



CITY OF SEATTLE

City Council

Agenda

Tuesday, July 9, 2024

2:00 PM

**Council Chamber, City Hall
600 4th Avenue
Seattle, WA 98104**

**Sara Nelson, Council President
Joy Hollingsworth, Member
Robert Kettle, Member
Cathy Moore, Member
Tammy J. Morales, Member
Maritza Rivera, Member
Rob Saka, Member
Dan Strauss, Member
Tanya Woo, Member**

Chair Info: 206-684-8809; Sara.Nelson@seattle.gov

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CITY OF SEATTLE

City Council Agenda

July 9, 2024 - 2:00 PM

Meeting Location:

Council Chamber, City Hall, 600 4th Avenue, Seattle, WA 98104

Committee Website:

<http://www.seattle.gov/council>

Members of the public may register for remote or in-person Public Comment to address the Council. Details on how to provide Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period at

<https://www.seattle.gov/council/committees/public-comment>

Online registration to speak will begin one hour before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

In-Person Public Comment - Register to speak on the Public Comment sign-up sheet located inside Council Chambers at least 15 minutes prior to the meeting start time. Registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

Submit written comments to all Councilmembers at Council@seattle.gov

A. CALL TO ORDER

B. ROLL CALL

C. PRESENTATIONS

D. PUBLIC COMMENT

Members of the public may sign up to address the Council for up to 2 minutes on matters on this agenda; total time allotted to public comment at this meeting is 20 minutes.

E. ADOPTION OF INTRODUCTION AND REFERRAL CALENDAR:

Introduction and referral to Council committees of Council Bills (CB), Resolutions (Res), Appointments (Appt), and Clerk Files (CF) for committee recommendation.

[IRC 444](#)

July 9, 2024

Attachments: [Introduction and Referral Calendar](#)

F. APPROVAL OF THE AGENDA**G. APPROVAL OF CONSENT CALENDAR**

The Consent Calendar consists of routine items. A Councilmember may request that an item be removed from the Consent Calendar and placed on the regular agenda.

Journal:

1. [Min 480](#) July 2, 2024

Attachments: [Minutes](#)

Bills:

2. [CB 120809](#) AN ORDINANCE appropriating money to pay certain claims for the week of June 24, 2024 through June 28, 2024 and ordering the payment thereof; and ratifying and confirming certain prior acts.

Appointments:**LAND USE COMMITTEE:**

3. [Appt 02904](#) Appointment of Fynnieceko Glover Jr. as member, Equitable Development Initiative Advisory Board, for a term to February 28, 2026.

The Committee recommends that City Council confirm the Appointment (Appt).

In Favor: 4 - Morales, Moore, Rivera, Woo

Opposed: None

Attachments: [Appointment Packet](#)

4. [Appt 02905](#) Appointment of Eliana Horn as member, Equitable Development Initiative Advisory Board, for a term to February 28, 2026.

The Committee recommends that City Council confirm the Appointment (Appt).

In Favor: 4 - Morales, Moore, Rivera, Woo

Opposed: None

Attachments: [Appointment Packet](#)

5. [Appt 02906](#) Appointment of Tiffany Kelly-Gray as member, Equitable Development Initiative Advisory Board, for a term to February 28, 2026.

The Committee recommends that City Council confirm the Appointment (Appt).

In Favor: 4 - Morales, Moore, Rivera, Woo

Opposed: None

Attachments: [Appointment Packet](#)

H. COMMITTEE REPORTS

Discussion and vote on Council Bills (CB), Resolutions (Res), Appointments (Appt), and Clerk Files (CF).

SELECT COMMITTEE ON 2024 TRANSPORTATION LEVY:

1. [CB 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.

The Committee recommends that City Council pass as amended the Council Bill (CB).

In Favor: 8 - Saka, Hollingsworth, Kettle, Moore, Morales, Nelson, Rivera, Woo

Opposed: None

Abstain: 1 - Strauss

Attachments: [Att A - Transportation Levy Spending Breakdown v2](#)

Supporting

Documents:

[Summary and Fiscal Note v2](#)

[Summary Att A - Racial Equity Toolkit: Draft](#)

[Transportation Levy Proposal](#)

[Amendment A](#)

2. [Res 32137](#) A RESOLUTION relating to transportation; accompanying an ordinance requesting the 2024 Transportation Levy for citywide transportation maintenance and improvements, and providing further direction regarding reporting and implementation of the programs to be funded by the levy.

The Committee recommends that City Council adopt as amended the Resolution (Res).

In Favor: 9 - Saka, Hollingsworth, Kettle, Moore, Morales, Nelson, Rivera, Strauss, Woo

Opposed: None

Supporting

Documents:

[Summary and Fiscal Note](#)

LAND USE COMMITTEE:

3. [CB 120761](#) AN ORDINANCE relating to conversions of existing nonresidential structures to residential use; adding a new Section 23.40.080 to the Seattle Municipal Code.

The Committee recommends that City Council pass as amended the Council Bill (CB).

In Favor: 4 - Morales, Moore, Rivera, Woo

Opposed: None

Supporting

Documents: [Summary and Fiscal Note](#)
 [Summary Att 1 - SEPA DNS](#)
 [Director's Report](#)

I. ITEMS REMOVED FROM CONSENT CALENDAR

J. ADOPTION OF OTHER RESOLUTIONS

K. OTHER BUSINESS

L. ADJOURNMENT



Legislation Text

File #: IRC 444, **Version:** 1

July 9, 2024



Introduction and Referral Calendar

List of proposed Council Bills (CB), Resolutions (Res), Appointments (Appt) and Clerk Files (CF) to be introduced and referred to a City Council committee

Record No.	Title	Committee Referral
<u>By: Strauss</u>		
1. CB 120809	AN ORDINANCE appropriating money to pay certain claims for the week of June 24, 2024 through June 28, 2024 and ordering the payment thereof; and ratifying and confirming certain prior acts.	City Council
<u>By: Hollingsworth</u>		
2. CB 120810	AN ORDINANCE relating to Seattle Public Utilities; authorizing the General Manager and Chief Executive Officer of Seattle Public Utilities to submit for approval to the U.S. District Court for the Western District of Washington a First Material Modification to the 2013 Consent Decree entered into by the United States Environmental Protection Agency, the State of Washington Department of Ecology, and The City of Seattle in Civil Action No. 2:13-cv-00678, and to fulfill the obligations set forth therein.	Parks, Public Utilities, and Technology Committee
<u>By: Hollingsworth</u>		
3. Appt 02907	Appointment of Ammanuel Haile-Leul as member, Board of Parks and Recreation Commissioners, for a term to March 31, 2026.	Parks, Public Utilities, and Technology Committee
<u>By: Strauss</u>		
4. CB 120811	AN ORDINANCE amending Ordinance 126955, which adopted the 2024 Budget, including the 2024-2029 Capital Improvement Program (CIP); changing appropriations to various departments and budget control levels, and from various funds in the Budget; and ratifying and confirming certain prior acts; all by a 3/4 vote of the City Council.	Select Budget Committee
<u>By: Strauss</u>		
5. CB 120812	AN ORDINANCE amending Ordinance 126955, which adopted the 2024 Budget, including the 2024-2029 Capital Improvement Program (CIP); changing appropriations to various departments and budget control levels, and from various funds in the Budget; revising project allocations for certain projects in the 2024-2029 CIP; adding CIP Projects; imposing a proviso; creating positions; modifying positions; abrogating positions; and ratifying and confirming certain	Select Budget Committee

prior acts.

By: Strauss

6. [CB 120813](#)

AN ORDINANCE relating to acceptance of funding from non-City sources; authorizing the heads of various departments to accept and authorize the expenditure of specified grants, private funding, and subsidized loans and to execute, deliver, and perform corresponding agreements; amending Ordinance 126955, which adopted the 2024 Budget, including the 2024-2029 Capital Improvement Program (CIP); changing appropriations to various departments and budget control levels, and from various funds in the Budget; revising project allocations for certain projects in the 2024-2029 CIP; and ratifying and confirming certain prior acts.

Select Budget
Committee

By: Woo

7. [Res 32138](#)

A RESOLUTION relating to the City Light Department; acknowledging and approving the 2024 Integrated Resource Plan Progress Report as conforming with the public policy objectives of the City of Seattle and the requirements of the State of Washington; and approving the Progress Report for the biennium September 2024 through August 2026.

Sustainability, City
Light, Arts and
Culture Committee

By: Woo

8. [Res 32139](#)

A RESOLUTION related to the City Light Department, adopting a 2025-2030 Strategic Plan Update for the City Light Department and endorsing the associated six-year rate path.

Sustainability, City
Light, Arts and
Culture Committee



Legislation Text

File #: Min 480, **Version:** 1

July 2, 2024

SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104



Journal of the Proceedings of the Seattle City Council

Tuesday, July 2, 2024

2:00 PM

Council Chamber, City Hall

600 4th Avenue

Seattle, WA 98104

City Council

Sara Nelson, Council President

Joy Hollingsworth, Member

Robert Kettle, Member

Cathy Moore, Member

Tammy J. Morales, Member

Maritza Rivera, Member

Rob Saka, Member

Dan Strauss, Member

Tanya Woo, Member

Chair Info: 206-684-8809; Sara.Nelson@seattle.gov

A. CALL TO ORDER

The City Council of the City of Seattle met in the Council Chamber in Seattle, Washington, on July 2, 2024, pursuant to the provisions of the City Charter. The meeting was called to order at 2:02 p.m., with Council President Nelson presiding.

B. ROLL CALL

Present: 8 - Hollingsworth, Kettle, Moore, Morales, Nelson, Rivera, Saka, Woo

Excused: 1 - Strauss

At 2:03 p.m., the City Council meeting recessed until 2:18 p.m.

At 2:18 p.m., the July 2, 2024, City Council meeting came back to order.

Present: 7 - Hollingsworth, Kettle, Moore, Morales, Nelson, Saka, Woo

Excused: 1 - Strauss

Late Arrival: 1 - Rivera

C. PRESENTATIONS

There were none.

D. PUBLIC COMMENT

Councilmember Rivera joined the meeting.

The following individuals addressed the Council:

Fred Felleman
Alberto Alvarez
Jason Ogulnik
Arianna Riley
Alex Tsimerman
Bennett Haselton
David Haines
Kathleen Brose
Timothy Kitchen

E. ADOPTION OF INTRODUCTION AND REFERRAL CALENDAR:

[IRC 443](#) **July 2, 2024**

By unanimous consent, the Introduction & Referral Calendar (IRC) was adopted.

In Favor: 8 - Hollingsworth, Kettle, Moore, Morales, Nelson, Rivera, Saka, Woo

Opposed: None

F. APPROVAL OF THE AGENDA

By unanimous consent, the City Council Agenda was adopted.

G. APPROVAL OF CONSENT CALENDAR

Motion was made by Council President Nelson, duly seconded and carried, to adopt the Consent Calendar.

Journal:

1. [Min 479](#) **June 25, 2024**

The item was adopted on the Consent Calendar by the following vote, and the President signed the Minutes (Min):

In Favor: 8 - Hollingsworth, Kettle, Moore, Morales, Nelson, Rivera, Saka, Woo

Opposed: None

Bills:

2. [CB 120805](#) **AN ORDINANCE appropriating money to pay certain claims for the week of June 17, 2024 through June 21, 2024 and ordering the payment thereof; and ratifying and confirming certain prior acts.**

The Council Bill (CB) was passed on the Consent Calendar by the following vote, and the President signed the Council Bill (CB):

In Favor: 8 - Hollingsworth, Kettle, Moore, Morales, Nelson, Rivera, Saka, Woo

Opposed: None

Appointments:**HOUSING AND HUMAN SERVICES COMMITTEE:**

3. [Appt 02873](#) **Reappointment of Frank F. Alvarado III as member, Community Roots Housing Public Development Authority Governing Council, for a term to March 31, 2027.**

The Committee recommends that City Council confirm the Appointment (Appt).

In Favor: 5 - Moore, Morales, Nelson, Saka, Woo

Opposed: None

The Appointment (Appt) was confirmed on the Consent Calendar by the following vote:

In Favor: 8 - Hollingsworth, Kettle, Moore, Morales, Nelson, Rivera, Saka, Woo

Opposed: None

4. [Appt 02874](#) **Appointment of Ann T. Melone as member, Community Roots Housing Public Development Authority Governing Council, for a term to March 31, 2027.**

The Committee recommends that City Council confirm the Appointment (Appt).

In Favor: 5 - Moore, Morales, Nelson, Saka, Woo

Opposed: None

The Appointment (Appt) was confirmed on the Consent Calendar by the following vote:

In Favor: 8 - Hollingsworth, Kettle, Moore, Morales, Nelson, Rivera, Saka, Woo

Opposed: None

5. [Appt 02875](#) **Reappointment of Michelle Morlan as member, Community Roots Housing Public Development Authority Governing Council, for a term to March 31, 2027.**

The Committee recommends that City Council confirm the Appointment (Appt).

In Favor: 5 - Moore, Morales, Nelson, Saka, Woo

Opposed: None

The Appointment (Appt) was confirmed on the Consent Calendar by the following vote:

In Favor: 8 - Hollingsworth, Kettle, Moore, Morales, Nelson, Rivera, Saka, Woo

Opposed: None

6. [Appt 02876](#) **Reappointment of Kristin Winkel as member, Community Roots Housing Public Development Authority Governing Council, for a term to March 31, 2027.**

The Committee recommends that City Council confirm the Appointment (Appt).

In Favor: 5 - Moore, Morales, Nelson, Saka, Woo

Opposed: None

The Appointment (Appt) was confirmed on the Consent Calendar by the following vote:

In Favor: 8 - Hollingsworth, Kettle, Moore, Morales, Nelson, Rivera, Saka, Woo

Opposed: None

7. [Appt 02903](#) **Appointment of Landon Labosky as member, Seattle LGBTQ Commission, for a term to October 31, 2024.**

The Committee recommends that City Council confirm the Appointment (Appt).

In Favor: 5 - Moore, Morales, Nelson, Saka, Woo

Opposed: None

The Appointment (Appt) was confirmed on the Consent Calendar by the following vote:

In Favor: 8 - Hollingsworth, Kettle, Moore, Morales, Nelson, Rivera, Saka, Woo

Opposed: None

H. COMMITTEE REPORTS

PUBLIC SAFETY COMMITTEE:

1. [Appt 02896](#) **Reappointment of Lisa Allison Judge as Inspector General, for a term to December 31, 2030.**

The Committee recommends that City Council confirm the Appointment (Appt).

In Favor: 3 - Kettle, Saka, Hollingsworth

Opposed: None

The Appointment (Appt) was confirmed by the following vote:

In Favor: 8 - Hollingsworth, Kettle, Moore, Morales, Nelson, Rivera, Saka, Woo

Opposed: None

The Council President invited Lisa Judge to address the Council.

HOUSING AND HUMAN SERVICES COMMITTEE:

2. [CB 120804](#) **AN ORDINANCE relating to housing for low-income households; adopting the 2023 Seattle Housing Levy Administrative and Financial Plan for program years 2024-2026; adopting Housing Funding Policies for the 2023 Seattle Housing Levy and other fund sources; authorizing actions by the Director of Housing regarding past and future housing loans and contracts; creating two funds for Housing Levy revenues; and ratifying and confirming certain prior acts.**

The Committee recommends that City Council pass as amended the Council Bill (CB).

In Favor: 5 - Moore, Morales, Nelson, Saka, Woo

Opposed: None

The Council Bill (CB) was passed by the following vote, and the President signed the Council Bill (CB):

In Favor: 8 - Hollingsworth, Kettle, Moore, Morales, Nelson, Rivera, Saka, Woo

Opposed: None

PARKS, PUBLIC UTILITIES, AND TECHNOLOGY COMMITTEE:

3. [CB 120800](#) **AN ORDINANCE relating to current use taxation; approving an application for current use taxation of property located at 4613 South Lucile Street under the King County Public Benefit Rating System.**

The Committee recommends that City Council pass the Council Bill (CB).

In Favor: 3 - Hollingsworth, Rivera, Strauss

Opposed: None

The Council Bill (CB) was passed by the following vote, and the President signed the Council Bill (CB):

In Favor: 8 - Hollingsworth, Kettle, Moore, Morales, Nelson, Rivera, Saka, Woo

Opposed: None

SUSTAINABILITY, CITY LIGHT, ARTS AND CULTURE COMMITTEE:

4. [CB 120802](#) **AN ORDINANCE** relating to the City Light Department; authorizing the execution of a two-year agreement with the Port of Seattle for the construction of system improvements associated with Terminal 46 and the Pier 66 Shore Power Project and negotiation and execution of an operations agreement.

The Committee recommends that City Council pass the Council Bill (CB).

In Favor: 3 - Woo, Moore, Saka

Opposed: None

The Council Bill (CB) was passed by the following vote, and the President signed the Council Bill (CB):

In Favor: 8 - Hollingsworth, Kettle, Moore, Morales, Nelson, Rivera, Saka, Woo

Opposed: None

I. ITEMS REMOVED FROM CONSENT CALENDAR

There were none.

J. ADOPTION OF OTHER RESOLUTIONS

There were none.

K. OTHER BUSINESS

There was none.

L. ADJOURNMENT

There being no further business to come before the Council, the meeting was adjourned at 3:10 p.m.

Emilia M. Sanchez, Deputy City Clerk

Signed by me in Open Session, upon approval of the Council, on July 9, 2024.

Sara Nelson, Council President of the City Council



Legislation Text

File #: CB 120809, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE appropriating money to pay certain claims for the week of June 24, 2024 through June 28, 2024 and ordering the payment thereof; and ratifying and confirming certain prior acts.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Payment of the sum of \$21,756,646.31 on PeopleSoft 9.2 mechanical warrants numbered 4100816639 - 4100818435 plus manual or cancellation issues for claims, e-payables of \$39,375.00 on PeopleSoft 9.2 9100014576 - 9100014595, and electronic financial transactions (EFT) in the amount of \$68,777,069.34 are presented to the City Council under RCW 42.24.180 and approved consistent with remaining appropriations in the current Budget as amended.

Section 2. RCW 35.32A.090(1) states, “There shall be no orders, authorizations, allowances, contracts or payments made or attempted to be made in excess of the expenditure allowances authorized in the final budget as adopted or modified as provided in this chapter, and any such attempted excess expenditure shall be void and shall never be the foundation of a claim against the city.”

Section 3. Any act consistent with the authority of this ordinance taken prior to its effective date is ratified and confirmed.

Section 4. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if

not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

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

President _____ of the City Council

Approved / returned unsigned / vetoed this _____ day of _____, 2024.

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2024.

Scheereen Dedman, City Clerk

(Seal)



Legislation Text

File #: Appt 02904, **Version:** 1

Appointment of Fynniece Glover Jr. as member, Equitable Development Initiative Advisory Board, for a term to February 28, 2026.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Fynniecko Glover Jr.</i>		
Board/Commission Name: <i>Equitable Development Initiative Advisory Board</i>		Position Title: <i>Member</i>
<input checked="" type="checkbox"/> Appointment OR <input type="checkbox"/> Reappointment		City Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Appointing Authority: <input checked="" type="checkbox"/> City Council <input type="checkbox"/> Mayor <input type="checkbox"/> Other:		Term of Position: * 3/1/2023 to 2/28/2026 <input checked="" type="checkbox"/> <i>Serving remaining term of a vacant position</i>
Residential Neighborhood: South Seattle	Zip Code: 98178	Contact Phone No.: [REDACTED] [REDACTED]
<p>Background: Fynniecko "Niecko" Glover, Jr. is being recommended for appointment to the EDI Advisory Board, bringing a wealth of experience and a deep commitment to equity. His diverse skill set, extensive background in economic development, and dedication to community engagement make him a valuable asset to the board. Niecko's work has consistently demonstrated a focus on inclusive initiatives, participatory processes, and uplifting marginalized voices, aligning perfectly with the board's goals.</p> <p>Niecko Glover boasts over a decade of hands-on experience in engaging and supporting vulnerable communities. As a former Economic Development Manager for the City of Seattle, Niecko was instrumental in promoting equitable growth in the Rainier Beach neighborhood. His role involved strategizing for sustainable economic development, job creation, and fostering community partnerships. Niecko also spearheaded participatory budgeting initiatives with King County Local Services, ensuring that community members had a direct say in how public funds were allocated.</p> <p>Niecko is currently pursuing a degree in city and urban regional planning at Alabama A&M University, an HBCU, reflecting his commitment to continuous learning and professional development. He holds several certifications, including as a Certified Life Coach and in Interview Skills & Resume Writing from New Skills Academy. Niecko aspires to start a development firm focused on helping youth gain access to development jobs, aligning with his ongoing projects in Rainier Beach, including securing ARPA investments and collaborating with community stakeholders. His vision extends to creating more educational facilities and reintroducing workforce trade programs in high schools to support youth in gaining applied job skills and trades experience.</p>		

**Term begin and end date is fixed and tied to the position and not the appointment date.*

Throughout his career, Niecko has demonstrated a strong focus on equity and community-centered work. He has led large-scale events, served on nonprofit boards, and championed initiatives aimed at addressing community needs. His leadership in these areas showcases his ability to create inclusive environments where all voices are valued. Notably, he has received awards such as the Most Social Impact Award and the Rainier Beach Unsung Hero Award, recognizing his tangible contributions to social impact and community building. Niecko's commitment to community empowerment is further exemplified by his co-founding of grassroots organizations like Sprout, which provides programs for at-risk youth, and his involvement with King County Equity Now, where he is a founding member. These roles highlight his ability to initiate and lead impactful community projects that address the needs of underserved populations.

Niecko's deep roots in Seattle, particularly in West and South Seattle, inform his understanding of local challenges and opportunities. He is actively involved in anti-displacement efforts and community organizations like King County Equity Now and Africatown, and he has worked on participatory budgeting in Skyway. His advocacy for preventing displacement and fostering community building is driven by a passion for health, wealth, and opportunity access for historically marginalized communities. Niecko aims to bring a sense of newness and youthful representation to the EDI Advisory Board. His focus on community-driven solutions and his dedication to empowering diverse communities align with the board's mission to create an inclusive future. Niecko's ability to engage stakeholders, build relationships, and develop innovative solutions will be invaluable in his role on the board.

