Mayor and Seattle City Council passed Ordinance XXXX, concerning replacing
13 funding for citywide transportation maintenance and improvements.

14 If approved, this proposition would replace an expiring levy to fund safety and access
15 projects, such as: paving, sidewalk and bridge maintenance, and infrastructure modernization;
16 transit improvements; improved connections to light rail; new sidewalks; and climate pollution
17 reductions.

18 It authorizes an eight-year increase of approximately \$0.65/\$1,000 in assessed value, for
19 collection beginning in 2025. It cannot increase the City’s total rate above \$3.60/\$1,000.

20 Subsequent levies’ limitation computations incorporate 2025’s levy dollars. RCW 84.36.381’s
21 senior citizens and disabled persons exemption applies.

22 Should this levy be approved?

23 Levy, Yes

1 Levy, No

2 Section 10. Section Titles. Section titles are for convenient reference only and do not
3 modify or limit the text of a section.

4 Section 11. Severability. The provisions of this ordinance are declared to be separate and
5 severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of
6 this ordinance, or the invalidity of its application to any person or circumstance, does not affect
7 the validity of the remainder of this ordinance or the validity of its application to other persons or
8 circumstances, including the validity of authorizing additional taxes by levy.

9 Section 12. Any act consistent with the authority of this ordinance taken after its passage
10 and prior to its effective date is ratified and confirmed.

1 Section 13. Those portions of this ordinance providing for the submission of a ballot
2 proposition to the voters shall take effect and be in force 30 days after its approval by the Mayor,
3 but if not approved and returned by the Mayor within ten days after presentation, it shall take
4 effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070. Those portions of
5 this ordinance that are dependent upon voter approval of said ballot proposition shall take effect
6 in accordance with applicable law.

7 Passed by the City Council the 9th day of July, 2024,
8 and signed by me in open session in authentication of its passage this 9th day of
9 July, 2024.

10 Sarah Kubser
11 President _____ of the City Council

Approved / returned unsigned / vetoed this 10th day of July, 2024.

12 Bruce A. Harrell
13 Bruce A. Harrell, Mayor

14 Filed by me this 10th day of July, 2024.

15 Scheeren Dedman
16 Scheereen Dedman, City Clerk

State of Washington,
County of King

16 I, Jaci Dahwang certify that this is a true and correct
copy of Ordinance 127053, on file in the records
of the City of Seattle (Seal) Office of the City Clerk



Signed by:
Signature Jaci Dahwang
Title: Legislative Info Spec
Date: 7/10/2024

- 1 Attachments:
- 2 Attachment A – Transportation Levy Spending Breakdown

Attachment A: Transportation Levy Spending Breakdown

Seattle Transportation Levy (July 2, 2024)

The Seattle Department of Transportation anticipates funding for the following project and program areas over the 8-year property tax levy. Annual budget appropriations will be made through the city budget. Expected additional leverage amounts are estimated grant and partnerships funds estimated to be secured and spent in order to complete or supplement project and program areas as identified below.

These investments are in support of the goals set forth in the Seattle Transportation Plan, a 20-year vision for the future of our transportation system:

- Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes
- Co-create with community and implement restorative practices to address transportation-related inequities
- Respond to climate change through innovation and a lens of climate justice
- Provide reliable and affordable travel options that help people and goods get where they need to go
- Reimagine city streets as inviting places to linger and play
- Improve city transportation infrastructure and ready it for the future

The Estimated Investments identified in this document will provide the basis for the Seattle Department of Transportation’s reporting on levy progress.

Vision Zero, School and Neighborhood Safety: Make targeted and community-requested improvements to streets, sidewalks, intersections, and crossings to reduce traffic collisions, severe injuries, and fatalities.		
Category	Estimated Investments	Levy Funding
Vision Zero	Implement: <ul style="list-style-type: none"> • Safety redesign projects on up to 12 corridors on the High Injury Network • Responsive safety projects at up to 40 high-collision locations • Leading pedestrian intervals at 280 intersections • Traffic calming on 50 corridors Anticipated Initial Vision Zero projects on: <ul style="list-style-type: none"> • Aurora Ave N • N/NE 85th St • S Othello St • N 105th St/Holman Rd NW • Dexter Ave N • Lake City Way NE • 4th Ave S • MLK Jr Way S • Rainier Ave S • Lakeside Ave S at Lake Washington Blvd 	\$70M

