Purpose

➢ Respond to the LOC's ask for information about the extent of investment needed in our assets, specifically arterial paving.

➢ Explain how we are identifying key corridors for future paving investment.

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Overview

- Investing wisely in a constrained budget

- Seattle's 7 highest-value asset classes

- Spotlight on Arterial Pavement
  - Seattle's arterial pavement condition
  - Investing in arterial pavement, now and in the future
  - Prioritizing paving projects for the levy renewal proposal

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Reminder: Investing wisely in a constrained budget

We are in an ongoing process of planning how we should invest wisely within a constrained budget

There are large, competing needs for investment in Seattle's transportation system (and nationwide)

We need a transportation levy renewal that helps to meet our needs, and is affordable for people

Public polling and outreach/engagement help identify the size and scope for the levy renewal

We can't solve the universe of needs with only a levy, but we can use the levy to make smart investments

STP, TAMP, and BSAMP are efforts which help guide investments in transportation

Our work to identify funding for our needs does not end with the levy renewal

The Funding Plan is where we explore other options to meet our safety and mobility and asset management needs

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Reminder: SDOT's assets

The City's transportation infrastructure is estimated to be worth approximately **$40 billion**, including these major system assets:

- **1,548 lane-miles** of arterial streets
- **2,396 lane-miles** of non-arterial streets
- **2,293 miles** of sidewalks
- **126 bridges**
- **584** stairways
- **537** retaining walls
- **2.2 miles** of seawalls
- **1,132** signalized intersections
- **47.9 miles** of multi-purpose trails
- **165 miles** of on-street bicycle facilities
- **39,049** street trees
- **1,589** pay stations
- **35,872** curb ramps
- close to **203,000** signs

Focus of today

SDOT Asset Replacement Value

$1.3B
3%
$0.5B
$8.1B
$8.7B
$7.7B
$1.7B
$0.5B
$10.6B
97%
$37.9B
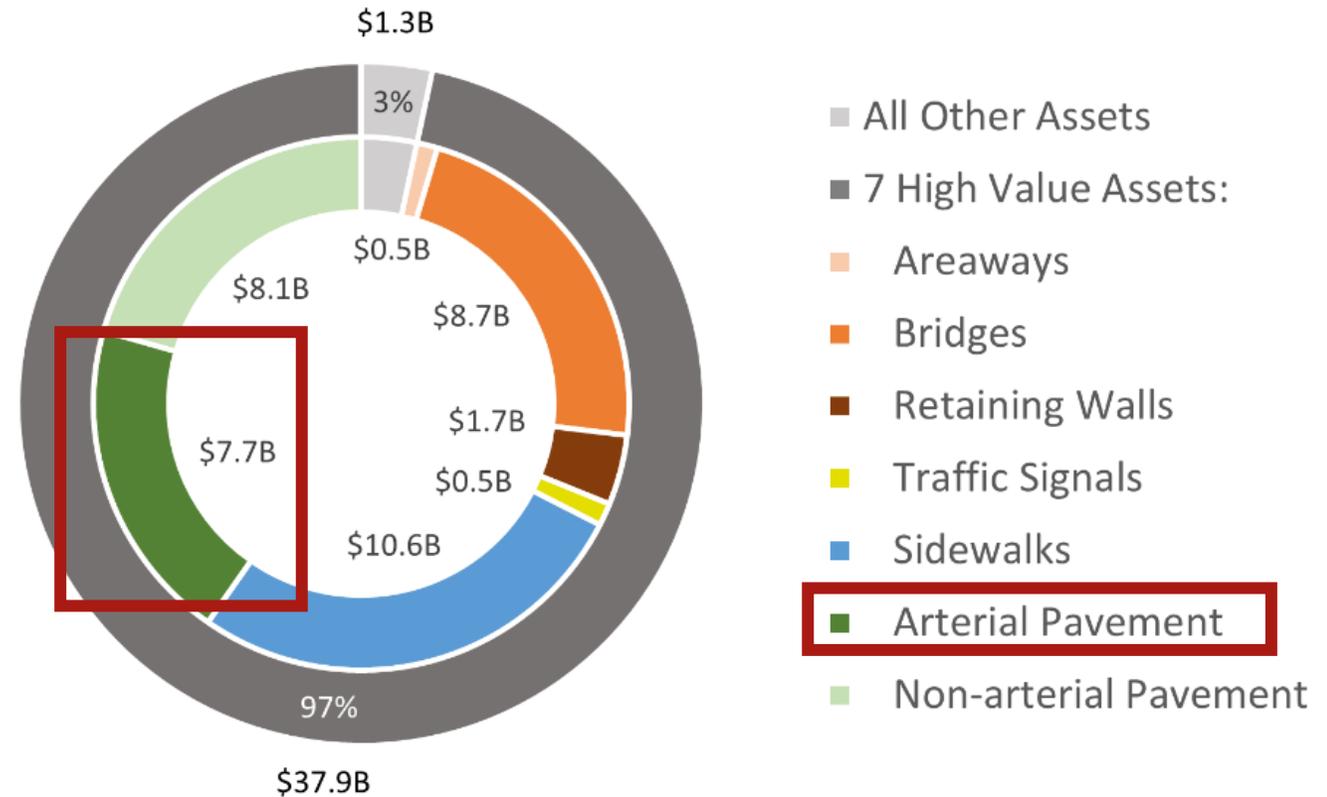
Legend:
- All Other Assets
- 7 High Value Assets:
  - Areaways
  - Bridges
  - Retaining Walls
  - Traffic Signals
  - Sidewalks
  - Arterial Pavement
  - Non-arterial Pavement

