

Seattle Department of Transportation

LEVY TO MOVE SEATTLE QUARTERLY REPORT



2020 Q3

Published: October 2020



Seattle
Department of
Transportation

The Levy to

MOVE SEATTLE



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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



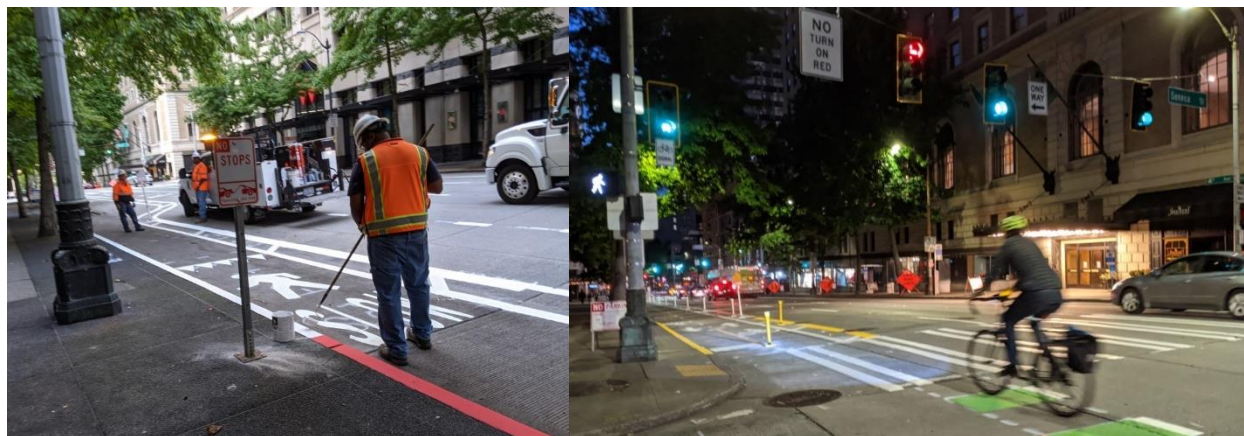
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Cover photo: construction for Cowen Park Bridge Seismic Retrofits

EXECUTIVE SUMMARY

The following is a progress report on work to deliver citywide transportation projects and services funded in part or in full by the voter-approved Levy to Move Seattle in Q3 2020.

In the midst of the COVID-19 pandemic, SDOT has continued to deliver on Levy commitments in every way possible, while facing competing priorities born of the pandemic, the West Seattle High-Rise Bridge closure, and limited staff resources as the City enabled high-risk staff to take extra precautions and not report to job sites. The successes can be seen across town, with the [Lander Street Overpass](#) that opened to traffic in early October, visible progress on the [Northgate Pedestrian/Bike Bridge](#), operational and safety upgrades on [Rainier Ave S](#), new pavement on NW Market St, completion of Cowen Park Bridge seismic retrofits, construction progress on the Delridge RapidRide H Line, and the rapid installation of Phase 1 of the 4th Ave Protected Bike Lane (PBL). In addition to the visible Levy successes during Q3, we also passed Federal readiness requirements for the [Madison Bus Rapid Transit/RapidRide G Line project](#), an important last step before receiving a Federal Small Starts grant that will cover about 45% of total project funding and allow SDOT to begin construction on this important project in the heart of the city.



Left: SDOT's signs and markings crews finalizing the 4th Ave PBL. Right: person riding bike on completed 4th Ave PBL.

We are proud of these achievements but as mentioned in our [Q2 update](#), we recognize our deliverable and spending progress to-date in 2020 is not catching up to the plan released prior to the onset of COVID-19. This is in part because many of our crew teams continue to balance smaller workforces while protecting high-risk individuals, including our Signs & Markings crew that has been working at 46% capacity. The Signs & Markings crew also supports delivery across the Department and focused on completing projects like the 4th Ave PBL and maintaining Stay Healthy Streets. Please continue reading for more information on Levy finances, delivery, and crew impacts due to COVID-19.