	<ul style="list-style-type: none"> N/NE 50th St Other projects as identified in Vision Zero work plans 	
Safe Routes to School	<ul style="list-style-type: none"> Contribute to at least 70 projects to improve safety and fund safety education programs at public schools 	\$14M
Aurora Avenue N Safety	<ul style="list-style-type: none"> Aided by state and federal leverage funds, install sidewalks along Aurora Ave N from N 115th St to N 145th St and implement safety improvements including pedestrian lighting and plant trees along Aurora Ave N. 	\$30M
Neighborhood-Initiated Safety Partnership Program	<ul style="list-style-type: none"> Build at least 10 neighborhood-initiated and co-created projects, focusing on community priorities across all districts with an emphasis on equity. This could include safety and mobility enhancements like new sidewalks, crossings, and transit access. 	\$39.5M
Neighborhood Scale Traffic Safety Programs	<ul style="list-style-type: none"> Address community priorities for neighborhood scale traffic safety improvements. This could include safety and mobility enhancements like traffic calming, new sidewalks, crossings, and transit access. 	\$7M
Levy Funding		\$160.5M
Expected Additional Leverage		\$74M-\$90M

Street Maintenance and Modernization: Repave arterial streets that carry the most buses, trucks, and cars, and improve infrastructure for people walking, rolling, biking, and taking transit.		
Category	Estimated Investments	Levy Funding
Arterial Roadway Maintenance	<ul style="list-style-type: none"> Repave approximately 15 major corridors. This will include a combination of roadway reconstruction and preservation projects. Initial projects are anticipated to include portions of the following: <ul style="list-style-type: none"> N 130th St: 1st Ave NW to I-5 Roosevelt Way NE: NE 92nd St to Pinehurst Way NE E Marginal Way S: 1st Ave S to 16th Ave S Rainier Ave S: S Walden St to S Jackson St Additional corridors that will be evaluated for specific paving extents through a design process include: <ul style="list-style-type: none"> 15th Ave NE: Pinehurst Way NE to NE 145th St Pinehurst Way NE: Roosevelt Way NE to 15th Ave NE NE 65th St: 2nd Ave NE to 35th Ave NE NW Market St: 15th Ave NW to 24th Ave NW 23rd Ave E/24th Ave E: E John St to Lake Washington Blvd Elliott Ave/Western Ave: Bell St to Thomas St James St: 3rd Ave to Broadway Beacon Ave S to support Route 36 improvements 35 Ave SW: SW Alaska St to SW Morgan St S Albro Pl, Corson Ave S, and Ellis Ave S: E Marginal 	\$330M

	<ul style="list-style-type: none"> Way S to I-5 <ul style="list-style-type: none"> ○ Olson PI SW/1st Ave S: 2nd Ave SW to SW Cloverdale St ○ S Henderson St: MLK Jr Way S to Seward Park Ave S ○ Fauntleroy Way SW: 35th Ave SW to SW Alaska St, to keep roadway functional during light rail construction by making street repairs and spot improvements 	
Paving Spot Improvements	<ul style="list-style-type: none"> • Repair approximately 400 locations, totaling about 50 lane-miles of pavement on arterial streets • Fill 80% of reported potholes within 72 hours 	\$67M
Markings	<ul style="list-style-type: none"> • Remark up to 3,600 crosswalks and refresh pavement markings on at least 2,100 miles of roadway 	\$6M
Levy Funding		\$403M
Expected Additional Leverage		\$19M-\$24M

Bridges and Structures: Keep bridges and structures in reliable working condition and prepare for future bridge projects.		
Category	Estimated Investments	Levy Funding
Bridge Structural Repairs and Upgrades	<ul style="list-style-type: none"> • Upgrade electrical and mechanical systems on moveable Ship Canal Bridges: <ul style="list-style-type: none"> ○ Ballard Bridge ○ Fremont Bridge ○ University Bridge • Make structural repairs on: <ul style="list-style-type: none"> ○ Ballard Bridge, including potential pedestrian improvements ○ Magnolia Bridge, including potential type/size/location studies for replacement, seismic improvements, and/or improving emergency access to Magnolia 	\$71M
Bridge Preventative Maintenance	<ul style="list-style-type: none"> • Implement preventative maintenance for the City's 134 bridges, making optimum preservation-focused treatment schedules for deck and joint replacement, bridge cleaning and painting, and spot repairs 	\$127M
Project Readiness	<ul style="list-style-type: none"> • Advance 6 structures in preparation to seek funding partnerships for future replacement: <ul style="list-style-type: none"> ○ Elliott Bay Seawall Phase II (north segment) ○ 1st Ave S Bridge over Argo Railyard ○ 4th Ave S Bridge over Argo Railyard ○ W Dravus Street over Railyard ○ NE 45th St Viaduct Central Span ○ Magnolia Bridge Replacement Alternatives Cost Estimate updates 	\$20M
Areaways	<ul style="list-style-type: none"> • Improve data collection, strengthen public-private partnerships, pursue grants, and advance repairs 	\$3M