In summary, Niecko Glover's extensive experience, community-focused mindset, and unwavering commitment to equity position him as an exceptional addition to the Equitable Development Initiative Advisory Board. Niecko's deep community roots and strong commitment to engaging BIPOC youth, and desire to support diverse communities self-directed advocacy and action is impressive. His extensive experience includes a mix of recreational services, event coordination, community management, and business development, underpinned by a dedication to fostering inclusive and equitable opportunities for underserved populations. His proactive approach to fostering inclusive growth and development will undoubtedly contribute to the EDI Board's efforts to create a more equitable Seattle.

Authorizing Signature (original signature):



Date Signed (appointed):

June 25, 2024

Appointing Signatory:

Councilmember Morales

FYNNIECKO GLOVER JR

A hard working, relationship focused, highly motivated individual who is an ambitious community builder. Strong communicator with an extensive background in customer service skills, proven to be a great team player who thrives in a competitive, fast paced environment. Extremely self-motivated and is readily adaptable to changing atmospheres seeking to be placed in an environment for equitable change for all, as part of a progressive transition to build community knowledge and cultivating innovative ways to pass to the next generation .

HIGHLIGHTS OF SKILLS AND CERTIFICATIONS

- | | |
|--|---|
| ❖ Customer Service | • John Maxwell Leadership Training – April 2018 |
| ❖ Impacting youth in the community | • OSHA 10 |
| ❖ Answering phone calls and questions | • Flaggers Certification |
| ❖ Forklift Certification | • CPR & First Aid |
| ❖ Videography/ Photography | Zola Healing Ambassador |
| ❖ Certified Life Coach - New Skills Academy Jan 2021 | Chart reading & Reporting |
| ❖ Coordinate Outreach | Community Liaisons |
| ❖ 2020 Most Social Impact Award - Urban Impact | |

RELEVANT EXPERIENCE

Economic Development Manager: As an Economic Development Manager, I played a vital role in driving and implementing strategies that promote sustainable economic growth and enhance the overall well-being of Rainier Beach community. My primary responsibility were be to engage stakeholders, attract investment, foster business development, and create an environment conducive to economic prosperity. By effectively managing projects and collaborating with various partners, I contributed to job creation, increased revenue, and the long-term success of the community.

Responsibilities:

1. **Economic Development Strategy:** Develop and execute comprehensive economic development strategies that align with the vision and goals of the region or community. Conduct thorough research, analyze data, and identify key sectors and opportunities for growth, innovation, and diversification.
2. **Stakeholder Engagement:** Foster and maintain strong relationships with local businesses, government entities, community organizations, educational institutions, and other key stakeholders. Collaborate with them to understand their needs, address challenges, and create synergistic partnerships to support economic development initiatives.
3. **Business Attraction and Retention:** Identify target industries and actively pursue opportunities to attract new businesses, entrepreneurs, and investors to the region. Showcase the benefits and advantages of the community, coordinate site visits, and provide assistance and resources to facilitate business establishment and expansion. Implement retention strategies to support existing businesses and encourage their continued growth.
4. **Entrepreneurship and Small Business Support:** Cultivate a thriving entrepreneurial ecosystem by providing resources, mentorship programs, and networking opportunities to support aspiring entrepreneurs and small business owners. Collaborate with local organizations and educational institutions to develop initiatives that nurture innovation, encourage startups, and enhance the success of small businesses.
5. **Project Management:** Lead and oversee economic development projects from initiation to completion. Develop project plans, establish timelines, allocate resources, and monitor progress. Coordinate with internal teams, external consultants, and stakeholders to ensure projects are executed efficiently, within budget, and aligned with strategic objectives.
6. **Marketing and Promotions:** Develop and implement marketing campaigns and promotional activities to attract investment, talent, and visitors to the region. Utilize various channels, including digital marketing, social media, trade shows, and conferences, to raise awareness, showcase opportunities, and position the community as an attractive destination for business and economic growth.

7. Grants and Funding: Identify and pursue available grants, funding opportunities, and economic incentives at the local, state, and federal levels. Prepare grant applications, collaborate with stakeholders, and secure financial support for economic development projects. Monitor compliance and reporting requirements associated with funded initiatives.

8. Data Analysis and Reporting: Collect, analyze, and interpret economic data, market trends, and performance indicators to inform decision-making and measure the impact of economic development efforts. Prepare comprehensive reports, presentations, and updates for stakeholders, government officials, and community leaders.

Customer Relations Management System (CRM) : As a Customer Relations Manager, My critical role in ensuring customer satisfaction, building strong relationships, and driving loyalty. primary responsibility was to lead and inspire a customer service team, develop customer-centric strategies, and resolve escalated customer issues. By delivering exceptional service and fostering positive experiences, I would contribute to customer retention, revenue growth, and the overall success of the organization.

Responsibilities:

1. Customer Relationship Management: Develop and execute effective customer relationship management strategies to enhance customer satisfaction, loyalty, and advocacy. Build strong relationships with key customers, understanding their unique needs, and providing personalized solutions.

2. Team Leadership and Development: Lead, mentor, and motivate a high-performing customer service team. Set clear objectives, provide ongoing coaching, and foster a positive team culture centered around delivering outstanding service.

3. Escalated Issue Resolution: Serve as the primary point of contact for resolving complex or escalated customer issues. Investigate problems, propose appropriate solutions, and ensure prompt resolution while maintaining a focus on customer satisfaction.

4. Customer Feedback Analysis: Collect, analyze, and leverage customer feedback to gain valuable insights into customer preferences, pain points, and overall satisfaction. Use this data to drive continuous improvement initiatives across the organization.

5. Process Optimization: Identify opportunities to streamline customer service processes, policies, and procedures. Implement changes that enhance efficiency, reduce response times, and improve the overall customer experience.

6. Relationship Building: Cultivate strong relationships with key accounts, strategic partners, and stakeholders. Collaborate with sales and account management teams to identify growth opportunities and ensure customer needs are met effectively.

7. Customer Retention Strategies: Develop and implement initiatives focused on customer retention and loyalty. Implement customer engagement programs, loyalty rewards, and personalized communication strategies to strengthen relationships and increase customer lifetime value.

8. Performance Measurement and Reporting: Establish key performance indicators (KPIs) for customer service and regularly track performance against set goals. Generate reports to assess customer satisfaction, resolution rates, and other relevant metrics. Provide insights and recommendations for improvement to senior management.

Community Business Manager: As the Community Business Manager is responsible for overseeing the operations and growth of a community-focused business or organization. This role involves engaging with the local community, building relationships with stakeholders, managing business operations, and implementing strategies to drive success

Key Responsibilities:

1. Develop and implement business strategies and plans that align with the organization's goals and objectives, while catering to the needs of the local community.

2. Establish and maintain strong relationships with community members, local businesses, organizations, and relevant stakeholders to build a supportive network and foster a sense of community engagement.

3. Serve as a point of contact for community members, addressing inquiries, concerns, and feedback promptly and professionally.

4. Plan and execute marketing and promotional initiatives to attract and retain customers, ensuring the business remains competitive and relevant in the community.

5. Manage day-to-day business operations, including staff supervision, inventory management, financial oversight, and customer service.
6. Monitor market trends, consumer preferences, and competitor activities to identify opportunities for business growth and improvement.
7. Collaborate with internal teams, such as marketing, finance, and operations, to coordinate efforts and achieve business objectives.
8. Organize and facilitate community events, workshops, and partnerships to promote the business and create positive experiences for community members.
9. Identify and pursue partnerships with local businesses, community organizations, and nonprofits to support mutual growth and benefit.
10. Stay informed about community development initiatives, local regulations, and industry trends that may impact the business, and adjust strategies accordingly.

LEASING CONSULTANT - As a Leasing Consultant, I was an integral part of a dynamic team responsible for leasing and managing residential properties. I would be one the primary point of contact for prospective tenants, providing exceptional customer service and assisting them throughout the leasing process. My role will involve showcasing properties, answering inquiries, conducting thorough screenings, and ensuring a seamless leasing experience.

Responsibilities:

1. Customer Service and Tenant Relations: Welcome prospective tenants, respond to inquiries promptly, and provide detailed information about available properties, leasing terms, and community amenities. Cultivate positive relationships with tenants, address their needs and concerns in a timely manner, and strive for high tenant satisfaction.
2. Property Showcasing: Conduct property tours, highlighting the unique features and benefits of each unit. Demonstrate a comprehensive knowledge of the property layout, floor plans, and amenities to help potential tenants make informed decisions. Showcase the value and lifestyle offered by the community.
3. Lease Administration: Prepare accurate leasing agreements, review lease terms, and ensure all necessary documentation is complete and properly executed. Maintain organized records of leasing activities, including tenant information, lease terms, move-in/move-out dates, and rental payments.
4. Marketing and Outreach: Collaborate with the marketing team to develop effective strategies for attracting prospective tenants. Utilize various advertising channels, online platforms, and social media to market available units and increase visibility. Engage with local businesses and community organizations to generate leasing leads.
5. Rental Inquiries and Application Processing: Respond promptly to rental inquiries, provide detailed information about the application process, and guide potential tenants through the necessary steps. Review and screen rental applications, conduct background and credit checks, and make informed decisions based on established rental criteria.
6. Lease Renewals and Rent Collection: Proactively communicate with tenants nearing lease expiration to discuss renewal options and ensure timely lease renewals. Update lease agreements as necessary, coordinate move-in/move-out processes, and effectively track rent collection and payment records.
7. Market Analysis and Competitor Research: Stay updated on local rental market trends, including rental rates, occupancy rates, and competitor offerings. Conduct market analysis to identify opportunities for rent adjustments, lease incentives, and occupancy optimization strategies.
8. Compliance and Legal Requirements: Maintain a strong understanding of fair housing laws, leasing regulations, and compliance requirements. Ensure full adherence to all legal and regulatory obligations throughout the leasing process.

Event Coordinator- The Event Coordinator is a detail-oriented professional responsible for planning, organizing, and executing a wide range of events to create exceptional experiences for clients and attendees. my role involves overseeing all aspects of event logistics, vendor coordination, budget management, and client communication. The Event Coordinator works closely with internal teams and external stakeholders to ensure seamless event execution and deliver memorable results.

Key Responsibilities:

1. Collaborate with clients to understand their event objectives, preferences, and budgetary constraints, translating their vision into actionable event plans.
2. Develop comprehensive event concepts, themes, and timelines, incorporating innovative ideas to create engaging experiences.
3. Manage all logistical aspects of events, including venue selection, contract negotiation, vendor coordination, equipment rentals, and permits.
4. Create detailed event plans and timelines, outlining tasks, responsibilities, and deadlines to ensure smooth execution.
5. Source and manage relationships with vendors, suppliers, and service providers, ensuring quality service delivery within budgetary guidelines.
6. Monitor event budgets, track expenses, and propose cost-saving measures to optimize financial resources.
7. Oversee event setup, including seating arrangements, staging, decorations, audiovisual equipment, and catering services.
8. Coordinate event marketing and promotion efforts, collaborating with the marketing team to develop effective strategies and maximize event visibility.
9. Maintain open communication with clients and stakeholders, providing regular updates, addressing concerns, and managing expectations.
10. Execute on-site event management, coordinating staff, troubleshooting issues, and ensuring a seamless experience for attendees.

PROFESSIONAL EXPERIENCE

FEDEx EXPRESS Truck Control Agent	<i>2016-2017</i>
CAREER STRATEGIES INC. Leasing Consultant	<i>2017</i>
ASSOCIATED RECREATION COUNCIL (ARC) Youth Counselor	<i>2017-2018</i>
CITY OF SEATTLE Recreation Attendant	<i>2017-2019</i>
CITY OF SEATAC Recreation Attendant	<i>2018-2019</i>

King County Parks and Recreation Recreational Specialist	2019-2021
Sprout Co-Founder	2019- <i>Present</i>
VECA Electric Electrical Apprentice	2019-2020
King County Equity Now Founder, Event Coordinator	2020-2021
City Of Seattle Rainier Beach Economic Development Manager	2021- <i>Present</i>
Rainier Beach Action Coalition Community Business Manager	2021- <i>Present</i>

EDUCATION

High School Diploma- West Seattle High School

Highline College	2015-2016
ANEW Pre-Apprenticeship	2018
IBEW 46 - Apprenticeship Program	2019-2020
New Skills Academy- Interview Skills & Resume Writing Cert	2021
New Skills Academy- Life Coaching Certification	2021
Alabama A&M - City & Regional Planning	2022- Present

VOLUNTEER EXPERIENCE

Special Olympics/Unified Sports	2013-2015
EYN Solutions	2011- <i>Present</i>
Rep N Step	2018- <i>Present</i>
Night to Shine (Tim Tebow Foundation)	2019-2020
Juneteenth	2020- <i>Present</i>
Umoja Festival	2020- <i>Present</i>
Africatown Education and Innovation Board of Directors	2020- <i>Present</i>
Rainier Beach BooBash	2021

Awards & Highlight

C.H.A.M.P.S Seattle fundraising event raised a total of \$22,000 dollars for Halloween events for the Rainier Beach Community for youth

State of Africatown Seattle 2022 Watoto Award winner for community builder

City of Seattle Neighborhood Economic Recovery Award winner recipient, providing strategies for recovery efforts in Rainier Beach, The neighborhood was able to obtain a total of \$235,000 to support small businesses.

Leukemia & Lymphoma Society - Visionary of the Year Canadaite in Seattle, WA

Led the largest Juneteeth festival in Seattle,WA Bringing out over 30k people for the holiday

Urban Impact Seattle Awarded Fynnieceko - 2020 Most Social Impact Award

Created 25 Job opportunities with Port of Seattle, Successfully secured career opportunities for youth and young adults in community

Rainier Beach Unsung Hero Award - Business of Excellence July 2023

Equitable Development Initiative Advisory Board

13 Members: Pursuant to *Ordinance 119887*, *all* members subject to City Council confirmation.

- a) Initial members in positions 3, 6, 9, 12, and 13 shall be members of the Equitable Development Initiative's Interim Advisory Board as of the effective date of this ordinance
 - b) The initial terms for positions 1, 3, 4, 6, 8, 10, and 13 shall be one year
 - c) The initial terms for positions 2, 5, 7, 9, 11, and 12 shall be two years
 - d) All subsequent terms shall be for three years. With the exception of initial positions 3, 6, 9, 12, and 13 no member shall serve more than two consecutive three-year terms
- **3** City Council-appointed
 - **3** Mayor-appointed
 - **7** Other Appointing Authority-appointed (specify): Initial appointments by Interim Advisory Board, subsequent appointments by Advisory Board

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
			1.	Member	Denise Perez Lally	3/1/2022	2/28/2025	1	Mayor
			2.	Member	Evelyn Allen	3/1/2023	2/28/2026	2	Mayor
			3.	Member	John Rodriguez	3/1/2022	2/28/2025	1	Mayor
			4.	Member	Lindsay Goes Behind	3/1/2022	2/28/2025	1	City Council
			5.	Member	Fynniecko Glover Jr.	3/1/2023	2/28/2026		City Council
			6.	Member	Kaleb Germinaro	3/1/2024	2/28/2027	2	City Council
			7.	Member	Mark R. Jones	3/1/2022	2/28/2025	2	Board
			8.	Member	Jamie Madden	3/1/2024	2/28/2027	2	Board
			9.	Member	Tiffany Kelly-Gray	3/1/2023	2/28/2026	1	Board
			10.	Member	Diana Paredes	3/1/2022	2/28/2025	1	Board
			11.	Member	Eliana Horn	3/1/2023	2/28/2026	1	Board
			12.	Member	Jennell Hicks	3/1/2023	2/28/2026	2	Board
			13.	Member	Sophia Benalfew	3/1/2022	2/28/2025	1	Board

SELF-IDENTIFIED DIVERSITY CHART

SELF-IDENTIFIED DIVERSITY CHART					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	LGBTQ/ Transgender	NB/ O/ U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	1	2	1			1	1						1
Council	2	1				2		1					
Other	4	3		1	1	4	1			1			
Total	6	7											

Key:

*D List the corresponding *Diversity Chart* number (1 through 9)

**G List gender, M= Male, F= Female, T= Transgender, NB= Non-Binary O= Other U= Unknown

RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary. 3



Legislation Text

File #: Appt 02905, **Version:** 1

Appointment of Eliana Horn as member, Equitable Development Initiative Advisory Board, for a term to February 28, 2026.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Eliana Horn</i>		
Board/Commission Name: <i>Equitable Development Initiative Advisory Board</i>		Position Title: <i>Member</i>
<input checked="" type="checkbox"/> Appointment OR <input type="checkbox"/> Reappointment	City Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Appointing Authority: <input type="checkbox"/> City Council <input type="checkbox"/> Mayor <input checked="" type="checkbox"/> Other: <i>EDI Advisory Board</i>	Term of Position: * 03/01/2023 to 02/28/2026 <input type="checkbox"/> <i>Serving remaining term of a vacant position</i>	
Residential Neighborhood: Columbia City / Seward Park	Zip Code: 98118	Contact Phone No.: [REDACTED] [REDACTED]
Background: <p>Eliana Horn is a dedicated community advocate, policy analyst, and attorney with extensive experience in tenant organizing, legal representation, and community-led land and equitable development projects. Her commitment to social justice is evident through her decade-long involvement in various roles supporting community stewardship of land. This framework, which Eliana champions, is essential for achieving racial, economic, gender, and climate justice.</p> <p>Eliana's educational background includes a Juris Doctor from CUNY School of Law, earned in May 2018, and a Bachelor of Arts from Columbia University, completed in June 2011. This strong academic foundation has equipped her with the legal expertise and analytical skills necessary to effectively advocate for community stewardship of land and social justice. Driven by a passion for empowering marginalized communities, particularly Black, Indigenous, and People of Color (BIPOC), Eliana works in partnership with communities so they can take democratic control of their land and housing resources. She believes that community ownership is key to creating lasting change and ensuring that the voices of those most impacted are heard and prioritized.</p> <p>Eliana's interest in serving on the Equitable Development Initiative (EDI) Advisory Board stems from her belief in the government's responsibility to address historical harms against BIPOC communities and its potential to foster transformative societal changes. She is eager to bring her expertise in tenant organizing and community-led development to the EDI board to enhance its impact on community stewardship of land. Eliana views Seattle EDI as a crucial resource that centers community vision and leadership, particularly from BIPOC communities. She aims to protect and expand EDI's role in supporting community learning, democratic governance of land and housing, and rapid land</p>		

*Term begin and end date is fixed and tied to the position and not the appointment date.

acquisition strategies. With her extensive background in policy work, legal representation, and organizing, Eliana is an invaluable addition to the EDI Advisory Board, committed to advancing equitable development and justice for all.

Professionally, Eliana has a diverse and impactful career. Currently, she serves as a Policy Analyst at Puget Sound Sage in Seattle, where she focuses on community stewardship of land. In this role, she conducts policy research, engages in community education, and supports advocacy campaigns. Eliana collaborates with community partners to release policy platforms, co-author reports on disaster gentrification, and develop educational tools for policymakers and the public. Additionally, as the Founder and Attorney at Interdependent Law PLLC, she represents community organizations in legal matters related to land projects and worker cooperatives, creating educational tools to aid clients in understanding complex legal concepts and supporting informed decision-making through workshops and aids.

Eliana's previous roles further highlight her dedication to social justice and community advocacy. At Colectiva Legal del Pueblo, she represented immigrants in legal proceedings and contributed to organizational policy development. During her tenure at the Tenants Union of Washington, she led anti-displacement campaigns, coordinated direct actions, and developed strategic plans for tenant organizing. She also implemented community engagement programs focused on gun violence prevention at the Crown Heights Mediation Center. Eliana's volunteer work includes strategic roles in various social justice campaigns and community land control initiatives, reflecting her deep commitment to empowering marginalized communities. Her efforts have been recognized with several awards, including the CUNY Law Graduate Fellowship and the National Alliance of HUD Tenants Organizer of the Year.

Authorizing Signature (original signature):

Mark R. Jones, Ph.D.

Mark R. Jones, Ph.D. (Jun 18, 2024 13:22 PDT)

Date Signed (appointed):

06/18/2024

Appointing Signatory:

Dr. Mark R. Jones

Board Vice Chair

EDUCATION

CUNY SCHOOL OF LAW, Queens, NY

<https://seattle.granicus.com/boards/forms/34/apply/3821435?code=9202ead2-af83-4eed-9281-b35cc3acaa0a> May 2018, Juris Doctor

COLUMBIA UNIVERSITY, Manhattan, NY

June 2011, Bachelor of Arts

AWARDS

CUNY LAW GRADUATE FELLOWSHIP, Queens, NY

September 2015

Awarded in recognition of outstanding academic and public interest accomplishments

NATIONAL ALLIANCE OF HUD TENANTS ORGANIZER OF THE YEAR, Washington, D.C.