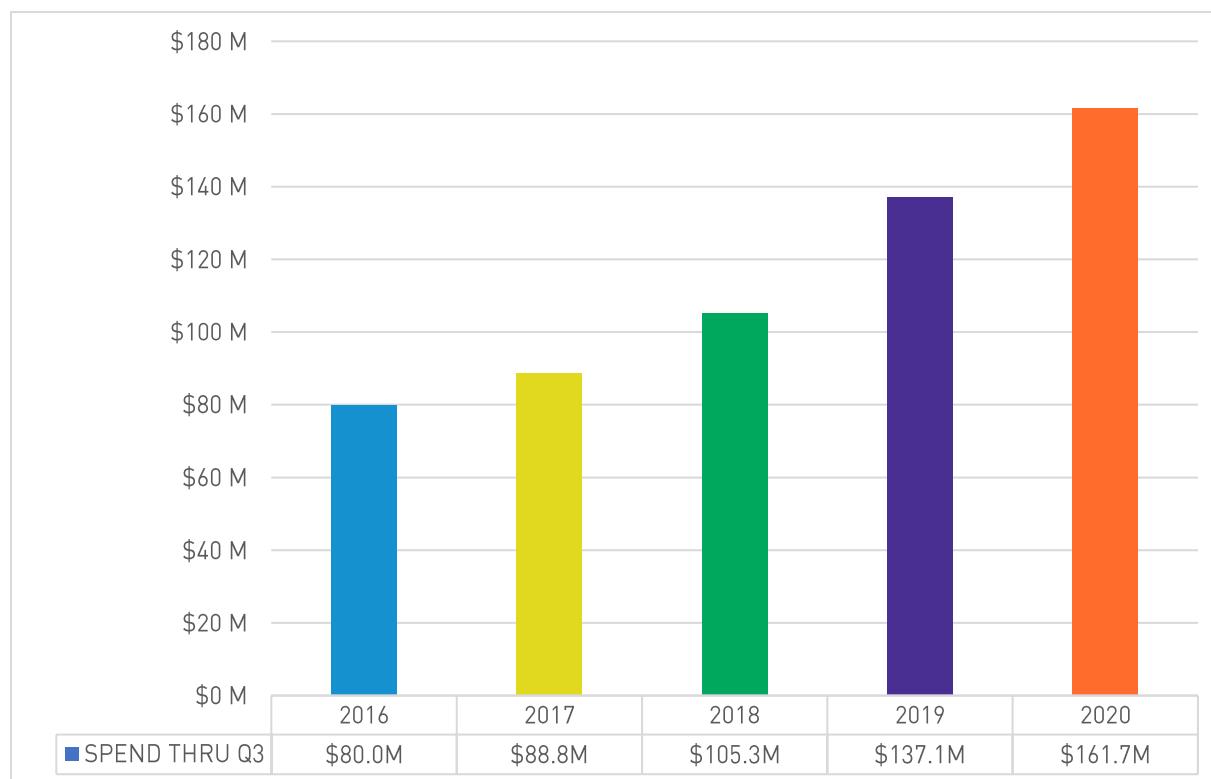
BUDGET AND EXPENDITURE SUMMARY

	MOVE SEATTLE	ALL FUNDS
ADOPTED BUDGET	\$140.8M	\$311.4M
REVISED BUDGET	\$162.0M	\$414.2M
2020 SPEND PLAN	\$140.8M	\$303.2M
2020 Q3 SPENDING ACTUALS	\$33.6M	\$66.1M
2020 TOTAL SPEND, ACTUALS	\$73.1M	\$161.7M