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Importance of arterial paving for safety & for all modes

Supports streets that carry large volumes of transit, freight, and other vehicles

Creates safer roads for biking

Repaving (rehabilitation or reconstruction) provides a base contract onto which other modernization efforts can be cost-effectively added – improvements such as transit, freight and/or bike lanes, improved bus stops, repaired sidewalks and curb ramps, and more

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Paving Categories – Funded by the Levy

Arterial Asphalt and Concrete - Reconstruction

Arterial Asphalt and Concrete – Mill & Overlay

Arterial Major Maintenance (Paving Spot Improvements)

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Levy-funded paving work

Seattle's Arterial Pavement Condition (2004 to 2023)
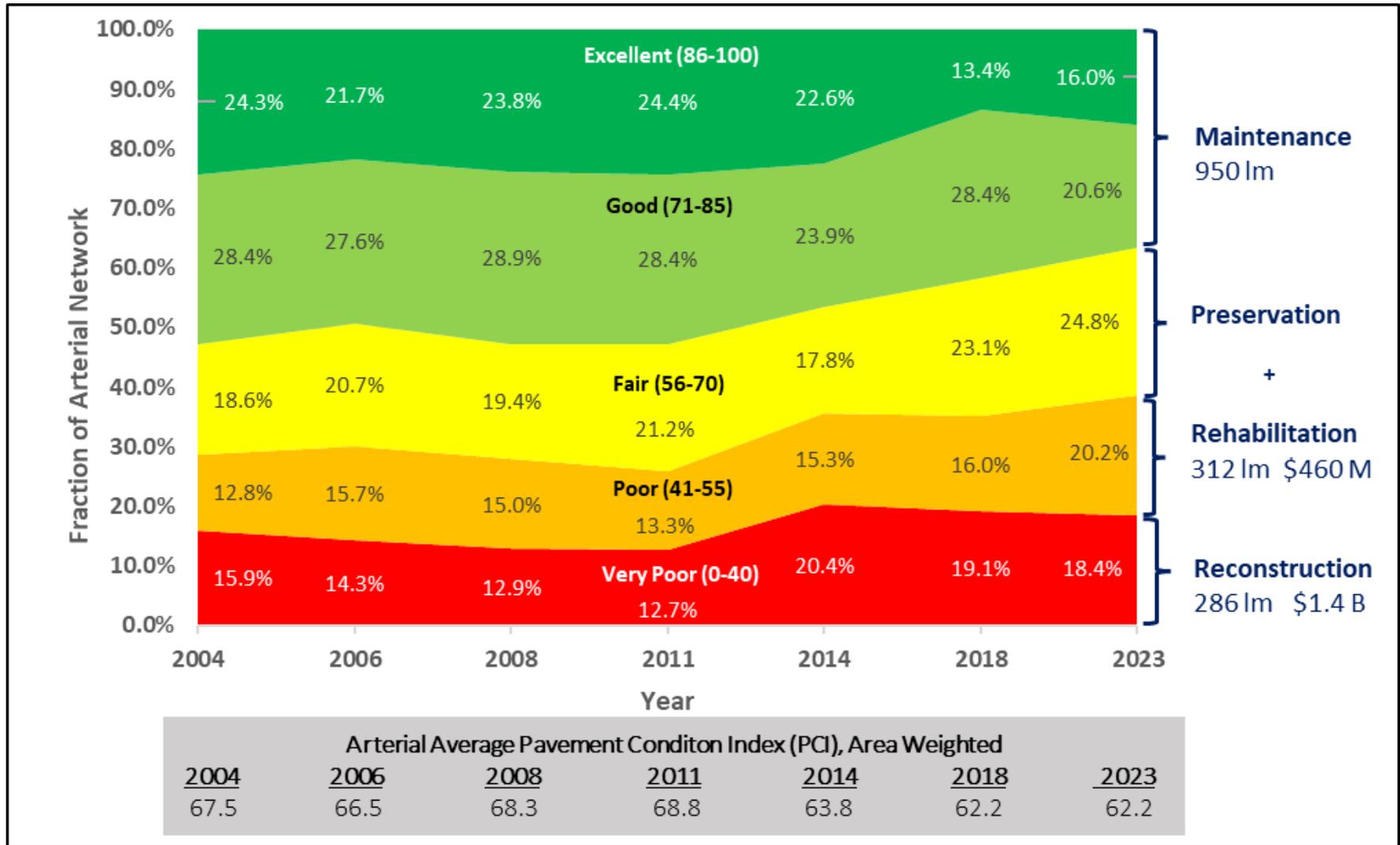
Next Steps
Considering broad transportation investment needs in the levy renewal