June 2013

AVODAH SOCIAL JUSTICE FELLOWSHIP, Brooklyn, NY

September 2011

EMPLOYMENT

PUGET SOUND SAGE, Seattle, WA

Policy Analyst – Community Stewardship of Land, Research Consultant

January 2021 – Present

- Research policy and budget considerations to support campaigns that advance community stewardship of land framework
- Collaborated with community partners to release policy platform and report addressing disaster gentrification and centering community stewardship of land;
- Co-wrote and co-designed website educating policymakers and community members regarding community stewardship of land and facilitated feedback and input from community partners

INTERDEPENDENT LAW PLLC, Seattle, WA

Founder, Attorney

September 2021 – Present

- Create educational tools for clients and community members to understand legal landscape and make informed decisions;
- Represent community organizations seeking creative solutions to collectively steward land and housing;
- Represent forming and established businesses exploring worker ownership through worker cooperatives, employee ownership trusts, and stock-based employee ownership plans;
- Support policy development through education series on radical forms of homeownership and participation in King County Equitable Development Initiative Community Work Group;

COLECTIVA LEGAL DEL PUEBLO, Burien, WA

Staff Attorney

October 2018 – August 2021

- Represented detained and non-detained immigrants in removal and bond proceedings through a range of legal strategies, including federal litigation
- Filed affirmative asylum applications to help immigrants establish permanent residency and ultimately citizenship
- Served on finance, legal, and collective development working groups to collectively establish policies and procedures for organizational finance, human resources, and legal management

TENANTS UNION OF WASHINGTON, Seattle, WA

Director of Organizing

August 2014 – March 2015

- Supervised and trained an organizing staff of four to implement campaigns targeting the Seattle Housing Authority, predatory developers, and slumlords
- Developed strategy for campaigns and coordinated pro bono attorneys to develop legal strategies to support organizing work
- Authored tenant association and campaign manual for tenants utilizing popular education tools and designed framework for tenant association membership model

Lead Organizer, Section 8 Tenants Organizing Project

October 2012 – August 2014

- Provided leadership development and trainings including power-mapping, campaign planning, media work to tenants in eight buildings across Washington State
- Coordinated direct actions including rallies, marches, call-ins, press conferences, online actions, and meeting disruptions

CROWN HEIGHTS MEDIATION CENTER, Brooklyn, NY

Special Projects Coordinator, Volunteer Coordinator

September 2011 – August 2012

- Implemented programming to engage broad community participation in gun violence prevention including organizing community responses to local shootings, peace marches, and an anti-violence art festival

 INTERNSHIPS

HOUSING JUSTICE PROJECT, Kent, WA*Rule 9 Legal Intern*

May 2017 – August 2017

- Represented tenants in eviction proceedings in *ex parte* court

CREATING LAW ENFORCEMENT ACCOUNTABILITY AND RESPONSIBILITY, Queens, NY*Student Attorney*

September 2017—May 2018

- Conducted Know Your Rights workshops for Muslim, Arab, and South Asian communities in New York City
- Provided legal counseling and prepared community members who were subjected to grand jury subpoenas and FBI questioning

BROOKLYN DEFENDERS SERVICES, Brooklyn, NY*Legal Intern*

September 2017—December 2017

- Counseled defendants in arraignment proceedings under the supervision of an attorney

PUGET SOUND SAGE, Seattle, WA*Legal Intern*

September 2016 – December 2016

- Authored memoranda regarding applicability of Fair Housing Law as related to community control of housing
- Created an educational website about public property disposition policy in Seattle, available at <https://tinyurl.com/yavpakb4>

PUBLIC ADVOCATE, Seattle, WA*Legal Intern*

June 2016 – September 2016

- Compiled research and authored a report documenting gaps in DOJ consent decree regulating Seattle Police Department

 VOLUNTEER WORK

JEWISH VOICE FOR PEACE, SEATTLE CHAPTER

January 2013 – August 2015; November 2022 - Present

- Developed strategy and organized actions for campaign demanding Sur La Table cease selling SodaStream, a product made in the Occupied Territories in Palestine

DISPLACED TENANTS FOR ACCOUNTABILITY AND TRANSPARENCY

March 2015 – January 2022

- Facilitated regular meetings with low-income tenants to design processes to disburse 5.7 million dollars settlement in support of community-controlled affordable housing in Seattle, WA
- Collaborated with local social justice philanthropic organization, Social Justice Fund, to design grant-making process

TENANTS UNION OF WASHINGTON, BOARD OF DIRECTORS

June 2020 – October 2022

- Served as chair of the Organizing, Policy and Strategy committee, focused on capacity-building of organizing work

LA RESISTENCIA

May 2017 – August 2017

- Interviewed immigrants detained at Northwest Detention Center about conditions inside
- Facilitated communication between detained immigrants and organizers, activists and lawyers in La Resistencia network

COMMUNITY CONTROL SEATTLE

May 2016 – September 2017

- Coordinated monthly meetings of researchers, advocates and organizers and activists to strategize about how to increase movement capacity for community control of land and how to take projects to scale

 PUBLICATIONS

Horn, Eliana & Jemma Pasch (July 8, 2017), *Truthout*“[Police Brutality is Not ‘Repairing the World’: Why Jewish Institutions Must Divest from State Violence](#)”Horn, Eliana, Cat Cunningham, Beck Gross, and Gillian Locascio (July 23, 2015), *Slog at the Stranger*“[City Attorney Pete Holmes Should Stop Prosecuting Black Lives Matter Protesters](#)”Horn, Eliana. (July 21, 2014), *Slog at the Stranger*“[Seattle’s Band-aid Solution for Displaced Tenants isn’t Good Enough and Here’s Why](#)”Horn, Eliana & Stina Jannsen (April 15, 2013), *Publicola*“[A Tale of Two Buildings: Why the Council Should Ask for More in South Lake Union](#)”

 LANGUAGES & OTHER SKILLS

- Intermediate fluency in Spanish
- Intermediate proficiency in Geographic Information Systems (GIS) software

Equitable Development Initiative Advisory Board

13 Members: Pursuant to *Ordinance 119887*, *all* members subject to City Council confirmation.

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 - d) All subsequent terms shall be for three years. With the exception of initial positions 3, 6, 9, 12, and 13 no member shall serve more than two consecutive three-year terms
- **3** City Council-appointed
 - **3** Mayor-appointed
 - **7** Other Appointing Authority-appointed (specify): Initial appointments by Interim Advisory Board, subsequent appointments by Advisory Board

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
			1.	Member	Denise Perez Lally	3/1/2022	2/28/2025	1	Mayor
			2.	Member	Evelyn Allen	3/1/2023	2/28/2026	2	Mayor
			3.	Member	John Rodriguez	3/1/2022	2/28/2025	1	Mayor
			4.	Member	Lindsay Goes Behind	3/1/2022	2/28/2025	1	City Council
			5.	Member	Fynniecko Glover Jr.	6/1/2023	5/28/2026		City Council
			6.	Member	Kaleb Germinaro	3/1/2024	2/28/2027	2	City Council
			7.	Member	Mark R. Jones	3/1/2022	2/28/2025	2	Board
			8.	Member	Jamie Madden	3/1/2024	2/28/2027	2	Board
			9.	Member	Tiffany Kelly-Gray	6/1/2023	5/28/2026	1	Board
			10.	Member	Diana Paredes	3/1/2022	2/28/2025	1	Board
			11.	Member	Eliana Horn	3/1/2023	2/28/2026	1	Board
			12.	Member	Jennell Hicks	3/1/2023	2/28/2026	2	Board
			13.	Member	Sophia Benalfew	3/1/2022	2/28/2025	1	Board

SELF-IDENTIFIED DIVERSITY CHART

SELF-IDENTIFIED DIVERSITY CHART					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	LGBTQ/ Transgender	NB/ O/ U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	1	2	1			1	1						1
Council	2	1				2		1					
Other	4	3		1	1	4	1			1			
Total	6	7											

Key:

*D List the corresponding *Diversity Chart* number (1 through 9)

G List gender, **M= Male, **F**= Female, **T**= Transgender, **NB**= Non-Binary **O**= Other **U**= Unknown

RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary. 3



Legislation Text

File #: Appt 02906, **Version:** 1

Appointment of Tiffany Kelly-Gray as member, Equitable Development Initiative Advisory Board, for a term to February 28, 2026.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Tiffany Kelly-Gray</i>		
Board/Commission Name: <i>Equitable Development Initiative Advisory Board</i>		Position Title: <i>Member</i>
<input checked="" type="checkbox"/> Appointment OR <input type="checkbox"/> Reappointment		City Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Appointing Authority: <input type="checkbox"/> City Council <input type="checkbox"/> Mayor <input checked="" type="checkbox"/> Other: <i>EDI Advisory Board</i>		Term of Position: * 3/1/2023 to 2/28/2026 <input checked="" type="checkbox"/> <i>Serving remaining term of a vacant position</i>
Residential Neighborhood: Central District	Zip Code: 98122	Contact Phone No.: [REDACTED]
<p>Background: Tiffany Kelly-Gray's is a dedicated community advocate and visionary leader with extensive experience across various sectors, including community empowerment, that reflects her commitment to equity. With a rich history of advocacy and strategic leadership in Seattle's Central District, Tiffany's appointment comes as a significant addition to the board, reflecting the EDI's commitment to fostering community-led actions that prevent displacement of historically marginalized communities.</p> <p>As the Impact Director at Byrd Barr Place, Tiffany has been instrumental in shaping the organization's fund development strategy and fostering strong relationships with both existing and new investors. Her efforts have been pivotal in combating displacement and addressing persistent inequities in Seattle's Central District, particularly through Byrd Barr Place's acquisition of their historic fire station home base, empowered through support from the Equitable Development Initiative (EDI). Tiffany's dedication to equity and social justice is evident in her efforts at Byrd Barr Place, where she has led initiatives to meet community needs and empower systemic advocacy. She is committed to implementing financial literacy programs and offering technical support tailored to community needs.</p> <p>Tiffany holds a Bachelor of Arts in Digital Cultures & Technology from Seattle University. Her core skills and competencies include cross-functional leadership, project management, continuous process improvement, community engagement, strategic planning, budgeting, financial acumen, partnerships, relationship management, and data analysis. Earlier in her career, Tiffany gained valuable financial acumen and strategic leadership experience as a Wealth Manager at Merrill Lynch (2006-2008) and a Community Lender at Fifth Third Bank (2004-2006). These roles provided her with a solid foundation in financial management and client relationship building.</p>		

*Term begin and end date is fixed and tied to the position and not the appointment date.

As a longtime resident of Seattle’s Central District, Tiffany has deep ties to the community and a personal commitment to preventing displacement. She is active in promoting diversity, equity, and inclusion through her board service and community initiatives. Her focus is on providing wealth opportunities and preventing economic inequities among marginalized communities. Tiffany's professional journey is marked by a deep commitment to social justice, equity, and community empowerment. Since September 2021, she has served as the Community Navigator and Director of Economic Development at the Central Area Collaborative. In this role, Tiffany directs economic empowerment programs, manages budgets, oversees program outcomes, and leads staff development, all aimed at enhancing economic opportunities for residents in Seattle’s Central District. In addition to her professional roles, Tiffany has been a Board Trustee at The Bertschi School since 2019, where she chairs the Diversity, Equity, and Inclusion committee. She leads the hiring task force and collaborates with the Director of Diversity on initiatives involving parents and staff, reinforcing her commitment to equity in educational environments.

Looking ahead to her role on the Equitable Development Initiative (EDI) Advisory Board, Tiffany is eager to shape EDI fund allocation criteria to further the City's Race and Social Justice Initiative goals. She aims to facilitate land ownership for BIPOC individuals in Seattle and support sustainable community development. Tiffany plans to leverage her expertise in program development, impact measurement, and community advocacy to make a meaningful difference through her service on the EDI Advisory Board.

Authorizing Signature (original signature):

DR. Mark R. Jones, Ph.D.
 DR. Mark R. Jones, Ph.D. (Jun 6, 2024 13:47 PDT)

Date Signed (appointed):

06/06/2024

Appointing Signatory:

Dr. Mark R. Jones

Board Vice Chair

Tiffany Kelly-Gray

Visionary and dedicated professional leveraging extensive leadership experience spanning diverse industries. Effectively defines long-term strategy, assessing priorities through conducting research into stakeholder needs and evaluating data, establishing objectives, and both proposing and championing a range of compelling initiatives to achieve those targets.

Builds and maintains long-standing relationships with internal and external stakeholders, community partners, and various other parties to initiate and seamlessly execute events, programs, workshops, and other initiatives to progress strategic interests. Transformational change agent, influencing stakeholders to promote positive change across the organization through enhanced structure, workflows, and processes.

CORE SKILLS & COMPETENCIES

- ◆ Cross-Functional Leadership
- ◆ Project Management
- ◆ Continuous Process Improvement
- ◆ User Experience Design

- ◆ Long-Term Strategic Planning
- ◆ Verbal & Written Communication
- ◆ Vendor Sourcing & Management
- ◆ Consensus Building

- ◆ Stakeholder Engagement
- ◆ Requirements Gathering
- ◆ Budgeting & Financial Acumen
- ◆ Partnerships & Relationship Management

Technical Acumen: Microsoft Office Suite Python HTML Java

Authorized to work in the US for any employer

Work Experience

Impact Director

Byrd Barr Place - Seattle, WA
May 2023 to Present

As Byrd Barr Place's impact director, Tiffany works closely with the CEO and management team to develop and implement the organization's fund development strategy, cultivating trusting relationships among existing and new investors.

Community Navigator- Director of Economic Development

Central Area Collaborative - Seattle, WA

September 2021 to Present

As the Community Navigator and The Economic Development Director, I'm responsible for directing all operations of Economic Empowerment. Develop, operationalize, and administer economic empowerment programs in the Central Area which will expand and strengthen customers' economic opportunities and involvement within their community.

Core responsibilities include:

Program management and development to include budget, contractual, and outcome metrics.

Supervision, training, and development of staff to provide respectful, responsive, and effective services to our customers and communities.

Outreach to the public using effective communication to maintain trust, confidence, and respect of customers, partners, funders, community, management, and co-workers.

To support, bolster and Fulfill new initiatives and Grants.

Board Trustee

The Berschi School

2019 to Present

Board member and Chair of the Diversity, Equity, and Inclusion committee focused on fulfilling an executive mandate to promote diversity within the staff of this private school. Acts as the lead of the hiring task force, working in partnership with the interim Head of School to oversee all hiring for staff. Liaises with the Director of Diversity to align parent initiatives with staff initiatives, facilitating a range of workshops and events to promote diversity, and engage the parents and community.

Airbnb Property Owner

Airbnb

2012 to Present

One of the first Airbnb hosts within the Seattle area. Purchased a duplex and spearheaded all renovations to enhance the property value and ready it for guests, hiring contractors and overseeing the overall design. Currently oversees this duplex and all bookings while ensuring complete client satisfaction.

Wealth Manager

Merrill Lynch

2006 to 2008

Fifth Third Bank

Community Lender

2004 to 2006

AREAS OF PROVEN PERFORMANCE

Demonstrated the following transferrable skills over a diverse career spanning multiple industries:

- **Strategic Leadership:** Equipped with extensive experience developing and executing short and long-term strategies, primarily as a Board Trustee, substantiating strategies through focus groups and workshops to identify primary needs. Collaborates with various department heads to ensure cohesiveness of strategy and drive a seamless execution to fulfil executive mandate.
- **Consensus Building:** Leverages extensive influence, proposing new initiatives and operational improvements through formal business cases and securing stakeholder buy-in. Key transformational

change agent within the organization promoting consistent progress forward to fulfil long-term objectives.

- **Financial Acumen:** Develops and manages budgets for specific initiatives, and showcases a strong financial acumen due to previous experience within the banking sector. Demonstrates a strong understanding of investment strategies and other critical concepts to optimize spend and maximize returns.
- **Project Management:** Establishes project schedules, budgets, and manages both throughout the life cycle, leading cross-functional technical and non-technical teams to drive timely completion and full alignment with requirements. Directs the overall vision for these initiatives while promoting achievement through combining creativity with
- **Vendor Sourcing & Management:** Sources and negotiates with vendors and suppliers to secure resources and services for specific initiatives. Manages these vendors to ensure fulfilment of contractual obligations and timely completion of work.
- **Data Extraction & Analysis:** Effectively collects, organizes and analyzes both qualitative and quantitative data, utilizing this information to inform strategy through securing valuable insights on priorities.
- **Continuous Process Improvement:** Applies a genuine dedication toward improving organizational processes and structure through developing new positions, streamlining workflows, and implementing various protocols to maximize success of fulfilling strategic objectives.
- **Partnerships & Relationship Management:** Builds and maintains long-standing, integrity-rooted relationships with key community partners and various other internal and external stakeholders, representing the organization. Leverages these partnerships to initiate and execute collaborative initiatives, mutually beneficial to fulfilling strategic objectives.

Education

Bachelor of Arts in Digital Cultures & Technology

Seattle University

Skills

- Cross functional leadership
- Project management
- User research
- Strategic planning
- Budgeting and Finance
- User Experience (UX)
- Requirements Gathering
- Senior Leadership
- JavaScript
- Business Analysis
- Financial Acumen
- User Interface (UI)
- Usability

- Java
- Program development
- Management
- Relationship management
- Supervising experience

Links

<http://TIFFANYKELLYGRAY.COM>

Certifications and Licenses

FINRA License

Equitable Development Initiative Advisory Board

13 Members: Pursuant to *Ordinance 119887*, all members subject to City Council confirmation.

- a) Initial members in positions 3, 6, 9, 12, and 13 shall be members of the Equitable Development Initiative's Interim Advisory Board as of the effective date of this ordinance
 - b) The initial terms for positions 1, 3, 4, 6, 8, 10, and 13 shall be one year
 - c) The initial terms for positions 2, 5, 7, 9, 11, and 12 shall be two years
 - d) All subsequent terms shall be for three years. With the exception of initial positions 3, 6, 9, 12, and 13 no member shall serve more than two consecutive three-year terms
- **3** City Council-appointed
 - **3** Mayor-appointed
 - **7** Other Appointing Authority-appointed (specify): Initial appointments by Interim Advisory Board, subsequent appointments by Advisory Board

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
			1.	Member	Denise Perez Lally	3/1/2022	2/28/2025	1	Mayor
			2.	Member	Evelyn Allen	3/1/2023	2/28/2026	2	Mayor
			3.	Member	John Rodriguez	3/1/2022	2/28/2025	1	Mayor
			4.	Member	Lindsay Goes Behind	3/1/2022	2/28/2025	1	City Council
			5.	Member	Fynniecko Glover Jr.	3/1/2023	2/28/2026		City Council
			6.	Member	Kaleb Germinaro	3/1/2024	2/28/2027	2	City Council
			7.	Member	Mark R. Jones	3/1/2022	2/28/2025	2	Board
			8.	Member	Jamie Madden	3/1/2024	2/28/2027	2	Board
			9.	Member	Tiffany Kelly-Gray	3/1/2023	2/28/2026	1	Board
			10.	Member	Diana Paredes	3/1/2022	2/28/2025	1	Board
			11.	Member	Eliana Horn	3/1/2023	2/28/2026	1	Board
			12.	Member	Jennell Hicks	3/1/2023	2/28/2026	2	Board
			13.	Member	Sophia Benalfew	3/1/2022	2/28/2025	1	Board

SELF-IDENTIFIED DIVERSITY CHART

SELF-IDENTIFIED DIVERSITY CHART					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	LGBTQ/ Transgender	NB/ O/ U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	1	2	1			1	1						1
Council	2	1				2		1					
Other	4	3		1	1	4	1			1			
Total	6	7											

Key:

*D List the corresponding *Diversity Chart* number (1 through 9)

**G List gender, M= Male, F= Female, T= Transgender, NB= Non-Binary O= Other U= Unknown

RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary. 3



Legislation Text

File #: CB 120788, **Version:** 2

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

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

WHEREAS, Seattle's transportation system must accommodate the City's goals of promoting more economic

vibrancy within neighborhood business districts, manufacturing and industrial centers, and across the city and greater Puget Sound region; and

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

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

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

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

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

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

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

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

and

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

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

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

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

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

WHEREAS, the first Seattle transportation levy, Bridging the Gap, funded significant transportation system

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

WHEREAS, the 2015 Levy to Move Seattle built on the successes of Bridging the Gap by increasing funding for system maintenance and upgrades, and is on target to meet or exceed nearly all of the commitments made as part of the voter-approved measure, including the paving of an estimated 180 lane-miles of streets, rehabilitation or seismic retrofit of 16 bridges, replacement of 30,000 street signs, enhancement of seven transit corridors, construction of 250 blocks of new sidewalk, restriping of 13,075 crosswalks, implementation of 207 Safe Routes to School projects and 35 Neighborhood Street Fund projects and significant enhancement of the asset management system first developed and deployed through the previous Bridging the Gap Levy; and

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

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

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

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

WHEREAS, SDOT will continue to engage and collaborate with the Seattle Fire Department and other emergency responders to ensure that any projects that propose to reconfigure the right-of-way or add elements intended to reduce vehicle speeds continue to maintain access for emergency responders, including fire trucks, while also improving safety for users of the roadway; and

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

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

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

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

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

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

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

backbone of Seattle’s economy; and

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

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

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

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

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

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

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

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

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

WHEREAS, The City of Seattle intends to place a levy proposal on the November 5, 2024, general election ballot to replace the expiring Levy to Move Seattle in order to continue 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 RCW 84.55.050, the City exempts the proposed increased regular property taxes for certain seniors, veterans with disabilities, or other persons with disabilities who qualify under 84.36.381. Pursuant to RCW 84.55.050(4), the maximum regular property taxes that may be levied in 2032 for collection in 2033 and in later years shall be computed as if the limit on regular property taxes had not been increased under this ordinance.

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

Section 4. Bond and Notes. To the extent permitted by applicable law, the City may issue bonds, notes,

or other evidences of indebtedness payable wholly or in part from the additional taxes authorized under this ordinance, and may pledge and may apply such taxes to the payment of principal of, interest on, and premium (if any) on such bonds, notes, or other evidences of indebtedness and to the payment of costs associated with them.

Section 5. Use of Levy Proceeds. The Levy Proceeds shall be used solely for Transportation Improvements in accordance with the provisions in Section 6 of this ordinance and in accordance with RCW 84.55.050. The City Council expects to appropriate or transfer General Fund revenues in the annual budget for transportation purposes. The minimum annual expected appropriation or transfer (Minimum Annual General Fund Appropriation) is \$50,740,000 in the first year of the levy; the Minimum Annual General Fund Appropriation thereafter shall be increased by an inflationary factor on an annual basis. If the Council does not appropriate or transfer the Minimum Annual General Fund Appropriation in a given year, then the Council may not levy any taxes authorized by this ordinance, for collection in the following budget year, unless the City Council by a 3/4 vote determines that economic or financial conditions prevent the Council from appropriating the Minimum Annual General Fund Appropriation for that year.