Q3 LEVY FINANCE

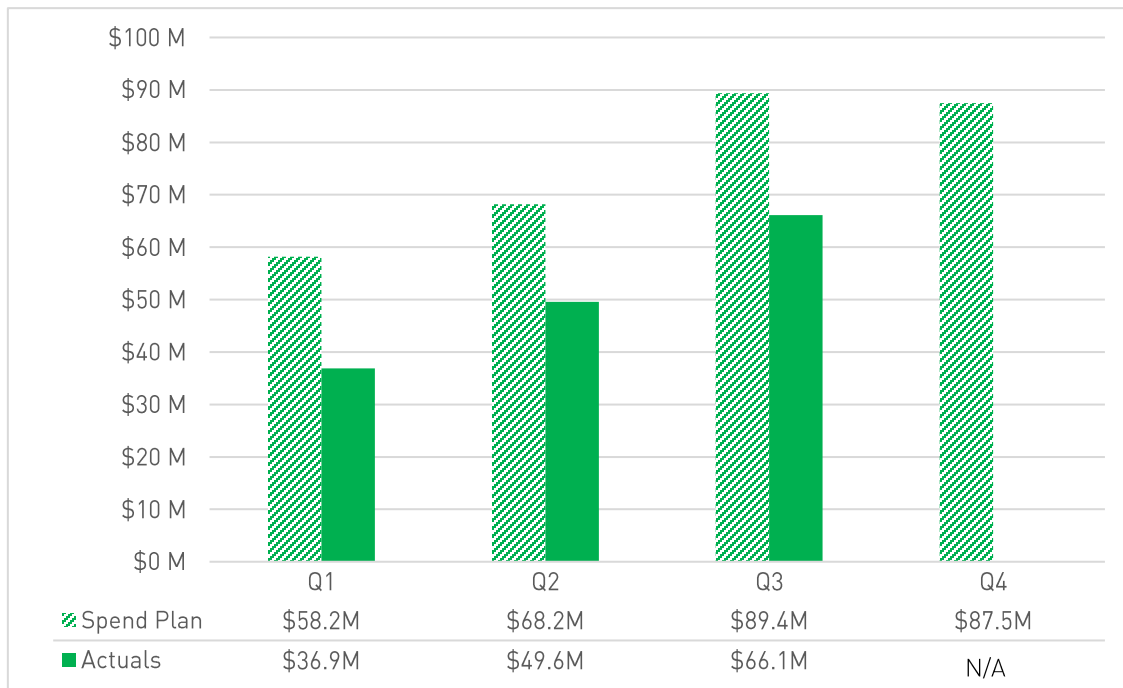
2020 continues to be a substantial year for Levy spending, even amidst COVID. As shown in Figure 1, 2020 spending actuals reflect the large-scale and cornerstone Levy projects coming to life this year. This includes major capital work on the Lander Overpass, Northgate Bridge, Fairview Bridge, Delridge RapidRide H Line, and a number of major arterial paving projects in West Seattle and North Seattle. Collectively, this work represents nearly 44% of the 2020 year to date spending of \$161.7M (all funds).

Figure 1: Q3 spending yearly comparison – all funds



While 2020 spending compares well against prior years, spending represents just 75% of the spend plan, year to date through Q3, as seen in Figure 2. This is a direct reflection of our June decision to take [thoughtful but immediate action to pause projects](#) for the remainder of 2020—a decision in response to revenue impacts that reduced our overall funding availability by \$23M in 2020—and limited crew capacity related to the Continuity of Operations Plan (COOP) and other COVID-19 response actions mentioned on the previous page. For these reasons and as reflected in the Q3 Performance Summary on pages 8-11, many deliverables and the full extent of our \$303M 2020 spend plan will not be met this year. We produced the [2020 Levy Delivery Plan](#) in early 2020 through a robust internal risk assessment process and before the onset of COVID-19. True to our commitment to the Levy Oversight Committee and public, we have not adjusted the spend plan and will continue to report against it. In [2019](#), SDOT demonstrated real progress towards Levy delivery and got the entirety of the Levy portfolio back on track; unfortunately 2020 has presented historic fiscal and personnel challenges that have forced the department to prioritize our work. We are committed to key values as a framework to help guide our work moving forward, see page 7 for more detail.

Figure 2: Spend plan (\$303M) vs Actual Spending – all funds



CREW CAPACITY & DELIVERY CHALLENGES

SDOT crews have been a fundamental resource this year. Crews have played an invaluable role in the COVID-19 response, including establishing over 20 miles of Stay Healthy Streets, creating new curbside pickup locations across town, installing COVID-19 testing site traffic control and signage, and more. Additionally, SDOT crews have been on the front lines in response to and mitigation of the impacts of the West Seattle Bridge closure, including bridge inspections, traffic mitigation, pavement restoration, detour signage, and more. Amidst these important and unanticipated duties, crews have continued working towards their maintenance and operations Levy deliverables, as well as continued their typical work building Levy projects for programs like Transit Spot Improvements, Vision Zero, Bicycle Safety, and New Sidewalks, to name a few.

Despite our crews' hard work to balance the many needs across the Department, many programs will not meet the entirety of the 2020 planned accomplishments. As described on page 3, some of these impacts are due to significantly reduced workforces related to high risk individuals who have not returned to work or limited crew capacities due to COVID-19 response and mitigation of the West Seattle Bridge closure. To put it in context, SDOT has crew members that deliver on behalf of the levy across our Signals, Signs & Markings, Urban Forestry, Asphalt & Concrete, and Roadway Structures crews. Since March and due to high-risk individuals who are unable to return to work, our Signs & Markings crew has been working at 46% capacity, Urban Forestry at 60% capacity through the summer, our Asphalt crew has been working at 50% capacity, our Concrete crew has been working at 86% capacity, and our Signals crew has been working at 35% capacity. Roadway Structures crews have largely maintained their capacity since March, with only isolated impacts. Even amidst these staffing and capacity limitations, our crews have been asked to achieve all the work of a traditional year, as well as serve as the first line delivery team in the City's COVID-19 and West Seattle Bridge response actions. Additionally, and as an essential workforce, SDOT crews began attending regular COVID-19 safety

protocol trainings in the spring, which is another critical part of in-person work in 2020 but reduces crew capacity for construction and field work.