Levy Funding	\$221M
Expected Additional Leverage	\$45M-55M

Transit Corridors and Connections: Connect people safely to transit hubs, including Link light rail stations and bus stops; and reduce delays on bus routes.		
Category	Estimated Investments	Levy Funding
Transit Spot Improvements	<ul style="list-style-type: none"> • Implement 160 projects citywide to improve bus reliability, access, equity, and safety with a focus on performance pinch points affecting multiple routes, such as: <ul style="list-style-type: none"> ○ SW Oregon St between 44th Ave SW and California Ave SW along routes 50 and 128 ○ MLK Jr Way S between S Myrtle St and S Othello St along Route 106 ○ E Jefferson St between 9th Ave and 12th Ave along routes 3 and 4 ○ W Nickerson St between 3rd Ave W and 4th Ave N along routes 31 and 32 	\$27M
Transit Passenger Safety	<ul style="list-style-type: none"> • Invest in strategies that increase transit rider safety and security, including transit and public safety personnel services in coordination with King County Metro, Sound Transit, and/or other transit agencies 	\$9M
Transit Improvements and Access to Light Rail	<ul style="list-style-type: none"> • Make transit improvements on streets with high-ridership bus routes with a focus in equity priority areas, including: <ul style="list-style-type: none"> ○ Rainier Ave S ○ Beacon Ave S ○ Aurora Ave N (funded via Vision Zero, School and Neighborhood Safety) ○ Denny Way/Olive Way • Build access projects to Link light rail stations such as enhanced bus stops, sidewalks, crossings, bike lanes, and/or lighting: <ul style="list-style-type: none"> ○ N 130th St ○ S Henderson St ○ Judkins Park Station Connections • Advance key connections to future Link light rail stations in coordination with partner agencies: <ul style="list-style-type: none"> ○ NE 145th St ○ SW Alaska St ○ 4th Ave S ○ S Graham St ○ East-West South Lake Union Transit Connections • Make access improvements to Sound Transit 3 light rail stations and future Sound Transit system expansion 	\$115M

	<ul style="list-style-type: none"> Support community-based planning and improvements around the future Graham light rail station and Chinatown/International District light rail station 	
Levy Funding		\$151M
Expected Additional Leverage		\$143M - \$175M

Pedestrian Safety: Build and repair sidewalks, crossings, and curb ramps so people walking and rolling can safely get to where they need to go.		
Category	Estimated Investments	Levy Funding
New Sidewalks and Sidewalk Alternatives	<p>Support construction of at least 350 blocks of new sidewalks, including:</p> <ul style="list-style-type: none"> 320 blocks of new sidewalks and sidewalk alternatives, with 250 of these blocks complete or in construction by 2029 30 blocks of new sidewalks located on the frequent transit network, separate from sidewalks delivered as part of the Aurora Avenue N Safety project Build any new sidewalks and sidewalk alternatives within: the 1-mile walkshed network of any school (K-12) and/or local transit stop (transit that runs every half an hour) <p>Anticipated initial projects include:</p> <ul style="list-style-type: none"> 1st Ave NE: NE 120th St – NE 130th St SW Brandon St: 26th Ave SW to 30th Ave SW NE Ravenna Blvd: 12th Ave NE to Brooklyn Ave NE Renton Ave S: 35th Ave S to S Dawson St Greenwood Ave N: N 112th St to N 117th St Gilman Ave W: W Manor Pl to 28th Ave W NE 130th St Light Rail Station walkshed 30th Ave NE: complete missing sections between NE 127th St to NE 145th St <p>A minimum of 36% of new sidewalks and sidewalk alternatives delivered by this program will be in District 5. A minimum of 17% will be in District 2. A minimum of 22% will be in District 1.</p>	\$111M
Sidewalk Safety Repair	<ul style="list-style-type: none"> Make up to approximately 34,000 spot repairs to sidewalks 	\$34M
ADA Program	<ul style="list-style-type: none"> Contribute to building 10,000 new ADA-accessible curb ramps citywide (combines with other funds and projects to reach 1,250 annual ramps required by Consent Decree) 	\$30M
Stairways	<ul style="list-style-type: none"> Complete up to 9 stairway repairs or expansions 	\$4M