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

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

A. Vision Zero, School and Neighborhood Safety, which includes improvements such as Aurora Avenue and other corridor safety improvements; Safe Routes to School improvements and student safety education;

neighborhood-initiated safety partnerships; and a citywide project fund to address emerging neighborhood concerns and requests;

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

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

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

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

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

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

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

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

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

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

delivering transportation infrastructure.

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

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

- i. \$160.5 million for Vision Zero, School and Neighborhood Safety;
- ii. \$423 million for Street Maintenance and Modernization, including no less than \$350 million for Arterial Roadway Maintenance;
- iii. \$221 million for Bridges and Structures;
- iv. \$151 million for Transit Corridors and Connections;
- v. \$193 million for Pedestrian Safety, including no less than \$111 million for New Sidewalks and Sidewalk Alternatives and no less than \$34 million for Sidewalk Safety Repair;
- vi. \$100 million for Signals and Operations;
- vii. \$113.5 million for Bicycle Safety;
- viii. \$66.5 million for People Streets and Public Spaces;
- ix. \$69 million for Climate and Resiliency, including no less than \$32 million for electric vehicle charging infrastructure;
- x. \$45 million for Freight and Goods Movement; and
- xi. \$7.5 million for Good Governance & Equitable Implementation Initiative.

The eight-year appropriation amounts of Levy Proceeds for each core category established in this

section may be changed by: (a) up to ten percent of the amount listed for each category by ordinance, after the Levy Oversight Committee has been given an opportunity to comment; and (b) more than ten percent of the amount listed for each core category by ordinance by a 3/4 vote of the City Council.

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

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

The Oversight Committee shall consist of 19 members: the Chair of the City Council's Transportation Committee or its successor committee with responsibility for transportation; the City Budget Director; one representative each chosen by and from among the respective members of the Seattle Pedestrian Advisory Board, Seattle Bicycle Advisory Board, Seattle Transit Advisory Board, and Seattle Freight Board; a young member selected through the Get Engaged program, seven Seattle residents appointed by the City Council held by a representative of each Council District; and five Seattle residents appointed by the Mayor. Consistent with the City's Race and Social Justice Initiative and (Ordinance 126799) and the Department's Transportation Equity Framework, SDOT shall strive to ensure that at all times at least four members of the Levy Oversight Committee, whether in appointed or designated seats, represent census tracts identified Highest and Second Highest Equity Priority under the City of Seattle Racial and Social Equity Index. SDOT shall strive to ensure

that at all times at least two members of the Levy Oversight Committee have auditing experience.

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

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

Between January 1 and April 30 of 2032, the Oversight Committee may make a recommendation to the Mayor and City Council regarding the advisability of proposing to Seattle voters a replacement levy that would continue funding transportation improvements once this one expires at the end of 2032.

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

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

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

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

CITY OF SEATTLE

PROPOSITION NO. 1

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

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

It authorizes an eight-year increase of approximately \$0.65/\$1,000 in assessed value, for collection beginning in 2025. It cannot increase the City's total rate above \$3.60/\$1,000. Subsequent levies' limitation computations incorporate 2025's levy dollars. RCW 84.36.381's senior citizens and disabled persons exemption applies.

Should this levy be approved?

Levy, Yes

Levy, No

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

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

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

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

Passed by the City Council the _____ day of _____, 2024, and signed by
me in open session in authentication of its passage this _____ day of _____, 2024.

President _____ of the City Council

Approved / returned unsigned / vetoed this _____ day of _____, 2024.

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2024.

Scheereen Dedman, City Clerk

(Seal)

Attachments:
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 	\$350M

	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		\$423M
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
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 and south Seattle connections Initial projects include NW 6th Ave from NW 58th St to Carkeek Park 	\$20M

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 Albion Pl 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		\$113.5M
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 advancement of a longer-term vision for 3rd Ave	\$15M

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 that carry the heaviest truck traffic	\$8M

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.

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
SDOT	Bill LaBorde	Aaron Blumenthal

1. BILL SUMMARY

Legislation Title: 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.

Summary and Background of the Legislation: This ordinance would submit an 8-year levy lid lift proposal to the voters of Seattle for their approval on November 5, 2024, general election ballot. The proposal would renew and expand the previous Levy to Move Seattle. Under the authority of RCW 84.55, the levy renewal proposal would authorize property tax collection up to \$175,000,000 in the first year and an estimated total of \$1,450,000,000 of revenue over 8 years that would be dedicated exclusively to transportation purposes. If the new levy is approved, Council must appropriate at least \$50,740,000 of General Fund revenues to the Seattle Department of Transportation (SDOT) for transportation purposes in the first year and adjusted for inflation or 3%, whichever is lower, each year thereafter. If the annual minimum General Fund amount is not appropriated, then the City cannot collect levy proceeds the following year unless a three-fourths super-majority of the City Council determines that economic or financial conditions prevent the Council from making such an appropriation. If the transportation levy is approved by the voters, the 2025 total regular tax limit would increase by approximately \$0.59/\$1,000 in assessed value. Qualifying low-income seniors, veterans and people with disabilities who own their principal residence within the City of Seattle would be exempt from the levied amount as authorized under RCW 84.36.381. In King County, the exemption currently extends to homeowners above age 61 or with a disability rating of at least 80%, with a household income under \$84,000. Revenue projections in this ordinance and fiscal note are inclusive of anticipated exemptions offered under RCW 84.36.381.

This proposal would build on the previous levy's efforts to maintain a safe and efficient transportation system, while also doing more to invest in the future transportation needs of our city. Programmatic transportation improvement would be focused in the project and program categories as described in ordinance Section 6 and further elaborated on in Attachment A to the ordinance.

The Levy to Move Seattle, approved by voters in 2015, provided \$930 million of SDOT's local revenue and has allowed the City to leverage an additional \$400 million in Federal and State grants along with other partnership funds. The Levy to Move Seattle funded significant

transportation system maintenance and upgrades, including items such as paving 250 lane-miles of streets, rehabilitation or seismic retrofit of 16 bridges, replacement of 30,888 street signs, enhancement of seven transit corridors, and construction of 250 blocks of new sidewalk.

In addition, the costs of delivering services have grown at a much faster rate than revenue growth. Since 2015, the Consumer Price Index has increased by 45% and the Mortenson construction index for the Seattle Market, which is based on the actual costs of the major elements of construction contracts around the state (e.g., labor, asphalt, concrete, and structural steel), has risen by approximately 66%.

At the same time, the City continues to see tremendous growth in population while SDOT's existing infrastructure continues to age and is increasingly strained to meet the changing transportation patterns of Seattle residents, employers and conveyors of goods, including the exports and imports moved through the City by the Port of Seattle and its partners. The transportation system must continue to work safely and effectively for today's users, while evolving to move more people and more goods through the same amount of right-of-way.

As the current Levy to Move Seattle expires at the end of 2024, the City is preparing for the next phase of investment in transportation infrastructure with an ongoing emphasis on basic programs that invest in the maintenance and modernization of transportation infrastructure while continuing to serve the ongoing growth of the city consistent with the One Seattle Comprehensive Plan.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☒ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation have financial impacts to the City? ☐ Yes ☒ No

This legislation provides for a transportation levy proposal to be placed on the ballot, which, if approved, would provide an estimated \$1.45 billion of dedicated revenue for transportation purposes over eight years; approximately \$175 million of this revenue would be generated in 2025. These revenues are not added to the City's budget through this legislation but will be accounted for in separate legislation if the levy is approved.

3.d. Other Impacts

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time, or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

As noted above, this legislation does not directly impact appropriations or position numbers. Appropriations, position changes and acceptance of additional revenue will be approved in separate legislation upon voter approval of the levy.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

This legislation does not directly impact appropriations or positions. Appropriations, position changes, and acceptance of additional revenue will be approved in separate legislation upon voter approval.

Please describe any financial costs or other impacts of *not* implementing the legislation.

This legislation would authorize a new ballot measure and levy proposal to replace the expiring Levy to Move Seattle, representing a significant loss of revenues that support transportation core functions like maintenance while also supporting the expansion and modernization of our current infrastructure.

Without a new levy, SDOT's budget would not be sufficient to maintain current service levels. Given the current broader financial constraints for the City as a whole, we do not anticipate alternative funding becoming available to support the ongoing operations of the Department in the 2025-2026 biennium. In the event that this legislation is not approved, and that a measure is not placed on the ballot or approved by voters, SDOT anticipates significant reductions to its budget starting in the 2025 fiscal year. These reductions could include: street paving, bridge and structure repair, sidewalk repair, traffic signal maintenance, new sidewalk construction, neighborhood projects and transit improvements. These funding reductions would mean an increased degradation of transportation infrastructure and greater risk of disrepair and failure.

Furthermore, as the current Levy to Move Seattle supports a significant portion of work at SDOT, without this revenue stream, the Department will have to reduce its workforce capacity to a level that it can support with existing funding.

4. OTHER IMPLICATIONS

a. Please describe how this legislation may affect any departments besides the originating department.

This legislation does not directly impact other departments through changes in appropriations or personnel.

If the levy proposed in this legislation is approved, it would increase funding allowing SDOT to implement additional projects to maintain or improve the transportation system. These projects will result in opportunities to integrate infrastructure maintenance and upgrades within the City's right-of-way that could result in the need to relocate, rehabilitate, or replace utility infrastructure managed by Seattle Public Utilities (SPU), Seattle City Light (SCL), and Seattle IT. The levy renewal proposal provides increased funding for traffic safety and operational improvements, which could result in efficiencies for the Seattle Police Department (SPD) and the Seattle Fire Department (SFD). SDOT has been actively coordinating with all the above-listed departments, as well as outside agencies, including King County Metro, Sound Transit, and the Washington State Department of Transportation.

If the levy proposed in this legislation is not approved, there could be significant impacts on other City departments such as weight restrictions or closures of bridges (impacting police and fire response) or lower levels of transportation operations staffing, reducing ability to respond to traffic incidents and safety needs (also impacting SPD and SFD).

Lack of funding for transportation improvements would reduce the City's ability to respond to expected growth (impacting the Seattle Department of Construction and Inspections and the Office of Economic Development) or to partner with SPU on upgrades to drainage, water and sewer upgrades within the right-of-way, as well as environmental goals (Office of Sustainability and the Environment).

- b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property.**

No.

- c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.**

- i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.**

SDOT has developed a Racial Equity Toolkit on the specific investments in the levy proposal that can be located geographically at this time. Generally, investment in transportation options that make the expense of car ownership an option, rather than a necessity, is a benefit to vulnerable or historically disadvantaged communities.

Transportation is second only to housing as a share of the average King County household's monthly expenditures, and much of that expense is car ownership. Additionally, more efficient mobility options, including transit improvements such as partnering with King County Metro on the RapidRide R project on Rainier, or the adding new sidewalks or making other safety improvements in Race and Social Equity Index high priority areas of the city such as Rainier Beach, Haller Lake, South Park and Highland Park can lead to more equitable outcomes and improved access to opportunity and even help minority business districts thrive, similar to how past safety and infrastructure improvements on 23rd Ave S have facilitated the work of the Africatown Community Land Trust.

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

The Transportation Levy Racial Equity Toolkit is attached here as Summary Attachment A.

iii. What is the Language Access Plan for any communications to the public?

SDOT has provided Levy materials through an online engagement hub in Spanish, Chinese (Traditional), Korean, Amharic, Somali, Tagalog, and Vietnamese in addition to English. Cultural Liaisons and interpreters were also available based at public tabling locations based on Tier 1 languages for the surrounding community.

The most critical input for the draft and final proposed levy proposals is the recently adopted Seattle Transportation Plan (STP), which is the product of two years of extensive outreach. SDOT contracted with community-based organizations and worked with numerous community liaisons to ensure extensive input from communities who have historically been underrepresented in previous long-range planning efforts and in underinvestment of transportation improvements. Through both the STP and Levy engagement, SDOT worked with as many as 15 multicultural media outlets to bring people to tabling events and online engagement opportunities. Online and community engagement in support of the STP was accessible via 16 languages, including all Tier 1, 2, and 3 languages.

d. Climate Change Implications

i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.

The Mayor's Levy Renewal proposal supports reductions in greenhouse gas emissions in several ways. First and foremost, the proposal continues to support the ongoing climate strategies of current and past comprehensive plans expected to continue under the final One Seattle Comprehensive Plan by supporting increased residential development within short distances to job growth and commercial and industrial development within urban centers and other nodes of development and transit access. The proposal also supports improved and safer access to transit, as well as short trips to neighborhood business districts and other destinations via pedestrian pathways and bikeways. More specific to Climate, the Mayor's proposal includes \$22 million in investments supporting transportation electrification and \$8 million to pilot Low Pollution Neighborhoods, consistent with the Mayor's Executive Order 2022-07: One Seattle Climate Justice Actions to Reduce Emissions from the Transportation Sector.

ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.

A substantial portion of the Mayor's Levy Renewal proposal is focused on preventative maintenance funding that will help ensure SDOT can continue to adapt to increasing numbers of extreme temperature and precipitation events due to climate change that impact our streets and bridges. The proposed plan also allocates \$29 million for tree planting and expanded tree species diversity in historically disadvantaged neighborhoods, as well as ongoing maintenance of our existing street tree canopy.

- e. **If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**

This ordinance requires annual reporting on delivery of levy commitments along with annual work plans. Additionally, the ordinance establishes a new Levy Oversight Committee made up of Seattle residents charged with assessing and reporting on SDOT's progress on delivering on levy commitments.

5. CHECKLIST

- ☐ **Is a public hearing required?**
- ☐ **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required?**
- ☐ **If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?**
- ☐ **Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

6. ATTACHMENTS

Summary Attachments:

Summary Attachment A – Racial Equity Toolkit: Draft Transportation Levy Proposal



Racial Equity Toolkit

DRAFT TRANSPORTATION LEVY PROPOSAL

CO-COORDINATORS: ANNYA PINTAK, MAUREEN SHEEHAN, JOANNA VALENCIA

REVIEWED BY RSJI CHANGE TEAM

WITH SUPPORT FROM: DAN ANDERSON, KYLE BUTLER, BARBIE-DANIELLE
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EMILY REARDON, MEGHAN SHEPARD, & KATIE OLSEN

RACIAL EQUITY TOOLKIT

A Tool to Help You Deepen Your Racial Equity Analysis During Each Phase of Planning

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General Information

Title of policy, initiative, program, budget issue: Seattle Transportation Levy Proposal

Description: This Racial Equity Toolkit (RET) focuses on Mayor Harrell's transportation levy proposal to replace the 2015 voter-approved Levy to Move Seattle. The levy proposal is a time sensitive document to be considered by the City Council in May, June and July for the November 2024 ballot.

SDOT has used property-tax levies to fund transportation improvements since 2007 and the current levy historically represents about 30 percent of the city's transportation funding. As the single-largest source of transportation funding, the levy presents a significant opportunity to advance the department's equity goals.

With direction from the Mayor's Office and City Budget Office (CBO), Seattle Department of Transportation (SDOT) proposed the transportation levy proposal to continue funding improvements to public streets, bridges, sidewalks, traffic signals, and more, while directing investments to current and historically underinvested communities.

The levy proposal is based on an extensive inclusive public engagement process conducted for the development of the Seattle Transportation Plan (STP). If approved, implementation of the levy would continue to rely on in-depth community engagement, and incorporation of equity considerations into program and program prioritization.

This RET documents, reviews and reflects on the equity practices and processes SDOT staff considered in the development of the transportation levy proposal.

Department: SDOT

Contact Name: Meghan Shepard, Interim Funding Plan Director

Contact Email: Meghan.shepard@seattle.gov

Type (Policy, Initiative, Program, or Budget Issue): Budget issue (new major funding source)

Executive Summary

The Race and Social Justice Initiative (RSJI) has been in place since 2004 and was codified into law in 2023. It is the backbone of the City's commitment to eliminating racial disparities and achieving racial equity in Seattle.

Black, Indigenous, and People of Color (BIPOC) and low-income communities, as well as seniors and people with disabilities continue to carry an outsized burden related to transportation that contributes to social and physical harm, including disproportionate rates of illness, death, social isolation and poverty. We are dedicated to reconciling our history of systemic racism and exclusionary planning in our transportation system, and this levy proposal reflects that dedication in alignment with the city's Race and Social Justice Initiative.

Addressing transportation inequities helps reduce disproportionate rates of illness, death, social isolation, and poverty; long-term impacts of pollution; and limited access to opportunities and wealth. Transportation is essential to access key services like jobs, education, healthcare, community, and entertainment. Levy investments provide access to opportunity and benefit people within and beyond districts.

The RET for the transportation levy proposal is grounded in three pieces: outreach and planning done in drafting the **Seattle Transportation Plan (STP)**, through the lens of the **Transportation Equity Framework (TEF)** and **equitable implementation**. We recognize the city is constantly changing and SDOT's equity journey will continue to evolve over the life of the levy, thus the RET analysis is a dynamic document, adaptable and iterative. It's a reliable resource our staff can constantly turn to.

Seattle Transportation Plan input into the Levy Proposal

The STP developed key equity goals and moves informed through an intentional community engagement process that then guided the levy proposal development, thereby ensuring that the levy proposal is firmly rooted in community priorities.

Equity Key Moves from the Seattle Transportation Plan that guide the proposal include:

- Center voices of communities of color and underrepresented groups in planning and decision-making processes
- Address inequities in the transportation system by prioritizing investments for impacted communities
- Remove cost as a barrier so everyone can take the trips they need to make
- Support shifts toward non-punitive transportation enforcement approaches that reduce harm and enhance public safety on city streets

Transportation Equity Framework

As part of our RET process, we engaged in a yearlong engagement with members of the Transportation Equity Workgroup (TEW). The TEW is made up of a broad and diverse set of community members tasked with identifying actions that address transportation challenges. Their contributions have been instrumental in establishing a set of values and strategies for the TEF, laying the foundation for SDOT actions for years to come.

TEF tactics have significantly influenced the selection of projects and programs for funding. Our team identified and implemented 16 TEF tactics into the RET process enhancing our service delivery areas. These tactics, among others, are set to propel the levy's potential implementation, shaping how projects and programs materialize.

Equitable Implementation

Through implementation of TEF Tactic 18.3, related to inclusion of a participatory budgeting component in the levy proposal based on learnings from the Your Voice Your Choice and Neighborhood Street Fund programs that meets the needs of BIPOC and vulnerable communities, our engagement with the TEW and SDOT subject matter experts (SME) throughout 2023 culminated in a levy proposal that includes investments for programs that enables SDOT to co-create projects with the community, centering intentional relationship building and inviting communities into our decision-making process.

The City's Race and Social Equity Index would guide City resources to underinvested communities, by identifying areas of the city where residents are:

- People of color, English language learners, and foreign-born
- People with lower income and educational attainment
- Adults with disability, disease, and health disadvantages

Our collective RET analysis, process and practice informed key aspects of the proposal including project identification, equitable engagement, People Streets Public Spaces, Neighborhood-Initiated Safety Partnership Program and other selections within programs, all of which are rooted in the current Levy to Move Seattle's equity work plan.

As informed by the RET, the levy proposal would equip SDOT with the resources to respond to the needs of historically underinvested communities, focus investments in areas of high equity priority, and foster the growth of our day-to-day organizational equity practice.

Step 1. Set Outcomes

1a. What does your department define as the most important racially equitable community outcomes related to the issue?

Since the Seattle Transportation Plan (STP) is a foundational input for the draft transportation levy proposal, the equity goal, key moves and outcomes listed in the STP are our department's north star in defining the most important racially equitable community outcome for levy investments.

Equity is reflected in the Vision statement for the STP and is a result of a yearlong conversation with people throughout Seattle. This community engagement included the prioritization of ensuring voices of communities not traditionally heard from are included, particularly underrepresented people who are Black, Indigenous, or people of color (BIPOC); people who are LGBTQ+, intersex, or asexual; people living in poverty; immigrant and refugee communities and people who do not speak English at home; young people; older adults; and people with disabilities.

The STP Vision statement is as follows:

Seattle is an equitable, vibrant, and diverse city where moving around is safe, fair, and sustainable. All people and businesses can access their daily needs and feel connected to their community.

Equity is one of the six goals in the STP:

Co-create with community and implement restorative practices to address transportation-related inequities.

This goal is supported by “Key Moves” we’ll make, or the strategies that will be most impactful toward making the STP vision and goals a reality. For each key move, the plan identifies a menu of tools and actions we'll use to support progress, maintaining our tried-and-true strategies while also investing in new approaches to further align with community goals and expectations.

Equity Key Moves include:

- **TJ1:** Center the voices of communities of color and underrepresented groups in planning and decision-making processes
- **TJ2:** Address inequities in the transportation system by prioritizing investments for impacted communities
- **TJ3:** Remove cost as a barrier so everyone can take the trips they need to make
- **TJ4:** Support shifts toward non-punitive transportation enforcement approaches that reduce harm and enhance public safety on city streets

Equity tools and actions are listed for the four key moves above. The 32 tools/actions support many Transportation Equity Framework (TEF) tactics, details of which are available in the STP document.

It is worth noting that equity is crosscutting, and overlaps with other goals, key moves, and actions of the plan. Other goals of the STP includes:

- **Safety:** Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes
- **Sustainability:** Respond to climate change through innovation and a lens of climate justice

- **Mobility & Economic Vitality:** Provide reliable and affordable travel options that help people and goods get where they need to go
- **Livability:** Reimagine city streets as inviting places to linger and play
- **Maintenance & Modernization:** Improve city transportation infrastructure and ready it for the future

As the STP was developed and community voices were analyzed, various staff worked together to ensure consistent incorporation of equity in all parts of the document. Specific outcomes from the STP that contributes to a foundation for the racially equitable community outcomes in our levy proposal include:

- Zero traffic-related fatalities by 2030
- Zero traffic-related serious injuries by 2030
- Net zero emissions from vehicle trips by 2050
- 63% of all trips by walk, bike, transit by 2044
- Below 15% of household income dedicated to transportation
- Individual asset condition trends and targets to be set based on forthcoming Transportation Asset Management Plan

These STP equity outcomes guided our levy proposal with the following direction for setting our racially equitable community outcomes:

- Levy investments are equitably allocated to serve communities in highest need for transportation access and distributed in high equity priority areas.
- More travel options, better connections to neighborhoods, giving the same density of transportation facilities so that all these programs are doing activities that lead to those STP equity outcomes.
- Reconsider and redesign internal processes to facilitate equitable outcomes, more travel options better connections to neighborhoods, giving the same density of transportation facilities programs are doing activities that lead to those STP equity outcomes.