An additional factor that has impacted SDOT crews are the realities of revenue shortfalls and the urgent need to be fiscally responsible with 2020 work. This means that some crews could not hire seasonal laborers or temporarily employ crews from other City departments to support busy summer operations, as is typical in most other years. Many crews, including Urban Forestry, were also tasked with completing work without relying on overtime hours.



Left: SDOT crews standing socially distanced at a COVID-19 safety training. Right: Signs and markings crews replacing a speed limit sign.

These challenges have a Levy-wide impact, with approximately one-third of levy programs feeling the effects of pressures on our crews. The following programs have been and continue to be supported by SDOT's crews to achieve the deliverables noted to-date, however, but may fall short of the 2020 accomplishments planned at the beginning of the year:

- #1 Vision Zero: speed sign replacement deliverable, supported by Signs & Markings crew
- #2 Safe Routes to School: supported by Signs & Markings and Concrete & Asphalt crews
- #3 Markings: operations and maintenance deliverable, Signs & Markings crew
- #4 Transportation Operations: operations and maintenance deliverables, Signals crew, also supported by Signs & Markings and Concrete & Asphalt crews.
- #5 Bicycle Safety: supported by Signs & Markings, Concrete & Asphalt, and Signals crews
- #7 Curb Ramps & Crossings: supported by Concrete & Asphalt crews
- #10 Paving Spot Improvements: operations and maintenance deliverable, Concrete & Asphalt crew, also supported by Signs & Markings crew
- #16 Urban Forestry: operations and maintenance deliverable, Urban Forestry crew
- #25 New Sidewalks: supported by Concrete & Asphalt and Signals crews
- #27 Bike Parking & Bike Spot Improvements: supported by Signs & Markings and Concrete & Asphalt crews
- #30 Freight Spot Improvement: supported by Signs & Markings and Asphalt & Concrete crews

LOOKING AHEAD

In response to new fiscal realities and timelines, we are working the 2020 COVID-19 Impact Assessment of the Levy to determine how remaining funding will be prioritized for Levy deliverables. Move Seattle Levy revenues are based on property tax, which is not expected to experience notable decline, however, in addition to Levy funds, SDOT leverages a variety of additional funds to deliver the Levy portfolio, including things like Vehicle License Fees (VLF), Real Estate Excise Tax (REET), and grant funds, which are the revenue sources that have already been and are expected to continue to be impacted by COVID-19. As we understand more about our future revenue forecasts, we are committed to exploring potential new funding sources, including advocating for new potential funding authority that will enable us to minimize impacts to the overall Levy program. [For more information, view details on the 2021 proposed budget.](#)

Through this work, we are guided by a commitment to:

- Minimize direct impacts to vulnerable and underserved communities including the harmful internal and external effects that our revenue challenges could create
- Engage in an equity-centered recovery process. This includes a commitment to reexamine our work and how we engage communities in accomplishing our work
- Maximize Federal and State funding opportunities. We need to retain our readiness to secure grants and our eligibility for other programs
- Maintain funding and flexibility within larger transportation and mobility focused programs. We have chosen to postpone discrete capital projects while retaining funding in programs that deliver on our commitments and priorities
- Preserve staffing levels, to the largest extent possible. This will maintain our ability to respond to COVID-19 recovery, economic recovery, our ongoing West Seattle Bridge mitigation, other emerging issues

2020 Q3 PERFORMANCE SUMMARY

Levy program IDs are noted to correspond to each of the 30 Levy programs. The Levy deliverable field indicates one or more deliverables that correspond to each Levy program. [View an index of Levy programs here](#). Deliverables are only counted when fully complete.