Safer Streets

Reliable Infrastructure

Connected Neighborhoods

For people walking, rolling, driving, biking, taking buses and moving goods

Preventative Maintenance for stronger bridges

Maintain and Modernize our busiest roads

Invest in community-identified connections

Improve access to Link light rail

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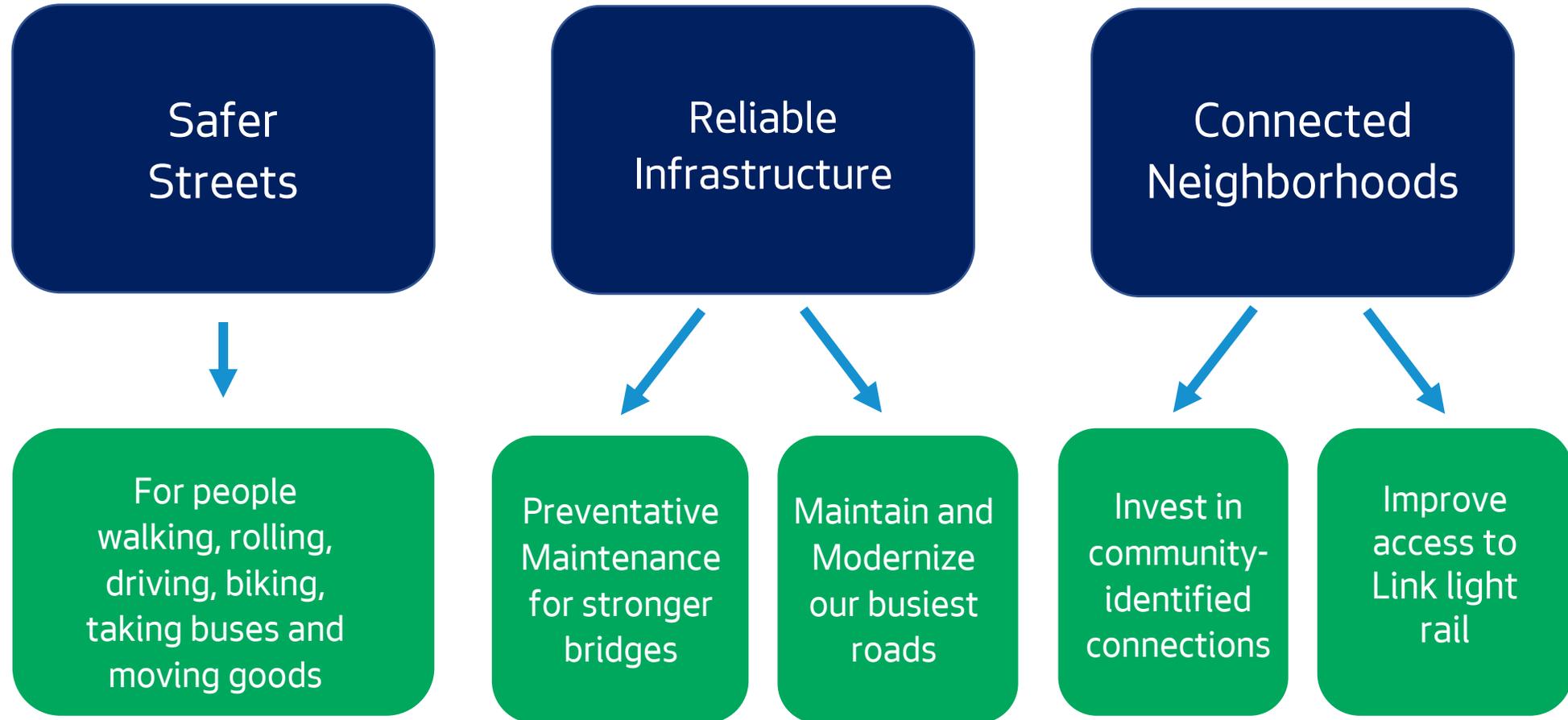
Identifying key corridors for paving
What and where

- Pavement condition data

- Geographic balance, with a focus on historically underserved neighborhoods

- Opportunities to preserve pavement before it needs full reconstruction

- Places where reconstruction is critical

- Opportunities to add or inform facilities to support transit, biking, walking/rolling, and freight mobility – informed by the Seattle Transportation Plan

- Sidewalk and curb ramp needs

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Thank you!

Questions?

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