The racially equitable community outcomes we have set for transportation levy proposal are the following*:

- **Vision Zero, School & Neighborhood Safety**
 - Responsive safety projects at up to 40 high-collision locations
 - Safety redesign projects on 12 or more corridors in the High Injury Network
 - 16 co-created projects with community in historically underinvested neighborhoods
- **Street Maintenance & Modernization**
 - Paving on 38% of the busiest blocks where streets are in poor condition.
 - Paving on approximately 15 corridors, with improvements for all modes
- **Bridges & Structures**
 - Preventative maintenance program for the City's 134 bridges on optimal treatment schedules.
- **Transit Corridors & Connections**
 - Improvements on up to 4 streets with high-ridership bus routes in equity priority areas

- 160 projects to improve bus reliability, safety, and access with a focus on transit performance “pinch points”
- **Pedestrian Safety**
 - Contributions to 10,000 new accessible curb ramps
- **Bicycle Safety**
 - New and upgraded bikeways in equity priority areas
- **People Streets & Public Spaces**
 - Co-design, build, and maintain projects with business districts and community organizations, including street redesigns, seating, wayfinding, activation, and lighting at transit plazas
- **Climate & Resiliency**
 - Partnerships with up to 3 neighborhoods on low-pollution pilot projects
 - 3-to-1 tree replacement, per the Mayor’s One Seattle Tree Plan Executive Order

**These outcomes reflect point in time (April 2024) from the levy proposal prior to City Council deliberations.*

1b. Which racial equity opportunity area(s) will the issue primarily impact?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Education | <input type="checkbox"/> Criminal Justice |
| <input checked="" type="checkbox"/> Community Development | <input checked="" type="checkbox"/> Jobs |
| <input checked="" type="checkbox"/> Health | <input type="checkbox"/> Housing |
| <input checked="" type="checkbox"/> Environment | |

1c. Are there impacts on:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Contracting Equity | <input checked="" type="checkbox"/> Immigrant and Refugee Access to Services |
| <input checked="" type="checkbox"/> Workforce Equity | <input checked="" type="checkbox"/> Inclusive Outreach and Public Engagement |

Please describe:

As the transportation levy has historically represented about 30% of the city's transportation funding, the draft transportation levy proposal affects nearly every aspect of SDOT's delivery of transportation services and projects. The levy has the potential to significantly impact SDOT and city goals to address race and social justice and align with Mayor Bruce Harrell [Executive Order 2022-07 One Seattle Climate Justice Actions to Reduce Emissions from the Transportation Sector](#). A few issues related to racial equity opportunity areas include:

- Health benefit: Building and repairing sidewalks, crossings, and curb ramps so people walking and rolling can safely get to where they need to go, especially in equity areas where environmental injustices have resulted in higher rates of health implications due to transportation emissions. Keeping our busiest bus routes moving reliably with transit-only lanes and special signals at busy intersections, and provide lighting, access, and public space improvements.
- Jobs/housing benefit: Connecting people safely to transit hubs, including Link light rail stations; improving bus stops; and reducing delays on bus routes. Building new sidewalks to make accessible walking and rolling connections to the bus and train, schools and jobs, and neighborhood destinations.
- Environment benefit: Addressing climate change directly, reducing air pollution and making sustainable transportation options more available. Planting trees in neighborhoods that historically have had less investment in tree planting and care. Launching strategies for low-pollution neighborhoods, including low-emissions goods delivery in areas most impacted by climate change and pollution.
- Contracting: The levy proposal would include contracting equity goals with a target of 20% for purchasing and 24% for consulting contract dollars that will go to WMBE. Levy funds would result in additional contracting opportunities for WMBE businesses. One intended outcome of the levy proposal is to direct investments to currently and historically underinvested communities, including immigrant and refugee communities.

Step 2. Involve Stakeholders, Analyze Data

2a. Are there impacts on geographic areas?

☒ Yes

☐ No

Check all neighborhoods that apply (*see map*):

<input checked="" type="checkbox"/> All Seattle Neighborhoods <input type="checkbox"/> Ballard <input type="checkbox"/> North <input type="checkbox"/> NE <input type="checkbox"/> Central	<input type="checkbox"/> Lake Union <input type="checkbox"/> Southwest <input type="checkbox"/> Southeast <input type="checkbox"/> Delridge <input type="checkbox"/> Greater Duwamish	<input type="checkbox"/> East District <input type="checkbox"/> King County (outside Seattle) <input type="checkbox"/> Outside King County Please Describe: Click or tap here to enter text.
--	---	--

2b. What are the racial demographics of those living in the area or impacted by the issue?

The 2020 Census was used to analyze racial demographics in Seattle. Notably, the validity of the 2020 Census is questionable due to the pandemic and concerns about response rates because of questions on citizenship and immigration status (Bahrapour et al, 2021). However, the Census still represents the most accurate tool to evaluate demographic changes in Seattle.

The majority of Seattle's population identifies as white and about 41% of Seattle's population identifies as a person of color. Figure 1 below demonstrates the percentage of people of color in Seattle is higher than in past Census years. Another difference compared to past years is that while the percentage of Black residents has decreased for the past three Censuses, the percentages of people of Hispanic origin and people of two or more races have increased. Consistently, people of Asian descent have represented the second largest racial group in Seattle and the largest non-white racial group.

As seen in Figure 2 below, certain neighborhoods are more diverse than others. The largest percentage of people of color reside in southeast and southwest Seattle, particularly SODO, Beacon Hill, Rainier Beach, Delridge, and South Park. Some neighborhoods in North and Central Seattle, including Haller Lake, Northgate, Sand Point, University District, and Central District also include higher percentages of people of color. Alternatively, neighborhoods near the water, such as Ballard, Magnolia, Alki, Montlake, Madison Park, and Broadview, are predominantly white.

<i>Census Year</i>	<i>% POC</i>	<i>% Asian</i>	<i>% Black</i>	<i>% Hispanic</i>	<i>%Multiracial</i>
2000	32	13	8.4	5.3	4.5
2010	34	14	8.0	7.0	5.0
2020	41	17	7.0	8.0	7.0

Figure 1: Percentages of POC Residents throughout Seattle (Data Source: 2020 Census)

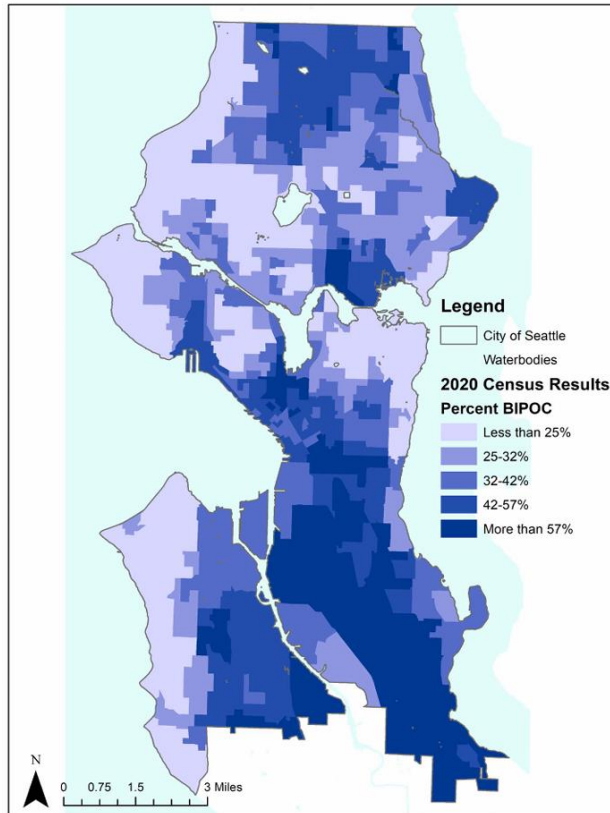


Figure 2: 2020 Census Results Percent BIPOC (Source: Seattle Transit Measure RET)

As seen in Figure 3 below, Office of Planning and Community Development (OPCD) RSE Index and Community Reporting Areas (CRA), further illustrates neighborhoods in South, Southeast, Southwest, Central Area, University District, and sections of North Seattle as having highest and second highest equity priority areas. Zooming out by council districts, Council District 1, 2, 5 have large sections of their district with high and second highest equity priority areas, and Council Districts 3, 4, and 7 have some high and second highest priority areas predominantly in the south sections of their district.

OPCD provided guidance on the definition of Neighborhoods versus CRAs. The concepts of neighborhoods are complex in the eyes of the City of Seattle government as the City does not have a universal administrative definition of what they mean, what powers lie with neighborhoods, or even what their boundaries are (in comparison to other cities like Atlanta). Thus, OPCD has been using CRA as approximations of neighborhoods at the census-tract level – which is an effective way of getting and presenting data from the Census Bureau.

Racial Equity Toolkit: Draft Transportation Levy Proposal

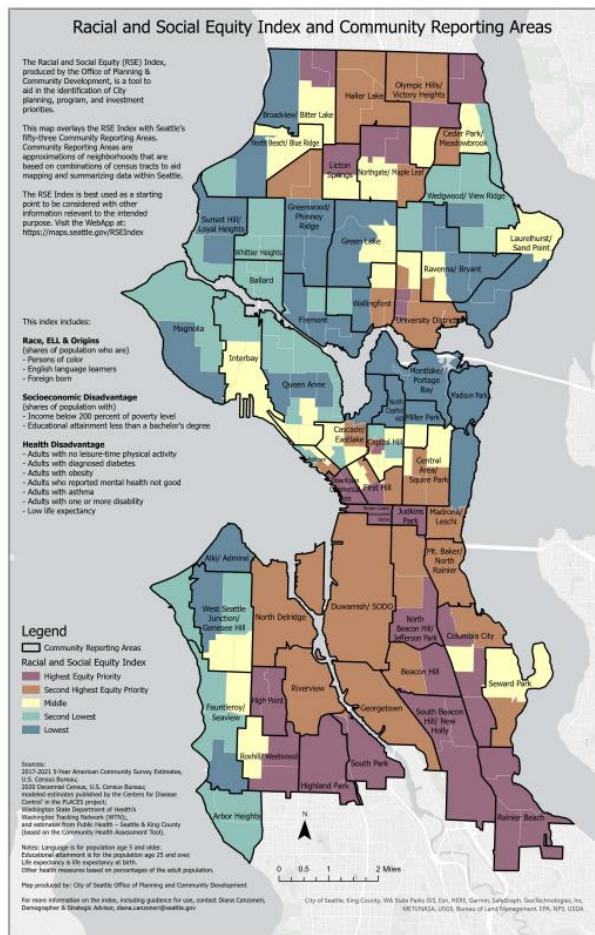


Figure 3: Race and Social Equity Index and Community Reporting Areas (Source: Office of Planning & Community Development)

2c. How have you involved community members and stakeholders?

RET TIP: Effective ways to include community members and stakeholders include, but are not limited to, initiating or attending community meetings, focus groups, City Commissions and Advisory Board meetings, and Change Team meetings to gather community input. Example: If your plans result in a reduction of hours at a community center, include conversations with those who use the community center as well as staff who work there; or if your plans implement a new penalty fee, survey/consult with the population and demographic of people at risk of negative impact to learn the best way to minimize the negative impact.

Community members and stakeholders have been providing input into the transportation levy indirectly throughout the duration of the Levy to Move Seattle as well as the Seattle Transportation Plan (STP), a community-informed 20-year vision for transportation in the city.

- Seattle Transportation Plan engagement
- Internal staff engagement
- Project and program scoring
- LMS and Levy Oversight Committee
- Transportation Equity Workgroup (TEW) & SDOT staff collaboration

- Polling & focus groups
- DON Community Liaison (CL) focus groups
- External Stakeholder Engagement

STP Engagement Informing Levy Proposal Development

The STP is one of several pivotal efforts shaping Seattle’s transportation system for the next decade and beyond serving as the cornerstone for the Transportation Levy Proposal as well as informing longer-term funding strategies. The vision, goals, key moves, actions, projects, and programs list are inputs to the levy development process and has provided information to develop prioritization frameworks rooted in goals, and inform a tiered project list, and program concepts.

Alignment between the STP and the Levy Proposal can be seen in the STP project list and the Major Street Maintenance & Modernization projects. All projects on the Major Street Maintenance & Modernization projects are either Tier 1 or 2 STP projects, meaning projects included in the levy are those we hear community had a strong desire for.

One program out of the STP that has informed the Levy Proposal is “People Street and Public Spaces.” These are places where we can make improvements to encourage people to gather, play, rest, walk, roll, and connect, including routes to schools, parks, and transit. We also plan to a collaborative planning approach that uplifts community priorities to identify opportunities for People Streets and Public Spaces in their neighborhoods.

The STP engagement approach was designed so people can participate at any point in the process, know how to provide feedback, understand how it is used in the STP, and have confidence their voices will be heard.

To create the STP, SDOT sought to include voices of all types of community members, with the belief that everyone’s voice should be heard. This began with a commitment to listening, meeting people across the city where they are, and working to address the needs of those who have historically been left out of planning processes and decision-making about the city’s transportation system. We built upon traditional public engagement tools. We partnered with and compensated community-based organizations (CBOs) and Department of Neighborhoods (DON) Community Liaisons (CLs) with existing relationships in communities to listen and create a plan that reflects the values and needs of everyone. These organizations and individuals helped us create a plan that advances the goal of a racially equitable and socially just transportation system. Engagement with community was continuously adjusted during the STP process to create a seat at the table for everyone, alongside communities and organizations already familiar with city planning processes.

A variety of digital and printed tools were used to build awareness and spread the word. Many of these materials were transcreated into 16 different languages. Additionally, there were opportunities to learn about the STP from other local media sources, such as blog posts and social media.

You can learn more about the STP, including the public outreach and engagement process, [here](#).

Internal Staff Engagement

The Funding Plan Management Team (Management Team) was established at the onset of the Funding Plan development. The Management Team was an interdepartmental group of subject matter experts

that led a subcommittee on their subject area.

Subcommittee	Staff Lead
Program Management	Meghan Shepard & Emily Reardon
Funding & Finance	Chris Godwin & Kyle Butler
Project Development	Serena Lehman & Megan Hoyt
External Engagement	Dan Anderson
Internal Engagement	Katie Olsen
Council Engagement	Bill LaBorde
Participatory Budgeting	Katie Olsen & Annya Pintak
STP	Joanna Valencia
Plan Alignment	Maureen Sheehan & Meghan Shepard
Prioritization	Craig Moore
Transportation Equity Workgroup	Annya Pintak

At the start of the Funding Plan process, we began by interviewing **Division Directors** one on one to better understand where our current funding structure is falling short, what is working well, where we need to focus our investments, and what systemic corrections need to be made. We continued to keep Division Directors informed of our progress through Senior Team, a joint Executive Steering Committee shared with the STP, and ad hoc one-on-ones.

To keep staff across the department informed on the development of the Funding Plan, the **Core Team** was created and met every two weeks to receive updates, give feedback, and enlisted for help in collecting or distributing key information. Core Team members are below:

Division	Staff Member
Policy & Planning	Aditi Kambuj, Joanna Valencia*
Roadway Structures	Kit Loo
Project Development	Monica DeWald
Capital Projects	Joanna Hankamer
Transportation Operations	Matt Beaulieu
Pavement, Signs, Markings	Benjamin Hansen
Right of Way Urban Forestry	Joe Markovich
Transit & Mobility	Maria Koengeter
Office of the Waterfront	Kyle Butler
Director's Office	Chris Gregorich*, Bill LaBorde*
Street Use	Craig Moore*, Maureen Sheehan*, Meghan Shepard*
Equity & Communications	Katie Olsen*, Annya Pintak*
FAD	Chad Allen, Chris Godwin*, Frances Hernandez, Serena Lehman*

*Funding Plan Management Team Member

We engaged staff across the department on the expiring levy and levy proposal who typically do not work at Seattle Municipal Tower (SMT) or the Bank of America (BOA) building and are working on site, specifically crews.

Much of the work to develop the levy proposal and share information was completed within office spaces rather than crew facilities, and was completed using email, Microsoft Teams meetings, and in-person meetings in these offices. Crews also offer a unique perspective of on the ground experience and can offer insights those who work in the office may not be aware of.

Therefore, it was important to ensure we heard perspectives and intentionally engaged with staff who don't perform their work duties in these spaces. Additionally, as shown in the table below, staff who work at SDOT's crew facilities are mostly (more than 50%) non-white.

Work Location	% of Employees at Work Location Who are White (locations <50% highlighted)
BALLARD BRIDGE (BLB)	67%
BANK OF AMERICA FIFTH AVENUE PLAZA (BOA)	54%
CHARLES ST - COMPLEX (CHS)	25%
CHARLES ST - TRAFFIC-METER (CHT)	12%
ENGINEERING INVENTORY WAREHOUSE (EIW)	42%
ENGINEERING TRAFFIC SHOP (ETS)	56%
FREMONT BRIDGE (FRB)	69%
HALLER LAKE SHOPS (HLS)	41%
POLSON BUILDING (PLB)	100%
SDOT-West Seattle	68%
SEATTLE MUNICIPAL TOWER (SMT)	52%
SPOKANE STREET BRIDGE WEST (SBW)	100%
SUNNY JIM WAREHOUSE (SJW)	45%
UNIVERSITY BRIDGE (UBR)	67%

SDOT prioritized crew engagement and attended multiple all-staff meetings: Right-of-Way Maintenance and Urban Forestry (ROWUF), Public Space Management (PSM), Roadway Structures, and the Transportation Operations Division (TOD) Safety. We held learning tables with options to join in person and via Teams and offered for staff to use a speed type to charge their time engaging in these opportunities. The learning tables were intentionally held outside the lunch hour for this reason, and we provided a speed type for charging time at the events to be responsive to feedback from supervisors' regarding making sure these opportunities are accessible to a wide range of staff. In addition, we published monthly newsletter updates in the Best of the Week.

The biggest takeaway we received from engaging with staff was a need for increased investment in maintenance and modernization, including our bridges. Other takeaways we heard from internal SDOT staff included the following:

- Tracking levy deliverables and outcomes is challenging.
- It is important for people on the street to know that the work crews are doing is funded by the levy; implement more signage and provide talking points to staff.
- Interest in how the cost to the average homeowner compares levy to levy.
- Interest and enthusiasm in doing more work; crews wish they could work more so they could repair more sidewalks, plant more trees, etc.
- SDOT crews see a need for more bridge investment.
- Interest in how equity outcomes are being considered and incorporated.
- Interest in how STP stakeholder engagement is being continued and incorporated.
- Interest in measuring and evaluating outcomes.

Project and Program Scoring

As an early step in the levy proposal development, we scored existing as well as new/proposed projects and programs on their alignment with our department values and other key factors.

Development of the scoring framework

Our scoring rubric was one input of many in the development of the draft levy proposal. The rubric tool was developed by a team of Subject Matter Experts (SMEs) to prioritize both large capital projects and our programs. The SMEs are representatives within SDOT to ensure we are getting broad representation and expertise from across the department. The concept was to create a rubric that could be applied across the board to all SDOT work. They were actively involved in developing and revising the rubrics, validating the scores, and educating Funding Plan staff and Project and Program managers on their respective metric/s.

The core of this framework is grounded in our Seattle Transportation Plan core values of Equity, Safety, Sustainability, Mobility, Excellence, Livability. Additionally, the team determined there were significant factors beyond our core values that impacted the value and priority of capital projects and programs. These factors include density of the location where the work happens (to support the growth that is happening in these areas), specific legal requirements, political priorities, department priorities, COOP (continuity of operations plan – SDOT’s emergency response plan) support, grant fitness, partner project support, requests from the community, and maintenance necessity from a risk mitigation standpoint. Ideally all measures of the rubric could be objectively applied using quantitative measures but for certain measures there was no feasible way to apply an objective measure so subjective measures were devised with clear guidelines and examples. When possible, we used existing metrics that were already being used in the department. Some, such as the Race and Social Equity Composite Index, a composite of multiple factors associated with equity, are widely used by multiple groups for prioritization.

Quantitative Measures: Equity, safety, sustainability, mobility, excellence, livability, and density. Most of the quantitative measures use geospatial tools to generate a score based on project locations. For programs, most of which don’t have specific location data, a descriptive qualitative rubric that aligns as close as possible with the quantitative measure was devised.

Qualitative Measures: Legal requirements, political priorities, department priorities, COOP (continuity of operations plan) support, grant fitness, partner project support, community requests, necessary for existing asset.

Measure	SME(s)
Equity	Margo Iñiguez Dawes, Annya Pintak, Serena Lehman
Safety	Venu Nemani, James Le
Mobility	Joanna Valencia, Maria Koengeter, Jen Malley-Crawford, David Burgess, Mike Boonsripisal, Laura Wojcicki
Sustainability	Ben Rosenblatt, Radcliffe Dacanay, Michelle Abunaja, Edie Gilliss, Sarah Strand
Livability	Aditi Kambuj, Joel Miller, Ian Macek

Excellence	Chad Allen, Elsa Tibbits, Katherine Midkiff, Ramandeep Josen
Density	Craig Moore, Maureen Sheehan
Legal Requirements	Darby DuComb, Salma Siddick, Matt Beaulieu
Political Priorities	Bill LaBorde, Chris Gregorich
Department Priorities	Emily Reardon, Craig Moore, Maureen Sheehan
COOP (Continuity of Operations Plan) Support	Patti Quirk, Reiner Blanco, Trevor Partap
Grant Fitness	Jim Storment, Sarah Strand
Partner Projects to Support	Jon Layzer, Candida Lorenzana, Joanna Hankamer
Community Request/Identified in STP	Joanna Valencia, Lizzie Moll
Necessary for Existing Asset	Chad Allen, Elsa Tibbits, Ramandeep Josen, Frances Hernandez

Framework Application

Quantitative measures were processed as a batch using GIS tools. Qualitative measures and all program measures were scored by the program/project managers/owners, then validated by specific SMEs for each measure. The process is designed to be updated on a regular basis, can be updated with new and improved factors as they are built, and align with One Seattle growth strategy.