ID		LEVY DELIVERABLE	2020 PLANNED	Q1	Q2	Q3	Q4	2020 TOTAL
Safe Routes								
1	Vision Zero Corridors	4	1	1	1			3
1	Miles of speed limit signs replaced*	300	50	39	24			113
2	Safe Routes to School projects	9-12	3	2	1			6
3	Crosswalks Repainted	1,500	0	0	13			13
3	Arterial Lane-miles Repainted	560	0	0	323			323
4	New traffic signals	3-4	1	0	0			1
4	Traffic signal improvements	10	2	2	3			7
4	Traffic spot improvements	10	4	1	2			7
4	Corridors optimized	5	1	1	1			3
4	Regulatory street signs replaced	3,000	750	750	571			2,050
5	Protected bike lane (miles)	3.5-4.0	0	0.9	0.61			1.51
5	Neighborhood Greenway (miles)	6-7	0	0	0.79			0.79
5	Bike lane (miles)	0.15-0.25	0	0	0.05			0.05
6	Sidewalks repaired, block equivalents	5-15	0.71	0.23	11.38			12.32
6	Square footage of sidewalk repair	n/a	1,420	468	22,760			24,640
6	Sidewalk spot imp. (shim/bevel/curb repair)	1,000-5,000	2,094	0	496			2,590
7	Customer Service Requested curb ramp upgrades	150-200	0	43	0**			43
8	Neighborhood Street Fund – Discrete projects, refer to page 10-11							
Maintenance & Repair								
9	Lane-miles repaved (contractor)	16	0	16	2			18

*Speed limit sign replacement is through 2020-21 citywide 25 MPH speed limit reduction initiative. Learn more on the [Vision Zero webpage](#)

**50 additional curb ramps were built during Q3 that are awaiting final inspection.

2020 Q3 PERFORMANCE SUMMARY CONT'D

ID	LEVY DELIVERABLE	2020 PLANNED	Q1	Q2	Q3	Q4	2020 TOTAL
10	Lane-miles repaved (crew)	4-5.5	0	1.5	1.2		2.7
10	Paving spot improvements	35-50	2	8	15		25
11	Bridge spot repairs completed	350	48	80	55		183
12	Bridge Seismic Improvements – Discrete projects, refer to page 10-11						
13	Fairview Bridge – Discrete projects, refer to page 10-11						
14	Bridge Replacement, Planning & Design – Discrete projects, refer to page 10-11						
15	Stairway rehabilitation projects	5	0	0	2		2
16	Trees planted	300	160	0	0		160
16	Trees pruned (trimmed)	4,000	911	67	463		1,441
16	Trees removed	n/a	29	29	70		128
16	Landscape maintained	1,000	325	117	385		827
16	Tree or vegetation obstruction removed	300	98	24	39		161
17	SPU South Park – Discrete projects, refer to page 10-11						
Congestion Relief							
18	Multimodal Improvements – Discrete projects, refer to page 10-11						
19	Signal major maintenance	5-15	1	0	3		4
19	Signal diagnostic evaluations	291	101	37	79		217
19	Signal preventative maint.	775	213	168	221		602
20	Miles of arterial added to ITS system	20	11.6	9.86	0		21.46
21	Transit spot improvements	20	5	17	8		30
22	Light Rail Connections, Graham St – Discrete projects, refer to page 10-11						
23	Northgate Bridge – Discrete projects, refer to page 10-11						
24	Light Rail Connections, Accessible Mt Baker – Discrete projects, refer to page 10-11						
25	Blocks of new sidewalk built	43-58	4	8	7		19
25	Crossing improvements	16	2	1	2		5
26	SPU Broadview – Discrete projects, refer to page 9-10						
27	Bike parking spaces added	0-50	18	2	0		20
27	Urban trail & bikeway spot imp.	10	2	2	1		4
28	Partnership Improvements, Lander Overpass – Discrete projects, refer to page 10-11						
29	Heavy Haul, East Marginal Way – Discrete projects, refer to page 10-11						
30	Freight spot improvements	5	1	0	0		1