Crossing Improvements	<ul style="list-style-type: none"> • Make improvements at street crossings, including upgraded crosswalks, visibility improvements, pedestrian crossing signals, and more. Initial projects are expected to include: <ul style="list-style-type: none"> ○ 5th Ave NE and NE Banner Way ○ Rainier Ave S and S Henderson St ○ 35th Ave NE ○ 11th Ave E and E Aloha St ○ N 137 St and Roosevelt Way N 	\$14M
Levy Funding		\$193M
Expected Additional Leverage		\$18M - \$22M

Signals and Operations: Install, maintain, and upgrade traffic signals for safe, reliable movement; improve pedestrian and bike accessibility signals; and support traffic operations during large events, incidents, and for trips in and out of the port.		
Category	Estimated Investments	Levy Funding
Traffic Signal Timing	<ul style="list-style-type: none"> • Complete 40 corridor signal timing adjustment projects • Implement up to 4 Intelligent Transportation System projects 	\$32M
Traffic Signals and Maintenance	<ul style="list-style-type: none"> • Design and install traffic signals at up to 10 locations • Complete major maintenance on 40 traffic signals • Add accessible pedestrian signals for at least 50 crossings • Conduct preventative maintenance at traffic signals 	\$45M
Sign Maintenance	<ul style="list-style-type: none"> • Replace at least 5,500 signs 	\$5M
Transportation Operations	<ul style="list-style-type: none"> • Research and respond to approximately 24,000 constituent operational complaints and questions • Maintain 24/7 service in the Transportation Operations Center 	\$18M
Levy Funding		\$100M
Expected Additional Leverage		\$0

Bicycle Safety: Expand Seattle's protected bike lane network; connect schools to bike lanes, paths, and neighborhood greenways; and maintain and upgrade existing bike lanes		
Category	Estimated Investments	Levy Funding
Complete the Burke-Gilman Trail Missing Link	<ul style="list-style-type: none"> • Support design and construction completing the Burke-Gilman Trail Missing Link along NW Market St and Leary Way NW 	\$20M
Neighborhood Greenways	<ul style="list-style-type: none"> • Create bicycle connections for all ages and abilities with at least 5 new neighborhood greenways on residential streets with a focus on K-8 public schools 	\$20M

	<ul style="list-style-type: none"> and south Seattle connections Initial projects include NW 6th Ave from NW 58th St to Carkeek Park 	
Bike Lane Maintenance	<ul style="list-style-type: none"> Maintain existing protected bike lanes with regular sweeping and barrier repair 	\$8M
Protected Bike Lanes	<ul style="list-style-type: none"> Add concrete-protected bike lanes as part of paving projects, closing gaps in all ages and abilities bicycle network with a focus on improving bicycle connections throughout South Seattle. Initial projects include segments along the following corridors: <ul style="list-style-type: none"> N 130 St S Henderson St Beacon Ave S (Middle and Southern segments) Highland Park Way SW Cleveland High School Swift Ave S protected bike lane and Georgetown S Albro PI Connection Chief Sealth Trail: S Myrtle St to S Webster St 12th Ave/12th Ave S: E Madison St to Jose Rizal Bridge Protected Bike Lane Project in West Seattle to be named in honor of Steve Hulsman 	\$67.5M
Upgraded Bike Lanes	<ul style="list-style-type: none"> Upgrade 30% of existing protected bike lanes with improved barriers or buffer areas 	\$8M
Bike Spot Improvements	<ul style="list-style-type: none"> Make safety improvements to existing bike lanes, trails and neighborhood greenways 	\$10M
Levy Funding		\$133.5M
Expected Additional Leverage		\$24M - \$30M