Many metrics use multiple components to more fully capture the complexity of inputs that contribute to desired outcomes connected to a metric. For many metrics we iterated through multiple versions of the metric until landing on a formula that resulted in a ranked project list for that measure that made sense to the SMEs. All metrics were normalized on a 1 to 5 scale for simplicity of scoring. Qualitative rubric often includes guidance on what is required to get a specific score. Additionally, many qualitative metrics include examples of programs for specific scores. For some metrics a binary score of 1 or 5 was deemed most appropriate based on SME feedback. Values could be weighted but are currently given equal weight.

The project list and associated scores are saved in a SharePoint list. The idea is that this list will continue to be updated as new projects are conceived and scores will be updated as inputs such as political priorities change. Ultimately this list could feed or morph into SDOT's Transportation Facilities Plan (TFP) that outlines the department's 12 capital investment priorities. Additionally, the list includes all the capital projects proposed by STP, which becomes the core of the City of Seattle's updated Comprehensive Plan transportation project list.

A fundamental difference between capital projects and programs is capital projects have defined locations, which make applying quantitative measures using GIS tools relatively easy. Programs generally don't have well defined locations for where they will work or when they do, such as from a defined work plan, they don't look out much past one year. Thus, it is not possible to quantitatively evaluate any of the measures for programs for the 8-year duration of proposed levy funding using GIS tools. As a result, qualitative measures corresponding to the quantitative measures used for capital projects were applied

to programs using rubrics devised by the associated subject matter experts. These rubrics align as close as possible to what the corresponding quantitative measures tell us about capital projects. By nature, the qualitative measures are more subjective than the corresponding quantitative measures. As a result, there is more potential for bias introduced by the scorer. This is mitigated as much as possible by the subject matter expert review of the resulting scores for the qualitative measures for programs.

Learnings of the scoring process and what came from the scores

This is a labor-intensive process, particularly when taken on as a bulk effort, as was the case before the levy proposal, because no one person had the knowledge to score all the projects. Thus, project owners and managers were recruited to do the scoring. This brought many perspectives to the table but also resulted in cases of score inflation and bias, which made the SME review even more important for removing specific project bias introduced by many scorers.

As an example, the qualitative equity rubric for scoring programs had 3 components—use of an equity-related data layer, distribution of investments, and degree of engagement with impacted stakeholders—and program owners appreciated the opportunity to discuss the application of the rubric directly with the equity SMEs.

There is no cost component to the scores and cost ended up being a much bigger factor in whether a project moved forward than its score. Including cost information would allow for a “value” score to be generated, which would be useful in the cost-constrained funding environment SDOT works in. The challenge with including cost information is that most of the projects being scored are defined at the most minimal level so providing anything close to precise costs would add a significant amount of work.

Specific to the equity score, the equity SME found that program owners appreciated an opportunity to engage directly on what equity score their program should receive. It's hard to fairly score programs on how they center/advance equity when we haven't given them consistent goals or frameworks for doing so – that presents an opportunity for us to develop some more consistent goals/frameworks in the next levy, so that future scoring of projects and programs on how well they center/advance equity is transparent.

Scores were just one factor in selecting signature capital projects for the levy proposal. Other factors included a desire to have equitable distribution of levy funded projects so all Council districts benefit from levy projects, directly or indirectly, the need to address specific maintenance needs within this levy, and available funding, which was the most significant constraint on what projects were selected.

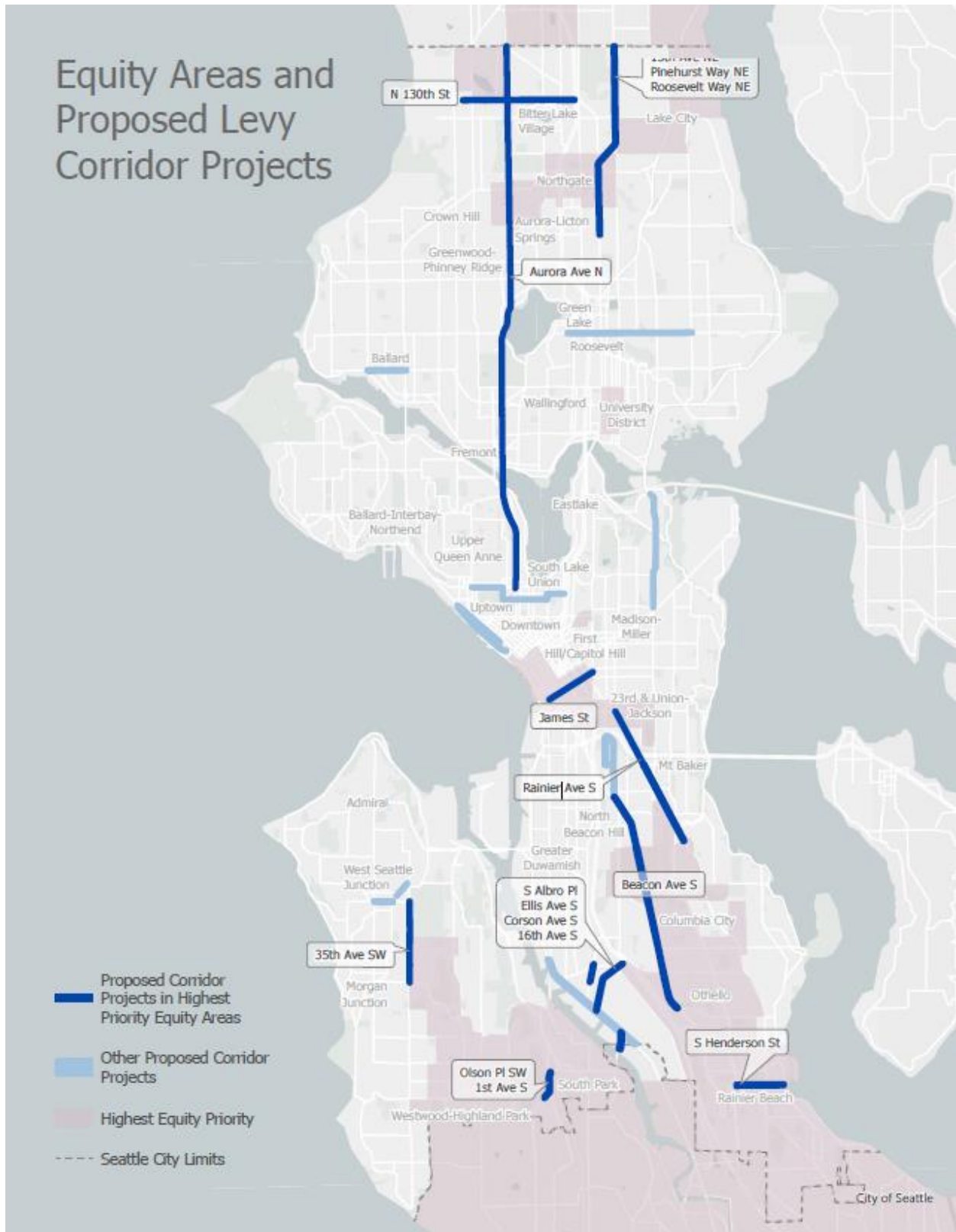


Figure 4: Major Street Maintenance & Modernization Candidate Projects (Source: Transportation Levy Proposal, April 2024)

Levy to Move Seattle (LMS) and Levy Oversight Committee (LOC)

Approved by voters in November 2015, the 9-year, \$930 million Levy to Move Seattle (LMS) provides funding through December 31, 2024, to improve safety for all travelers, maintain our streets and bridges, and invest in reliable, affordable travel options for a growing city. The Levy aimed 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. The Levy replaced the 9-year \$365 million Bridging the Gap levy approved by voters in 2006.

Key to the LMS is the Levy Oversight Committee (LOC). The LOC is composed of 16 members, including a City Councilmember and a City Budget Office (CBO) representative. The other 14 members are Seattle residents appointed by the Mayor and City Council. Per the 2015 Levy Ordinance, the LOC is tasked with:

- Monitoring LMS revenues, expenditures, and program and project implementation.
- Advising the City Council, the Mayor, and SDOT on responding to program and project cost savings or overruns.
- Reviewing SDOT's program and project priorities and financial plans, and it makes recommendations to the Mayor and City Council regarding the spending of Levy proceeds.

The LOC was tasked with providing a recommendation to the Mayor and City Council regarding the advisability of proposing to voters a replacement transportation levy. To prepare the LOC for this task, SDOT worked together to coordinate presentations to the LOC about Levy-funded programs and continued to prepare quarterly and annual Levy reports.

In Spring 2023 the LOC submitted a letter recommending a future transportation levy and included a variety of key insights on the LMS and suggestions for a future levy.

SDOT also briefed the other transportation boards and committees – the Pedestrian, Freight, Bicycle, and Transit Advisory Boards, as well as the School Traffic Safety Committee – about the levy proposal. The transportation modal boards each have a representative on the LOC, and in this way modal board perspectives have also been incorporated and respected in the process of developing the levy proposal.

2023 Levy Oversight Committee Coordination by the numbers



10

Full committee
meetings



9

Individual program
presentations



5

Reports prepared
and presented



5

New committee
members

Transportation Equity Workgroup (TEW) & SDOT Staff Collaboration

Elevating community voices not traditionally invited into the conversation about transportation policy and operations is a critical need. From 2019-2022, SDOT committed resources and collaborated with members of SDOT's Transportation Equity Workgroup (TEW) to co-develop the department's first-ever

Transportation Equity Framework (TEF) and its implementation plan. To this day, SDOT continues to resource the TEW and the group has shifted its charge to act as community stewards of the TEF and regularly collaborates with SDOT on implementing TEF tactics aligned with their annual workplan topics.

The TEW is a group of 7-11 community members with lived experiences and community connections with Black, Indigenous, and People of Color (BIPOC) and vulnerable communities. Each TEW member is affiliated with a local Seattle-King County organization ranging from housing agencies, social service organizations, neighborhood collectives, immigrant organizations and young adult mentorship programs. The majority of the TEW members when first joining the group are not familiar with SDOT's lines of business and are engaging in policy development for the first time.

The TEW identified the STP and the Funding Plan, including the Levy Proposal, as a priority topic the group wanted to include in their 2023 and 2024 workplan. Staff were responsive to the group's request and collaborated with the TEW and a group of SDOT SMEs staff to implement **TEF Value: Decision-Making, Transparency and Accountability, Tactic 18.3:**

Include a participatory budgeting process in the development of the next transportation funding package, include elements of the Transportation Equity Framework, take learnings from Your Voice, Your Choice and Neighborhood Street Fund and meets the priorities of BIPOC and vulnerable communities.*

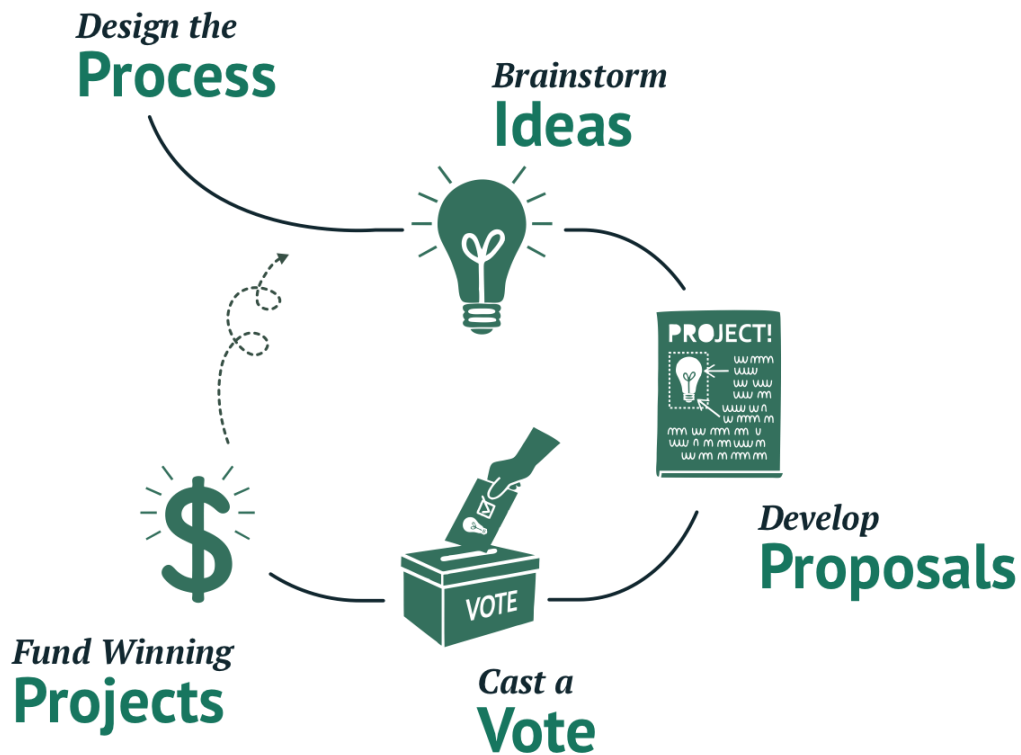


Figure 5: Steps in Participatory Budgeting (Source: Participatory Budgeting Project)

Principles and practices of Participatory Budgeting (PB) include the following:

- Engage residents in directly deciding how to spend a portion of public budget.
- Redirect resources to those with the greatest needs.
- Build trust and accountability in local government.

The model established by **Your Voice, Your Choice (YVYC)** has served as a launching pad for the City to explore other large- and small-scale PB programs that share power with those generally left out of planning conversations and marginalized in the budgetary process. The YVYC: Parks & Streets Program is a partnership between SDOT and Parks & Recreation to identify and invest in small park and street improvement projects that were community-initiated, community-chosen, and driven by equity. Revenue from the Real Estate Excise Tax (REET) funded the program. In the 2023-2024 City of Seattle budget process, a decision was made to sunset YVYC in 2023 due to the \$141 million revenue gap.

The **Neighborhood Street Fund (NSF)*** program enables the community to propose and prioritize transportation projects that are built by SDOT. Any transportation project in the City's public right-of-way that costs between \$100,000 and \$1 million is eligible for consideration. Past projects have included: new sidewalks, crosswalks, protected bike lanes, bus stop upgrades, intersection safety improvements, stormwater improvements, and public art. The LMS funds NSF and earmarked \$26

million for the program. The NSF program runs on 3-year cycles, where during the first year of each cycle, the community can propose and vote on project ideas. The top voted projects are shared with the LOC for final review and selection. Selected projects then advance to design and construction in the second and third year of each cycle.

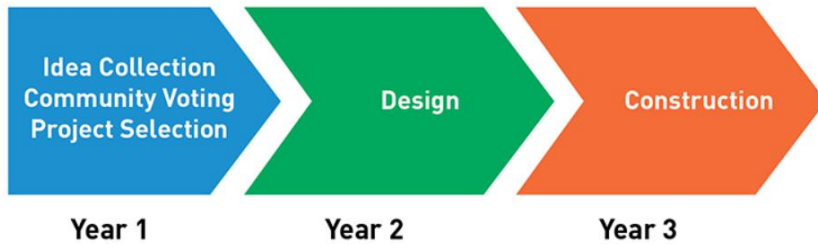


Figure 6: NSF typical program cycle schedule



Figure 7: TEW & SDOT SMEs Collective Shared Values

Over the course of 2023, SDOT SMEs and TEW subcommittees met regularly together and separately.

Staff facilitated a combined total of over 20 meetings incorporating RSJI practices such as circle process and strategic questions to implement TEF tactic 18.3, grounded the group in principles of PB, identified shared values and discussed learnings from NSF and YVYC. In addition, the subcommittees built a digest of key learnings from:

- The STP community engagement process
- The SDOT Home Zone Program
- A literature review from PB processes country- and world-wide
- Learnings from the City of Seattle Participatory Budgeting Interdepartmental Team led by the Seattle Office of Civil Rights (SOCR)
- Community insights and experiences

**Note: Neighborhood Street Fund was re-named to the Neighborhood Initiated Safety Partnership Fund in Mayor Harrell's 2024 Transportation Levy Proposal.*

Polling & Focus Groups

Public polling conducted by EMC Research, a consultant SDOT worked with for this project, provided information used to develop the levy proposal.

May 2023 Polling

EMC Research conducted a resident survey in May 2023. The survey was designed to evaluate the opinions of Seattle voters on Seattle transportation topics. A total of 500 interviews were conducted via a hybrid approach, using live telephone interviews on landlines and mobile phones, as well as email/text invitations to an online survey. Results were checked against the universe of registered voters in Seattle, and weighted when necessary; thus the survey results can be projected to registered voters in the City of Seattle.

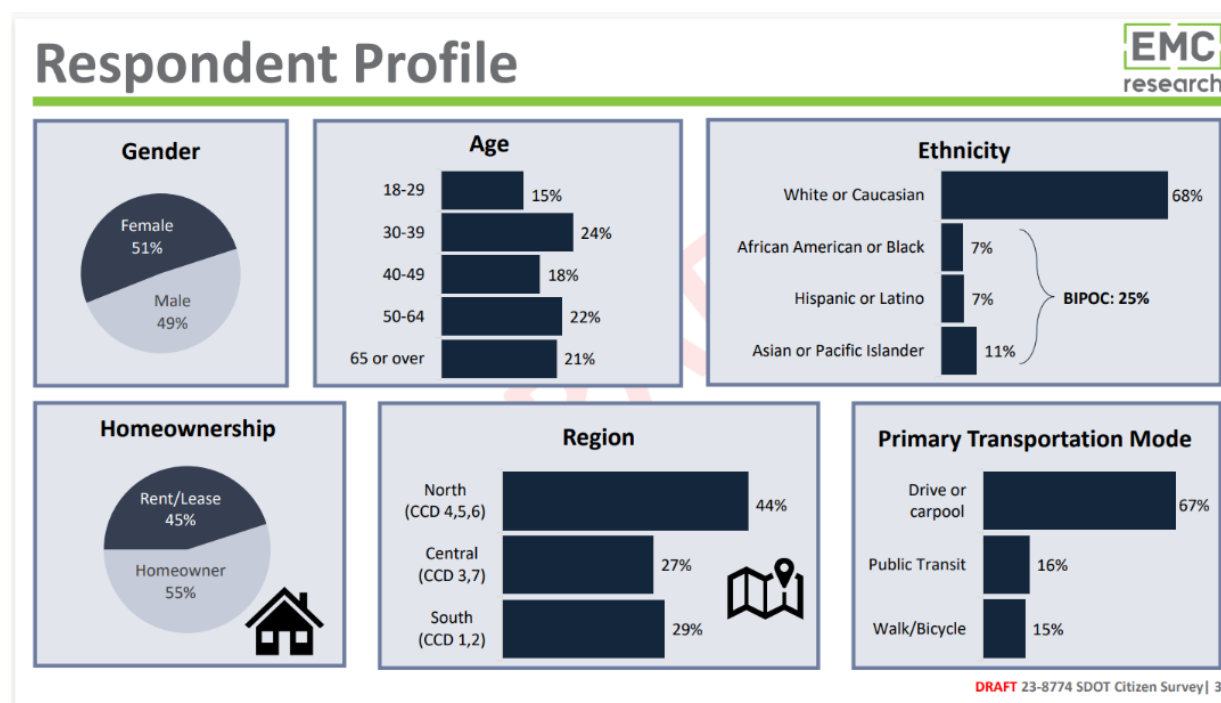


Figure 8: Demographic Profile of Polled Seattle Residents (Source: EMC Research)

Among the results of the survey:

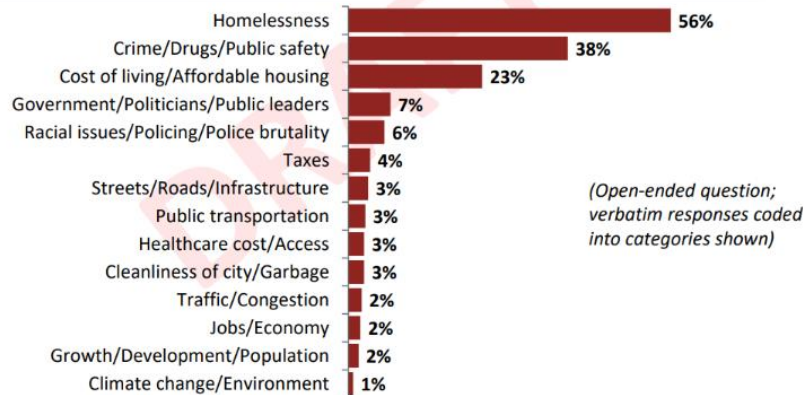
Roads, public transit, and traffic are seen as less pressing issues compared to Homelessness, Crime/drugs/public safety, and Cost of living/affordable housing.