2020 Q3 PERFORMANCE, DISCRETE PROJECTS

ID	LEVY DELIVERABLE PROJECT	2020 PLANNED	2020 Q3 STATUS
8	Neighborhood Street Fund: 15 projects in 2019-2021 program	Complete design phase	Design continued
12	8th Ave NW/NW 133rd St	Start construction	Project waiting for FEMA grant confirmation
12	W Howe St Bridge	Complete construction	Construction continued; working towards completion in Q4
12	Cowen Park Bridge	Complete construction	Construction completed
12	Delridge Way Ped Bridge	Advance contracting	Continued design
12	N 41st St Pedestrian Bridge	Advance contracting	On hold for 6 months due to future potential for at grade crossing that would replace the bridge
12	SW Andover Pedestrian Bridge	Advance contracting	Plan to advertise in late 2020
12	Fremont Br, Ballard Br, 15th Ave NE/NE 105th St Br, 4th Ave S Main to Airport Way, McGraw St Br, Admiral Way N Br, Admiral Way S Br, 15th Ave NW/Leary Way Br, 1st Ave S Viaduct/Argo Br, 4th Ave S Viaduct/Argo Br	Advance contracting	The desired scope on these 10 projects exceeds program funding availability. Identified retrofits be scaled prior to final design to meet budget. We expect to share a comprehensive update, in memo format, with the Levy Oversight Committee in October/November.
13	Fairview Bridge Replacement	Continue construction	Construction continued
14	Magnolia Bridge	n/a	Project closed out in 2019
14	Ballard Bridge	Finalize planning study report	Planning study documents are still in final review
14	2nd Ave Extension Bridge	Not identified	Not initiated yet
14	Admiral Way Bridge	Not identified	Began planning study
14	33rd Ave W Railroad Bike/Ped Bridge	Not identified	Began evaluating design options and began public outreach
14	Thornton Creek Bridge 105th St	Complete planning study	Planning study documents were completed
14	Thornton Creek Bridge 110th St		
14	Thornton Creek Bridge 45th St		
14	Thornton Creek Bridge 39th Ave NE		
14	Cowen Park Bridge	n/a	Project closed out in 2019.
14	Jackson St (4th-5th)	Not identified	Not yet initiated
14	University Bridge N Approach	Not identified	Not yet initiated
14	39th St/E Pine St Bike/Ped Bridge	n/a	2019 near-term rehabilitation completed

2020 Q3 PERFORMANCE SUMMARY CONT'D

ID	LEVY DELIVERABLE PROJECT	2020 PLANNED	2020 Q3 STATUS
17	Drainage Partnership, South Park	Complete design	90% design completed
18	Madison BRT/RapidRide G Line	Complete design and begin construction	Received final readiness report from FTA; adjusted project timeline
18	Delridge RapidRide H Line	Complete design and begin construction	Construction continued
18	RapidRide Roosevelt	Continue design, including initiate 60% design	Design and environmental work continued; proposal to remove/phase northern portion, NE 67th-Lake City Way due to KC Metro budget constraints from COVID revenue impacts
18	Route 7 Transit-Plus Multimodal	Continued design, including 100% design	90% design plans circulated
18	Route 44 Transit-Plus Multimodal	Complete planning and begin design and baseline project	30% design completed
18	Route 40 Transit-Plus Multimodal	Complete planning phase and seek grant funding	Completed planning and selected preferred alternative design
18	Route 48 Transit-Plus Multimodal	Complete pre-planning and seek grant funding	Completed technical review of pre-planning concept designs
18	Fauntleroy Way Blvd Project	Not identified	Project on pause due to COVID revenue impacts
18	Burke-Gilman Trail Missing Link	Complete Phase 1	Substantially completed during Q2 (no trail improvements due to legal challenges)
18	45th Corridor, 4th Ave NE-Brooklyn	Begin implementing improvements	Evaluation report developed and in review
18	Plan Aurora	Initiate project and apply for grant funds	WSDOT grant submitted
18	23rd Corridor Phase II	N/a	Project completed in 2019
22	Light rail connections, Graham St	No action	Project deferred to align with Sound Transit schedule and due to COVID revenue impacts
23	Northgate Bridge	Start construction	Construction continued
24	Accessible Mt Baker	Complete transit center relocation study	Planning continued
26	SPU Broadview	Complete project design	Continued design
28	Lander Overpass	Complete construction	Construction continued
29	East Marginal Way	Advertise Phase 1 or secure funding for part of Phase 2 and start NEPA for combined project	Continued design

CONTRACTS & GRANTS UPDATE

2020 Q3 CONSTRUCTION CONTRACT MILESTONES

The below table details projects. For more information on contracting progress from past quarters, please review previous [quarterly/annual levy reports](#).