People Streets and Public Spaces: Activate public spaces and improve lighting in partnership with business districts and community organizations so people can enjoy unique and vibrant neighborhoods and business districts.		
Program	Estimated Investments	Levy Funding
People Streets Capital Projects	Design, implement, and co-create People Street Projects to activate business districts and community spaces, with a focus on high equity priority areas. Improvements could include redesigned streets, seating, wayfinding, lighting, and activation. Anticipated initial projects include: <ul style="list-style-type: none"> S Henderson St Occidental Promenade Chinatown/International District Alley Activation E Union St Revival Corridor NE 42nd St Green Street Improvements Additional projects identified with business districts and community organizations 	\$39M
Downtown Activation	Invest in near-term maintenance and placemaking improvements, construction coordination, and	\$15M

	advancement of a longer-term vision for 3rd Ave	
Lid I-5 Private Funding Study	Explore the feasibility of private funding strategies for lidding Interstate 5 between NE 45th St and NE 65th St and around the NE 130th St Light Rail Station	\$0.5M
People Streets and Wayfinding Maintenance	Provide maintenance for existing activation projects and citywide wayfinding system	\$2M
Pedestrian Lighting	Install pedestrian lighting leading to transit stops	\$10M
Levy Funding		\$66.5M
Expected Additional Leverage		\$14M - \$17M

Climate and Resiliency: Address climate change directly, reducing air pollution and making sustainable transportation options more available.		
Category	Estimated Investments	Levy Funding
Climate and Electrification Program	<ul style="list-style-type: none"> Support Seattle City Light's expansion of electric vehicle charging stations to libraries, community centers and parks Support partnerships and pursue grants that help electrify the transportation system 	\$32M
Low Pollution Neighborhoods	<ul style="list-style-type: none"> Partner with at least 3 neighborhoods on low pollution pilot projects, which could include low-emissions goods delivery in areas most impacted by climate change 	\$8M
Urban Forestry	<ul style="list-style-type: none"> Plant and maintain trees, meeting the Mayor's Executive Order for 3 to 1 tree replacement Expand tree species diversity in areas that historically have had less investment in tree planting and care Support maintenance and plant establishment for landscape elements of the Central Waterfront Project, including Pioneer Square connections, and Pike/Pine Corridor in coordination with Seattle Center 	\$29M
Levy Funding		\$69M
Expected Additional Leverage		\$15M - \$19M

Freight and Goods Movement: Make freight improvements to support trucks delivering goods and providing services		
Program	Estimated Investments	Levy Funding
Freight Spot Improvements	Make at least 32 investments to support the freight network, including adjustments to improve truck movement, intersection upgrades, and additional truck parking	\$17M
Heavy Haul Network	In partnership with the Port of Seattle and alignment with the Heavy Haul Network agreement, identify and pave streets	\$8M

	that carry the heaviest truck traffic	
Freight Program	Freight improvements to support trucks delivering goods and providing services	\$10M
Port Connection to I-90/I-5	Implement spot or corridor improvements connecting Port of Seattle facilities through SODO to Interstate 90 and/or Interstate 5	\$5M
Leary Way Industrial Zone Safety Improvements	Implement spot or corridor improvements connecting Maritime, Manufacturing and Logistics (MML) Zones within the Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC) to Interstate 5 and/or State Route 99	\$5M
Levy Funding		\$45M
Expected Additional Leverage		\$12M - \$15M

Good Governance & Equitable Implementation Initiative		
Program	Estimated Investments	Levy Funding
Oversight Committee Auditing and Professional Services	Provide auditing and professional services support for the Levy Oversight Committee	\$1M
Property Tax Relief Outreach and Education	Support public outreach and education on property tax relief programs	\$1.5M
Durable Infrastructure Solutions	<p>By January 1, 2029, investigate and propose a comprehensive long-range strategy to:</p> <ul style="list-style-type: none"> Achieve and maintain an FHWA rating of Good for at least 30% of vehicle bridges and a rating of Fair for at least 60% of vehicle bridges; Achieve and maintain an average Pavement Condition Index of 80 for arterial streets; and Complete the missing sidewalk network Tier 1 through Tier 5. <p>Investigate Transportation Impact Fees as a funding strategy for meeting sidewalk, bridge, and pavement needs and make recommendations for a Transportation Impact Fee proposal.</p>	\$5M
Levy Funding		\$7.5M
Expected Additional Leverage		\$0
Grand Total Levy Funding (All Categories)		\$1,550M

Note: Totals may not sum properly due to rounding.