Top Issues of Concern in Seattle (Mar '23)



*Homelessness and public safety are by far the biggest concerns in Seattle.
Roads, public transit, and traffic are much less pressing issues (8% in 2023 vs 38% in 2018)*

**What are the issues facing Seattle that you are most frustrated or concerned about?
(Multiple Responses Accepted)**



Source: The Index, Seattle Metro Chamber (March 2023)

DRAFT 23-8774 SDOT Citizen Survey | 6

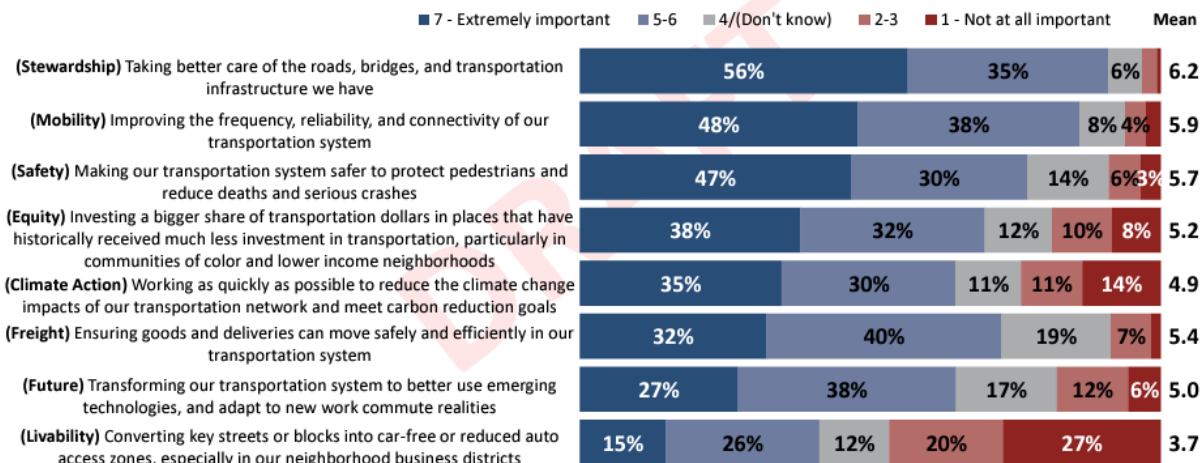
Figure 9: Top Issues of Concern in Seattle (Source: EMC Research)

Almost all SDOT's "Key Moves" are seen as important; *maintenance, improved frequency/reliability/connectivity*, and *safety* in the transportation system are seen as the most important.

Importance of SDOT's "Key Moves" (Plus)



Many of the goals for Seattle's transportation future are important to voters. All but one have a majority giving that item a rating over 4; the Livability item is not a high priority but is supported in a later question.



Q3-10. I'm going to read you a list of potential goals for Seattle's transportation future. After each, please rate how important that should be for Seattle, using a scale of 1 to 7, where 1 means not at all important, and 7 means extremely important.

DRAFT 23-8774 SDOT Citizen Survey | 9

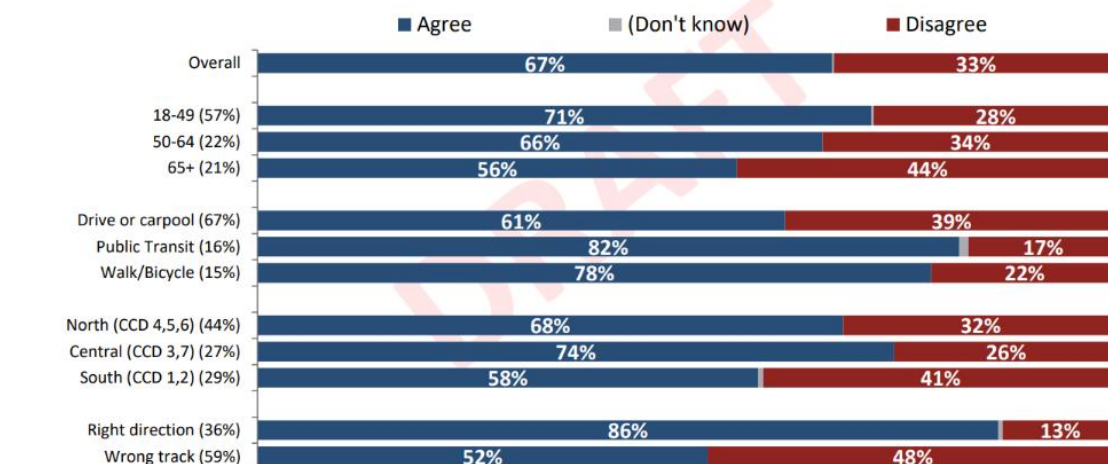
Figure 10: Importance of SDOT's "Key Moves" (Plus) (Source: EMC Research)

There is majority support (67%) for *raising taxes to improve the transportation system*, but this is a generic question not attached to an amount or a specific plan.

Tax Attitudes by Subgroups



Improving the overall transportation system in Seattle should be a top priority, even if it means raising taxes.



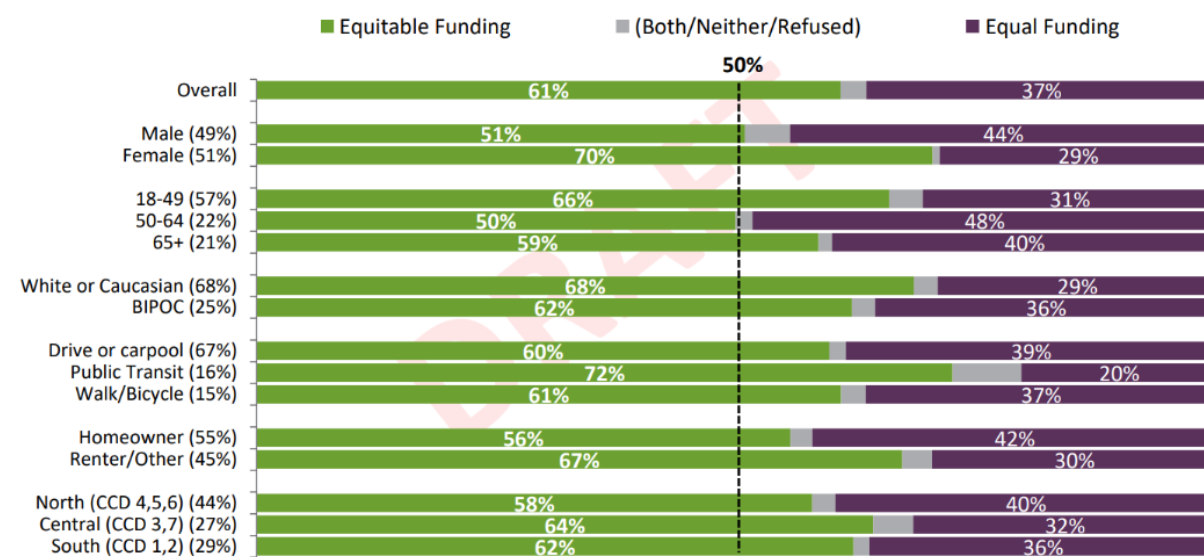
Q18. I'm going to read you some statements about the transportation system in Seattle. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with each.

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Figure 11: Top Issues of Concern in Seattle (Source: EMC Research)

There was support for *investing more transportation dollars in neighborhoods and communities that have been historically deprived of investment or negatively impacted*.

Forced Choice – Funding Allocation by Subgroups



Q34. Thinking about how the City should prioritize transportation investments, which of the following is closer to your opinion

DRAFT 23-8774 SDOT Citizen Survey | 15

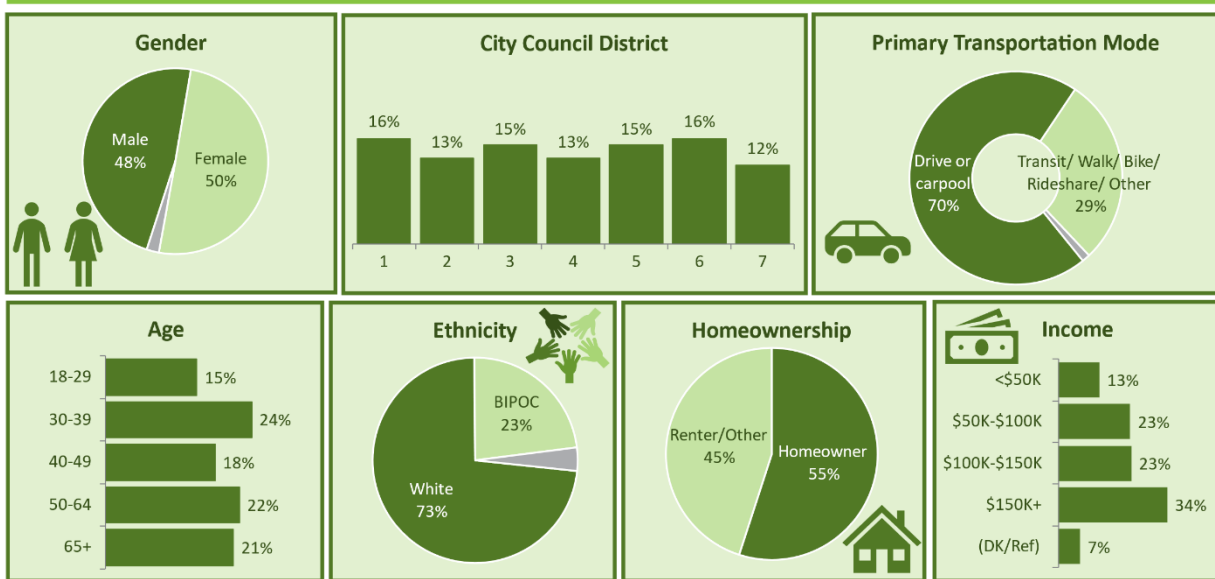
Figure 12: Forced Choice – Funding Allocation by Subgroups (Source: EMC Research)

In summary, the results suggested a viable package that includes some investment in nearly all the transportation priorities tested.

Fall 2023 Polling

In fall 2023, EMC Research again polled Seattle residents to gather information on residents' top transportation priorities and appetite in approving a transportation levy. EMC Research used mixed-mode telephone and email/text-to-web methodology; phone interviews via landlines and mobile phones were conducted by trained, professional interviewers and email and text invitations were sent with a link to an online survey. EMC Research conducted 1,000 interviews and a split sample methodology was used to test two different potential levy amounts.

Respondents' Demographic Profile



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Figure 13: Demographic Profile of Polled Seattle Residents (Source: EMC Research)

Respondents indicated many *maintenance* transportation items as important, followed by *climate*, *safety*, and *car-free travel*.

Transportation Priorities – Top Tier



These items are all seen as important, many maintenance items are at the top, followed by climate, safety, and car-free travel

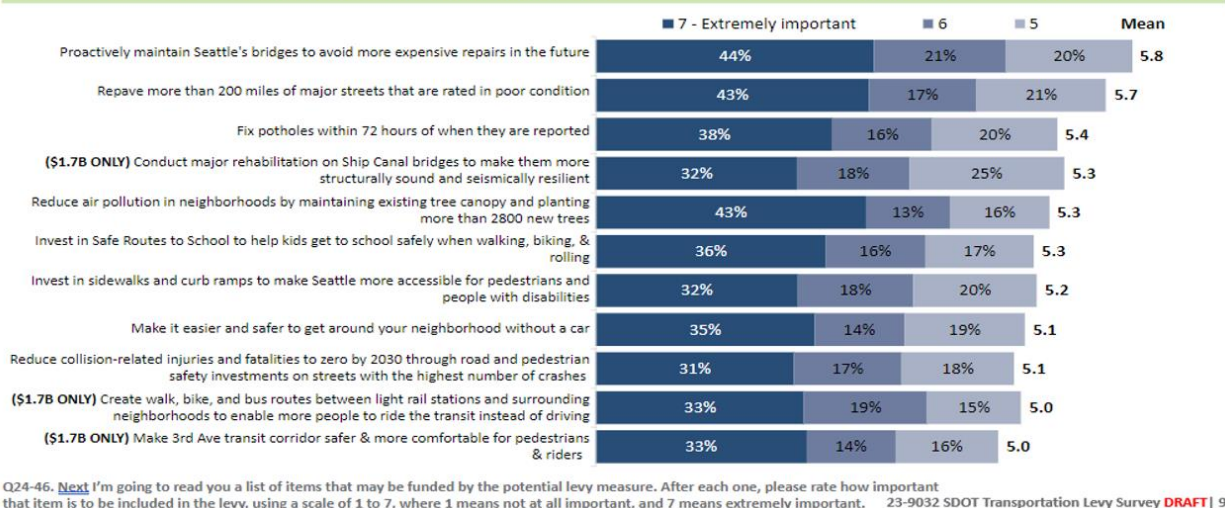


Figure 14: Responses on Transportation Priorities from Polled Seattle Residents (Source: EMC Research)

Respondents were also asked about supporting a potential levy amount at \$1.2 billion (500 people) or \$1.7 billion (500 people). Most polled indicated they would support a measure renewing and expanding Seattle transportation levy at both amounts, with a stronger support from those asked about the \$1.2 billion amount (Figure 15). However, BIPOC polled residents were less supportive of either the \$1.2 billion or \$1.7 billion levy amount compared to white polled residents (Figure 16 & 17).

Initial Support



A majority say they would support a measure renewing and expanding Seattle's transportation levy at both amounts tested, although around half of the support is in the softer "somewhat" category. Support for \$1.2B is close to two-thirds.

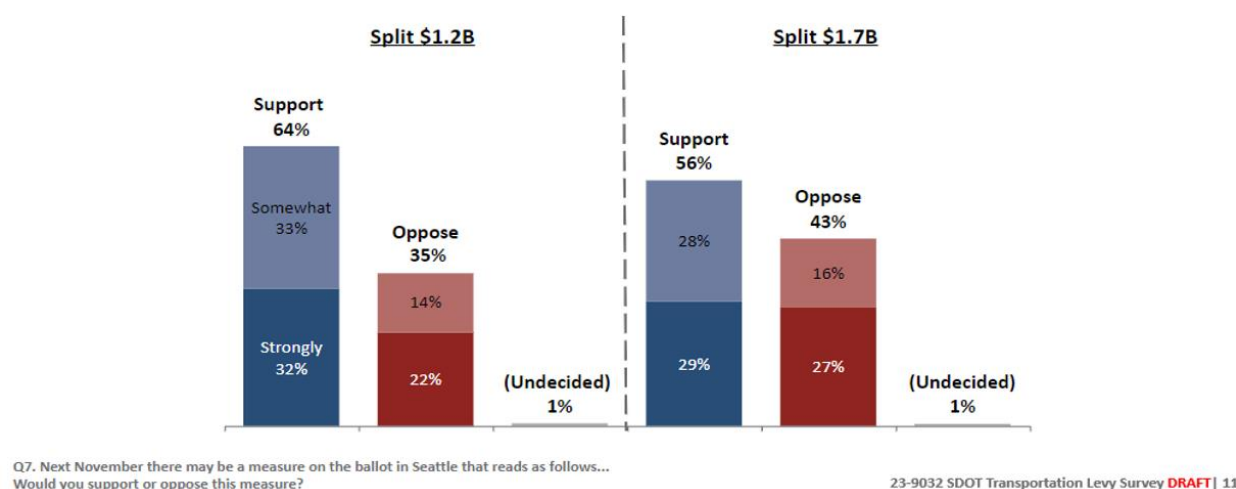
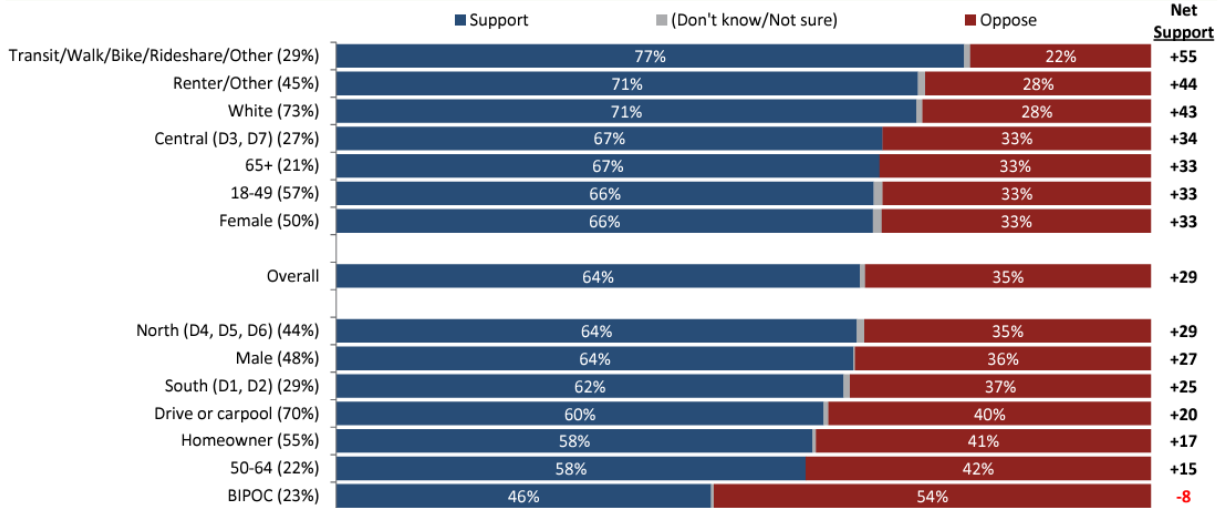


Figure 15: Responses for Initial Support (Source: EMC Research)

Initial Support by Subgroup - \$1.2B



Support for the smaller levy amount is above 50% across most demographics.



Q7. Next November there may be a measure on the ballot in Seattle that reads as follows...
Would you support or oppose this measure?

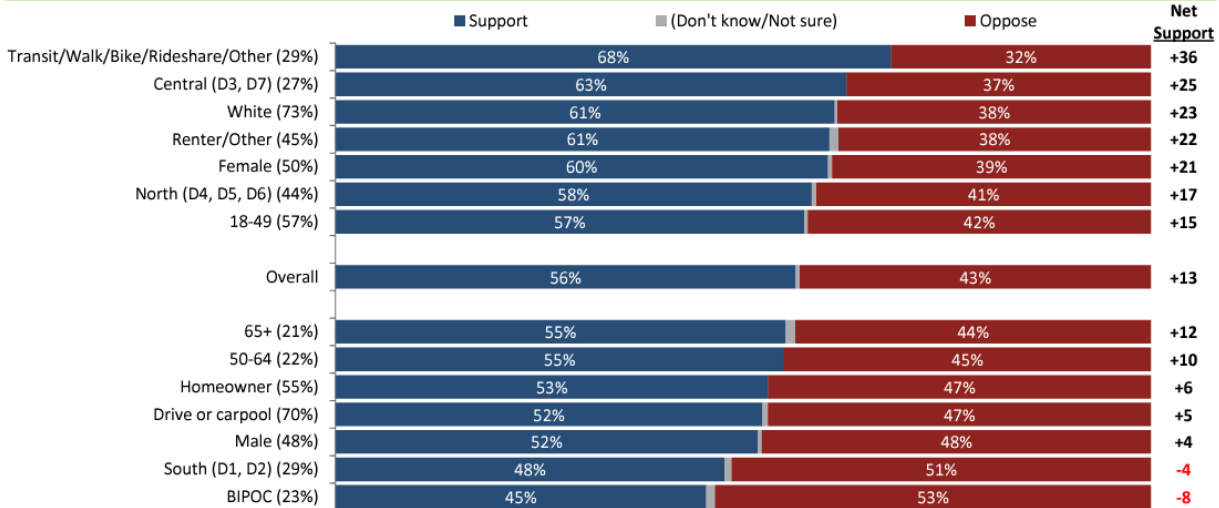
23-9032 SDOT Transportation Levy DRAFT | 10

Figure 16: Initial Support by Subgroup - \$1.2B (Source: EMC Research)

Initial Support by Subgroup - \$1.7B



While support is generally lower for the larger levy amount, relative support across demographics is similar to the \$1.2B levy.



Q7. Next November there may be a measure on the ballot in Seattle that reads as follows...
Would you support or oppose this measure?

23-9032 SDOT Transportation Levy DRAFT | 11

Figure 17: Initial Support by Subgroup - \$1.7B (Source: EMC Research)

DON Community Liaison (CL) Focus Groups

The Department of Neighborhoods (DON) Community Liaison (CL) program began in 2009 to help the city when engaging and serving historically underrepresented communities, such as refugee

communities, seniors, youth, and people with disabilities. CLs are independent contractors who engage with their communities and give the city advice based on what they hear. They are trusted advisors, and SDOT relies in part on them to help guide engagement.

Liaisons represent many communities, including Vietnamese, Spanish, Amharic/Oromo, Korean, Mandarin Chinese, Arabic, seniors, the unhoused, and people with disabilities.

On February 6, 2024, external consultant BDS Planning and Urban Design (now Uncommon Bridges) facilitated a conversation with the DON CLs representing underrepresented communities in Seattle regarding SDOT's transportation levy proposal. They led a discussion around safety, personal transportation, neighborhood connections, and equitable investments.

The correlation between transportation safety and personal safety was a consistent topic of discussion.

Key themes of conversations and insights are:

- Improvement of current infrastructure, specifically improving sidewalks and crosswalks to increase pedestrian safety.
- Elimination of physical, economic, geographic, language, and technological barriers to transportation.
- Establishment of more direct public transportation routes, specifically east to west.
- Advancement of workforce development opportunities and City apprenticeships.

SDOT partnered with the DON Community Liaison's (CLs) to identify and staff community tabling events across Seattle. CLs were able to have in-language conversations and collect feedback in multiple languages including Vietnamese and Somali.

External Stakeholder Engagement

Materials

The team prepared a wide range of public-facing materials to inform people about the transportation proposal. Core materials included a [30+ page transportation proposal](#), [executive summary](#), frequently asked questions and a [community priority questionnaire](#).

In-Person Engagement

SDOT conducted a city-wide stakeholder engagement process to inform, receive feedback and listen to people who live, work, and play in Seattle. Engagement took place through a series of group meetings, one-on-ones, roadshow presentations, and tabling at community events. The Mayor's Office and SDOT also held a media event on April 4, 2024 to announce the draft proposal, and raise awareness of the ways the public can provide feedback.