CONTRACT TITLE	PLANNED AD DATE	ACTUAL AD DATE	CONTRACT AWARD DATE	NOTICE TO PROCEED
AAC 15th Ave NE	4/1/2020	4/1/2020	6/5/2020	9/28/2020
AAC 15th Ave S/Spokane/Columbian	7/31/2020	9/23/2020	n/a	n/a
AAC NW Market St (2020 AAC)	3/18/20	3/18/20	n/a-paused	n/a-paused
ADA Program – 2019 transition plan curb ramps, package 1	6/17/2020	6/17/2020	8/17/2020	9/21/2020
New Sidewalks – School Safety – 2020 Rainier Beach SRTS	3/17/20	3/18/20	5/7/2020	7/6/2020
Vision Zero – 12th Ave S	3/17/20	3/17/20	5/20/2020	n/a
Vision Zero – Sand Point Way Safety Project	9/4/19	n/a*	n/a	n/a

*[Placed on hold](#)

GRANTS UPDATE

No additional grants were awarded during Q3, however \$19M in grants are currently under review. Additionally, the Madison Bus Rapid Transit/RapidRide G Line Project received approval from City Council for the updated CIP and funding plan, and Sound Transit's Board of Directors approved our funding agreement for the project. SDOT received readiness approval from the Federal Transit Administration (FTA) for this project, preparing the project to qualify and receive a Small Starts grant to cover roughly 45% of the project costs.

2020 Q3 FINANCIAL SUMMARY

ID	Move Seattle Funds					All Funds				
	Adopted Budget	Revised Budget	2020 Spend Plan	2020 Q3 Spend	2020 Total Spending	Adopted Budget	Revised Budget	2020 Spend Plan	2020 Q3 Spend	2020 Total Spending
Safe Routes										
1	\$3.6M	\$4.1M	\$3.6M	\$0.9M	\$2.4M	\$4.1M	\$6.2M	\$6.6M	\$1.1M	\$3.3M
2	\$0.8M	\$1.1M	\$0.8M	\$0.0M	\$0.0M	\$4.0M	\$5.0M	\$4.8M	\$0.8M	\$2.4M
3	\$0.5M	\$1.3M	\$0.5M	\$0.6M	\$0.7M	\$1.5M	\$1.6M	\$1.8M	\$0.4M	\$1.2M
4	\$4.0M	\$6.7M	\$4.0M	\$2.1M	\$5.4M	\$9.1M	\$9.7M	\$10.9M	\$2.9M	\$8.2M
5	\$16.2M	\$13.2M	\$16.2M	\$1.9M	\$4.7M	\$27.9M	\$34.5M	\$23.0M	\$3.2M	\$8.4M
6	\$1.7M	\$0.8M	\$1.7M	\$0.1M	\$0.5M	\$3.8M	\$2.9M	\$3.3M	\$0.5M	\$1.8M
7	\$3.4M	\$3.4M	\$3.4M	\$1.0M	\$1.4M	\$14.1M	\$18.4M	\$15.8M	\$2.3M	\$4.8M
8	\$0.8M	\$2.4M	\$0.8M	\$0.5M	\$1.6M	\$0.8M	\$2.6M	\$1.6M	\$0.5M	\$1.6M
Maintenance & Repair										
9	\$38.1M	\$32.0M	\$38.1M	\$10.7M	\$20.0M	\$40.1M	\$41.6M	\$46.0M	\$11.0M	\$22.1M
10	\$2.9M	\$2.1M	\$2.9M	\$0.5M	\$1.5M	\$6.7M	\$5.9M	\$5.9M	\$1.3M	\$2.7M
11	\$2.8M	\$5.3M	\$2.8M	\$1.2M	\$2.2M	\$5.5M	\$5.3M	\$2.8M	\$1.0M	\$3.0M
12	\$14.2M	\$21.6M	\$14.2M	\$1.7M	\$4.3M	\$15.0M	\$25.6M	\$17.8M	\$1.7M	\$6.2M
13	\$6.8M	\$12.1M	\$6.8M	\$1.0M	\$2.6M	\$13.5M	\$29.4M	\$21.4M	\$5.4M	\$13.4M
14	\$3.7M	\$6.7M	\$3.7M	\$0.2M	\$0.6M	\$3.7M	\$8.5M	\$3.8M	\$0.3M	\$0.6M
15	\$0.5M	\$0.4M	\$0.5M	\$0.2M	\$0.4M	\$1.4M	\$1.0M	\$1.0M	\$0.4M	\$0.9M
16	\$2.3M	\$3.7M	\$2.3M	\$0.8M	\$1.5M	\$5.9M	\$5.9M	\$5.9M	\$1.9M	\$4.3M
17	\$7.3M	\$2.3M	\$7.3M	\$0.1M	\$0.6M	\$7.3M	\$2.3M	\$1.6M	\$0.1M	\$0.6M
Congestion Relief										
18	\$12.1M	\$12.7M	\$12.1M	\$4.7M	\$10.1M	\$66.3M	\$76.5M	\$31.8M	\$14.7M	\$22.1M
19	\$1.5M	\$4.8M	\$1.5M	\$0.7M	\$2.0M	\$7.2M	\$8.2M	\$7.2M	\$1.5M	\$5.2M
20	\$2.5M	\$2.0M	\$2.5M	\$0.9M	\$1.6M	\$3.3M	\$10.5M	\$6.2M	\$0.9M	\$2.8M
21	\$2.0M	\$2.2M	\$2.0M	\$0.9M	\$2.9M	\$5.7M	\$13.1M	\$10.3M	\$2.2M	\$5.6M
22	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M
23	\$2.9M	\$8.0M	\$2.9M	\$0.0M	\$0.3M	\$8.8M	\$25.0M	\$21.6M	\$4.2M	\$14.1M
24	\$0.0M	\$1.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$1.0M	\$0.5M	\$0.0M	\$0.0M
25	\$7.7M	\$7.5M	\$7.7M	\$2.2M	\$3.9M	\$15.9M	\$25.1M	\$24.2M	\$3.3M	\$11.3M
26	\$0.0M	\$1.4M	\$0.0M	\$0.2M	\$0.3M	\$0.0M	\$1.4M	\$0.8M	\$0.2M	\$0.3M
27	\$1.2M	\$0.7M	\$1.2M	\$0.1M	\$0.3M	\$1.2M	\$0.8M	\$1.0M	\$0.1M	\$0.3M
28	\$0.0M	\$1.3M	\$0.0M	\$0.1M	\$0.2M	\$29.4M	\$31.6M	\$17.6M	\$3.2M	\$11.0M
29	\$0.0M	\$0.6M	\$0.0M	\$0.0M	\$0.2M	\$4.0M	\$9.9M	\$4.0M	\$0.7M	\$2.5M
30	\$1.5M	\$0.9M	\$1.5M	\$0.2M	\$0.6M	\$5.3M	\$4.9M	\$3.9M	\$0.4M	\$1.0M
Ttl	\$140.8M	\$162.0M	\$140.8M	\$33.6M	\$73.1M	\$311.4M	\$414.2M	\$303.2M	\$66.1M	\$161.7M

Note: totals may not sum properly due to rounding.

Final numbers may be adjusted in future years due to accounting system updates.

APPENDIX A: REVENUE AND BUDGET UPDATE

As discussed throughout this report, the unprecedented economic downturn brought on by the COVID-19 public health crisis has affected local funding sources that are critical to our ability to deliver the full Move Seattle Levy portfolio. Long term impacts are anticipated to the leveraged resources at the City, State, and Federal levels; however, we have already seen impacts to local revenue sources. Due to heavy reliance on demand-driven tax revenues, the City's General Fund is projected to lose \$200M in 2020, at a time when unplanned spending has increased. SDOT's allocated General Fund has been reduced by \$10M in 2020 (almost 22% of SDOT's Adopted 2020 General Fund budget). In addition, Real Estate Excise Tax, a revenue stream dedicated to capital project investments and particularly asset maintenance in SDOT, is projected to decline by 42% citywide in 2020. For SDOT as a whole, this translates to \$1.2M reduction in 2020, and significant ongoing reductions into 2021 and beyond.

Due to these local revenue impacts to-date in 2020, SDOT was required to reduced the 2020 Levy portfolio budget by \$23M, which was achieved by [pausing a number of projects in 2020](#). The table below reflects the \$23M budget reductions to the Levy portfolio outlined according to the three funding source categories that support Levy delivery: Levy, local, and leverage. The budget reductions noted below reflect the budgets allocated to the projects included on the 2020 pause list. The [\\$303M 2020 spend plan](#) has not been adjusted though we do not expect to achieve the full spend plan in 2020 due to COVID-19 related impacts on project delivery and as described in the executive summary.

FUND SOURCE	2020 BUDGET	2020 REVISED BUDGET
Levy to Move Seattle (property tax revenue)	\$172M	\$162M
Local (e.g. sales tax, vehicle license fees, commercial parking tax)	\$87M	\$74M
Leverage (State/Federal grants)	\$178M	\$178M
Total	\$437M	\$414M

APPENDIX B: GLOSSARY OF TERMS

Abandonment/Re-appropriation

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

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.

Planned Accomplishments

An annual plan for achieving deliverables. Planned accomplishments are accountable to the 2018 Workplan, taking into account current schedules and risks, and outlining each program's planned delivery for the year. Planned accomplishments do not supersede delivery plan outlined in the 2018 Workplan.

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 through 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.

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

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

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