One-on-Ones and Roadshow Presentations

Stakeholders include councilmembers, transportation advocates, and organizations with deep institutional knowledge and/or a history of helping the City of Seattle in passing previous transportation levies. Specific organizations we engaged with included:

- Downtown Seattle Association (DSA)

- Cascade Bicycle Club
- Seattle Neighborhood Greenways
- Transportation Choices Coalition
- Commute Seattle
- Chamber of Commerce
- Seattle Chinatown International District Preservation & Development Authority (SCIDpda)
- Friends of Little Saigon
- Labor Advocates
- Disability Rights Washington
- Pioneer Square Business Improvement Area (BIA)
- SODO Business Improvement Area (BIA)
- Ballard Alliance
- El Centro de la Raza
- Central Area Collaborative
- Duwamish River Community Coalition

Community Tabling Events

The team participated in community events across the city to engage with and hear directly from Seattle residents. At these events, team members spoke 1:1 with people about the proposal and received feedback on how the final proposal could best support them. SDOT staff, consultant communications team and DON CLs staffed these events. Specific tabling events included:

- SODO BIA Open House
- Columbia City Farmer's Market
- Capitol Hill Farmer's Market
- Northgate Transit Center
- Westlake Plaza
- Ballard Farmer's Market
- University Farmer's Market
- West Seattle Farmer's Market
- Lynnwood Senior Center and Foodbank
- Cedar Park Senior Housing in Lake City

Digital Engagement

The team used several communication channels to raise awareness and inform people of the proposal. Communications methods included City of Seattle email listserv, blog, social media, earned media, and a paid multicultural ad campaign.

The team created a webpage on seattle.gov and developed an online community engagement portal that incorporated the community questionnaire. People were informed of the proposal and encouraged to learn more and provide feedback via the website and hub through various means including promotional posters posted at community centers and libraries, media (paid and earned), email notices, and a QR code posted on all core materials.

Multicultural media

In addition to conducting a comprehensive media outreach effort to traditional print, radio and tv outlets the team developed and implemented a multicultural media plan to raise up BIPOC communities. The multicultural media effort included turnout to project hosted media events, 1:1 interviews and placement of in-language online, print and radio paid ads.

Multicultural media outlets the team conducted outreach to included: Converge Media, Seattle Medium, Runta News, Rainier Ave Radio, NW Asian Weekly and Se Habla Media.

Accessibility

All core materials, the online hub, questionnaire, and SDOT project web page were transcreated into the City's Tier 1 languages: Traditional Chinese, Spanish, Vietnamese, Somali, Amharic, Korean, and Tagalog, with additional languages as needed and upon request. Materials posted online like the full proposal and summary were formatted to align with City of Seattle accessibility guidelines for people with a diverse range of hearing, movement, sight, and cognitive ability.

2d. What does data and your conversations with stakeholders tell you about existing racial inequities that influence people's lives and should be taken into consideration?

STP Engagement

Here are some key themes we heard in the last phase of public engagement on the Seattle Transportation Plan (STP), which informed the final plan:

- The STP is heading in the right direction, but it needs to be bolder and more actionable.
- The STP should be specific about what will get implemented and where, and it should directly address tradeoffs with how we use our streets.
- We need to set specific measures of progress toward the STP vision and goals, defining where we're at and what success looks like.
- People want additional opportunities to engage with the STP process and provide more feedback.
- Many people in our historically underrepresented communities want safety, equity, and mobility to guide prioritization of what we do first.

Analyzing the Impact of Taxes on Low-Income & BIPOC Communities in Seattle

In partnership with the UW's Evans School of Public Policy & Governance, we conducted an initial study on the equity impacts of property taxes and implemented **TEF Value: Transit Access, Tactic 49.2: Evaluate impact of new taxes on low income and other income groups for long term funding proposals.**

We acknowledge that our regressive tax system in Washington may disproportionately impact specific racial populations and the burdens property tax can carry for homeowners and renters. We considered the key findings from this study as we developed increased levy scenarios, centered affordability and the impact of an increased property tax for communities of color, aging adults, and low-income communities. Analysis from this study supported us in developing levy deliverables to meet the needs of those most disproportionately impacted by affordability, and areas that historically have not seen the benefits of these property tax to transportation investments.

Key Findings

- Existing literature on the amount of property taxes passed down from landlords to renters ranges from 0% to 115%.
- Homeowners with mortgages paid a lower percentage of their household income towards property taxes than did homeowners without mortgages and renters (assuming a 100% pass down) across all 12 sampled tracts.
- Property taxes may have a bigger effect on low-income renters and homeowners without mortgages than homeowners with mortgages.
- Over 51% of homeowners without mortgages in our sampled tracts are aged 65+. This suggests that seniors may be more impacted by property taxes.
- All five of the lowest effective tax rates were associated with homeowners with mortgages, a group that had above-city average median household income across all 12 sampled tracts (Figure 18). This suggests that the regressivity of property taxes may not necessarily only be associated with geographic location, but also homeownership/renter status, mortgage status, age, and/or income.
- The effect of property taxes on BIPOC communities was less clear, particularly for homeowners with and without mortgages.
- Property taxes may have more of a negative impact on BIPOC renters, assuming there is a 100% pass down of property taxes from landlords to tenants.

Tracts with the <u>Lowest</u> Effective Property Tax Rates			
Tract	Effective Tax Rate	Homeownership Status	Median HH Income
South Park	2.98%	H/O with Mortg	\$126,781.00
Lake City	3.09%	H/O with Mortg	\$159,513.00
Wedgwood	3.11%	H/O with Mortg	\$201,443.00
Ballard	3.26%	H/O with Mortg	\$194,600.00
Fauntleroy	3.31%	H/O with Mortg	\$137,969.00

Figure 18: Census tracts with the five lowest effective property tax rates and their corresponding homeownership status and median household income. Data Source: ACS 5-year Survey (2017-2021)

In Seattle, over half of white households (51%) are homeowners compared to less than a 30% homeownership rate for Black, Hispanic or Latino, or Native American households (“Equitable Development Community Indicators Report,” 2020). The study focused on seeing if there were similar trends in homeownership rates by race and ethnicity in 12 sampled tracts.

Figure 19 shows a breakdown of homeownership rates for each sampled census tract. Only Rainier Valley and Rainier Beach had homeownership rates for BIPOC households that were at or above the city average. Meanwhile, Fauntleroy, Madison Park, Ballard, and Wedgwood had above-city average homeownership rates for white households.

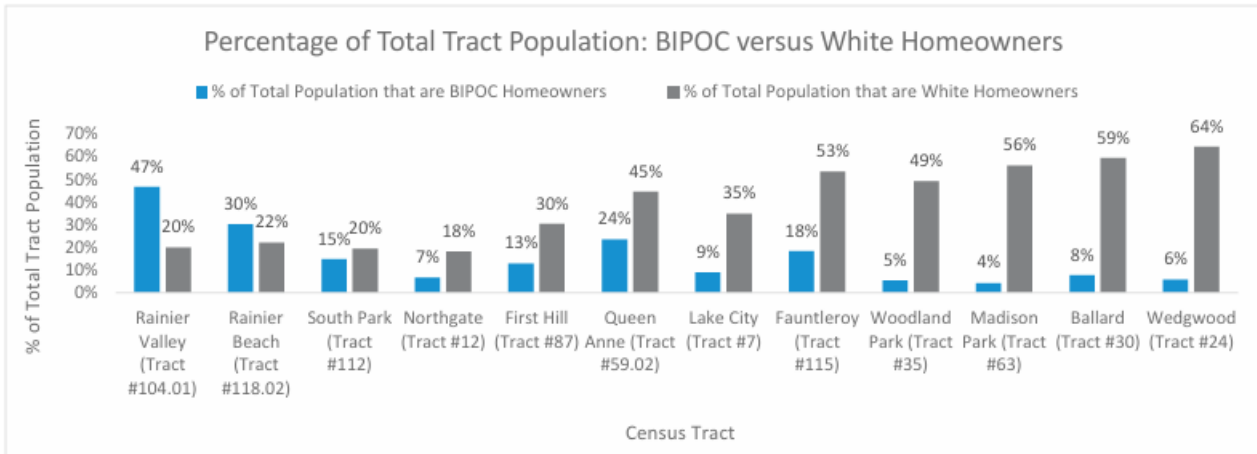


Figure 19: Comparison of BIPOC versus white homeownership rates as a percentage of the tract’s total population (homeowners and renters combined). Data Source: ACS 5-year Survey (2017-2021)

The study also examined the percentage of homeowners versus renters for each tract (Figure 20). Fauntleroy, Wedgwood, Queen Anne, Ballard, and Rainier Valley had the highest percentage of homeowners (above 65% in each tract). Lake City, First Hill, South Park, and Northgate had the highest percentage of renters (above 50% in each tract).

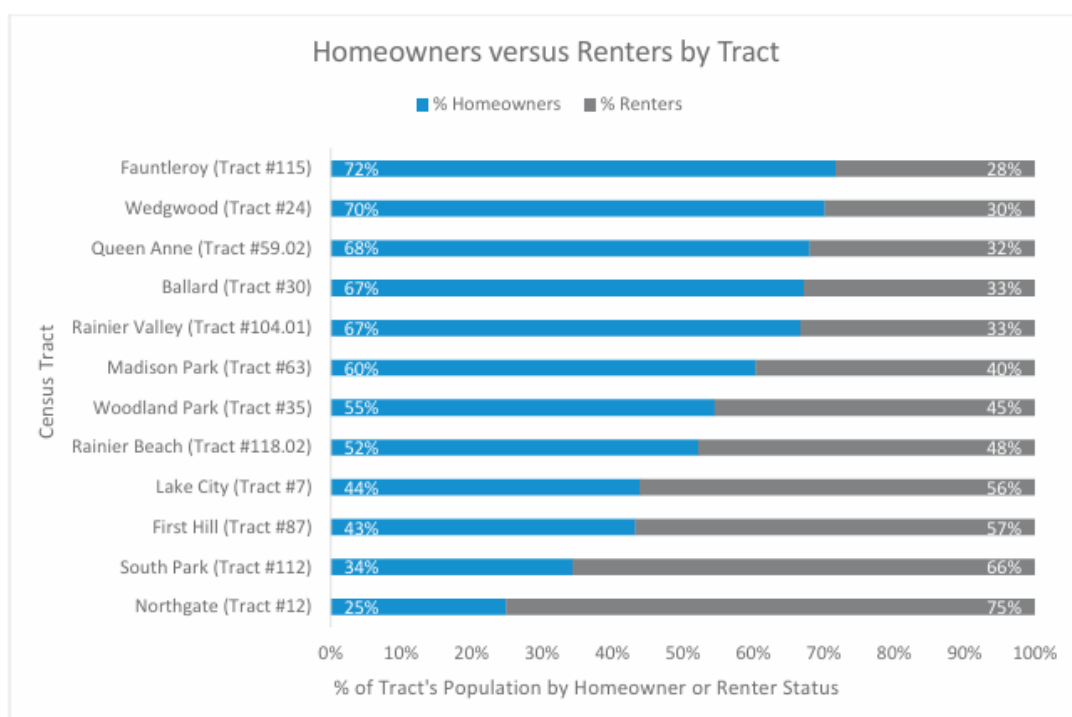


Figure 20: Breakdown of each tract's population by homeowner or renter status. Data Source: ACS 5-year Survey (2017-2021)

Qualitative Analysis

Participants of the qualitative analysis included BIPOC homeowners, renters, and unhoused community members in Seattle and were prioritized for inclusion to reflect the target population of communities of color, aging adults and low-income populations the study sought to understand. The eight interview participants were aware how taxes financially impacted them and reported:

- **Housing is expensive and unaffordable.** For most renters, paying rent represented the greatest financial challenge. Homeowners, with and without mortgages, described paying property taxes and keeping their homes as a financial struggle.
- **Residents confront tradeoffs when obtaining essential goods.** The financial impact of taxes has a cumulative effect that contributes to Seattle feeling expensive and unaffordable. The impact of Seattle-specific taxes was generally indistinguishable from other local, state, and federal taxes and all contributed to the cost of living feeling high.
- **It is difficult to know how taxes are used and to see direct benefits.** Participants understood that property and sales taxes are very high in Seattle, and generally associated taxes with a reduction to their income. They did not indicate that the benefits they received were proportional to the high taxes they paid.
- **Feeling little or no voice in influencing the Seattle tax system.** Most participants did not know where to go to find more information about taxes including what amount they pay, which items are exempt, which programs they may qualify for, and how their tax dollars are used.

We recognize this study is our department's initial step in exploring this topic and the limitations of the data set that the students worked with, including a limited sample of qualitative data, and the findings

will continue to develop over time. As a city, we commit to continue to look at these impacts and take them into consideration when considering taxes as a source of revenue for our department.

Transportation Equity Workgroup (TEW) & SDOT Staff Collaboration (TEF Tactic 18.3 & 25.6)

Conversations in our subcommittee with TEW and SDOT SMEs for TEF Tactic 18.3 shed light on racial inequities that exist in the way SDOT has been able to deliver our two Participatory Budgeting (PB)-like programs YVYC and NSF.

Key topics we heard include:

- Not having enough SDOT staffing or resources to adequately provide intentional outreach and engagement to communities of color.
- Lack of knowledge in community on government processes, policies and how to navigate the City system to access funding.
- Design, funding and other restrictions that can impact the type of community projects allowed.

These topics were taken into consideration as SDOT SMEs and TEW developed recommendations from this collaboration. They strongly supported SDOT to continue funding programs in the levy proposal that centers on co-creating and delivering community-initiated projects with an increased budget to resource outreach and engagement efforts.

In Q1 2024, staff began engaging the TEW in implementing **TEF Value: Decision-Making, Transparency & Accountability, Tactic 25.6: *Engage the Transportation Equity Workgroup (TEW) in the development of the next transportation funding package, particularly in crafting language related to composition and make-up of the next oversight committee.***

In our initial conversations, the TEW uplifted existing inequities that can impact the diverse participation and equity responsibilities in the oversight committee. Some of the key topics include:

- Lack of compensation available to incentivize community members' participation.
- Ensuring SDOT has enough resources to conduct outreach during recruitment and support for committee members successful participation.
- Professional development opportunities to build committee members' skills throughout their time as an oversight committee member.
- Representation within the oversight committee that includes lived experiences from the high and second highest equity priority areas.

This information is key for us to consider as we work to ensure racial diversity and equity is reflected in the make-up, process, and structure of the future oversight committee.

Levy Proposal Feedback

2e. What are the root causes or factors creating these racial inequities?

RET Tip: Consider examples like lack of affordability, lack of accessibility, lack of safety, lack of racially inclusive engagement, bias in process, barriers, etc.

Seattle's long history of red-lining and other forms of housing discrimination are certainly a root cause of past underinvestment. Local Improvement Districts were sometimes used by wealthier neighborhoods to fund local investments (e.g., streetlights, sidewalks).

Lack of use of data and quantitative criteria for prioritizing projects has also led to the best organized and most well-connected communities garnering a disproportionate share of investment. These patterns only started to change as the City's Race and Social Justice Initiative (RSJI) was first adopted in 2004, shortly before the Bridging the Gap levy was approved by voters in November 2006. In response to RSJI, SDOT adopted more refined project prioritization scoring systems that were data-driven and emphasized racial equity.

Many City boards and commission members are volunteers, and the LMS ordinance dictates this for the LOC as well. Not compensating community members contributes to the lack of diversity and representation we often see in the make-up of our city boards.

Regressivity at the local tax system level is another factor. Studies have found that Seattle has the most regressive tax system and highest income inequality in Washington State (Caruchet, 2018). The average household making \$25,000 in Seattle pays 17% (the effective tax rate) of their income in state and local taxes compared to 4.4% for a household in Seattle making \$250,000. For the household making \$25,000 in Seattle, 10% of their income went to property taxes versus 2.5% of income for the household making \$250,000.

Examining tax equity in the context of race and ethnicity can be particularly challenging because tax data is not disaggregated by race/ethnicity at state, local, or federal levels (Boddupalli, Gordon, and German 2021). However, it is possible to extrapolate based on known and existing statistics. For example, because households of color are also disproportionately low-income households, regressive types of taxation perpetuate and exacerbate systemic racial inequalities. Because of the racial wealth gap, the most regressive taxes, like sales and consumption taxes, are likely to tax a much higher proportion of a household of color's income than a white household's income (Hill, Davis, and Wiehe 2021).

Most of SDOT's funding sources are strict or moderately strict, meaning that as a department we have underlying laws that restrict how money can be used and/or reallocation is restricted. Our complex funding source system occasionally restricts SDOT from being able to address the transportation inequities communities of color experience.

Funding Source	How Restricted?	How Stable?
Levy to Move Seattle*	Strict	Stable
Grants, Loans, Partnership Funds	Strict	Variable
Seattle Transit Measure 0.15% Sales Tax*	Strict	Variable
Street Vacation	Strict	Variable
Reimbursable	Strict	Stable
Property Proceeds	Strict	Variable
Street Use & Occupation Fees	Moderate	Variable
Gas Tax	Moderate	Variable
Vehicle License Fees*	Moderate	Stable
Real Estate Excise Tax (REET)	Moderate	Variable
School Safety Traffic & Ped Improvement	Moderate	Variable
Commercial Parking Tax	Flexible	Variable

General Fund	Flexible	Variable
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**Must be voter-approved in part or in full*

Step 3. Determine Benefit and/or Burden

3a. How will the policy, initiative, program, or budget issue increase or decrease racial equity?

The proposed property tax levy will support increasing racial equity in a few different ways:

- The levy proposal proposed investment in currently and historically underinvested neighborhoods.
- For ongoing programs, equity would be a critical component of our implementation plans. The Levy Equity Map and Impact Analysis Tool will allow SDOT to show the distribution of investments.
- The Equitable Tree Canopy program would be focused on increasing tree canopy and tree species diversity in neighborhoods that historically have had less investment in tree planting and care.
- Expansion and proposed reorganization of the Neighborhood Street Fund, now called Neighborhood Initiated Safety Partnership projects, would develop community-requested projects directly with neighborhoods, prioritizing areas of historic under investment.
- For Major Street Maintenance & Modernization projects, several candidate projects would directly invest in historically underinvested and disadvantaged communities, as identified in the two highest priority quintiles of the OPCD Race and Social Equity Index (bolded projects intersect the highest equity priority areas). Some of these are below:
 - **S Henderson St** (implementing ideas from Rainier Beach Action Coalition).
 - **Beacon Ave S** investments in paving, transit improvements and a bicycling corridor.
 - **1st Ave S/SW Olson Pl** making a key connection between communities.
 - **Rainier Ave S**: both Rapid Ride R and repaving work.
 - **15th Ave NE, Pinehurst Way NE, Roosevelt Way NE**
 - **35th Ave SW**
 - East Marginal Way S
 - Elliott Ave, Western Ave
 - **James St**
 - **N 130th St**
 - **S Albro Pl, Ellis Ave S, Corson Ave S, 16th Ave S**
 - **Aurora Ave N multimodal improvements**
 - South Lake Union, East/West, transit connections
 - 14th Ave S, 12th Ave S, Golf Dr S *

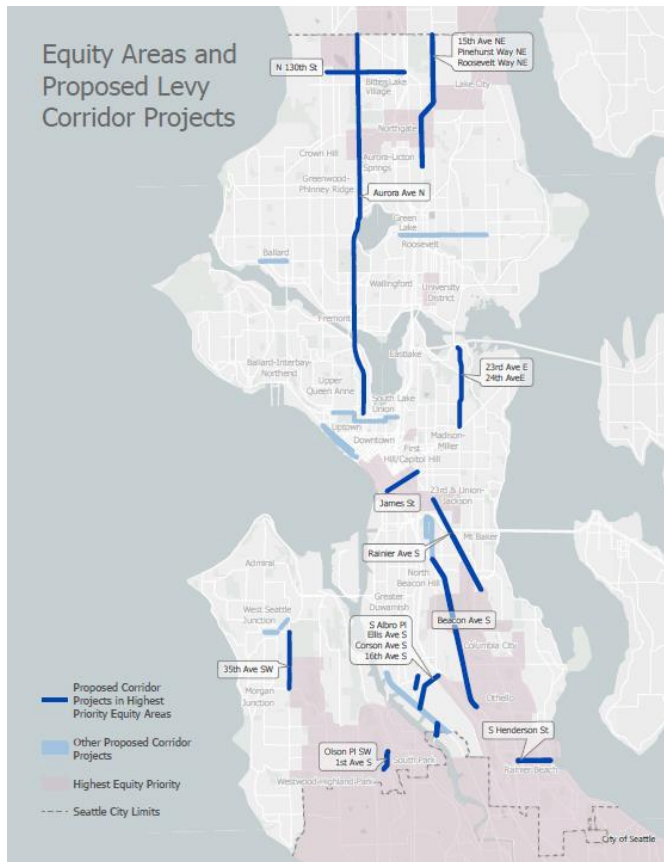


Figure 21: Equity Areas and Proposed Levy Corridor Projects (Source: Draft Transportation Levy Proposal)

- Among more, the Vision Zero, School & Neighborhood Safety program would implement safety projects on 12 priority corridors on the City's high injury network with an emphasis on equity-priority communities.
- The RSE map has been a foundational piece of work that we used to determine where to invest in large corridor projects. Programs will continue to use the RSE map when developing work plans and where to focus their investments. Prioritization framework for programs includes equity criterion that uses the RSE index to inform work plans and deliverables.
- The property tax levy would move to an eight-year cycle to align with presidential votes. These elections have higher turnout than odd-year elections, and participation in voting is typically more inclusive of actual citizen demographics along lines of race, age, education, and housing status. Alignment with even-year elections will lead to more democratic participation in the levy votes this year and give the same opportunity going forward if there is passage and renewal.
- TEF tactics advanced by the levy address some of the structural challenges faced by SDOT.
- Practice improvements that increase racial equity include:
 - Transparency and accountability: Report on distribution of SDOT investments – Percentage of projects and spending across different geographies of interest (e.g., in each quintile of the RSE Index, in each neighborhood, in each council district, etc.) and the impact of this specific investment to this population

- Conducting Racial equity analysis: Implement policy/process outcomes identified in the Levy Proposal Racial Equity Analysis. Conduct or update racial equity analyses for levy-funded projects and programs as they are implemented.
- Advance the Transportation Equity Framework: Define which TEF tactics the levy should advance/implement. In each annual delivery plan, indicate which TEF tactics will be implemented/advanced that year.
- Comply with Title VI: implementation and reporting requirements, education and training, data collection at project and program level, public engagement, project location and design, environmental justice principles, provide meaningful access to programs and activities to Limited English Proficient populations, implementation of Departmental Language Access Plan (including prioritization of funds).
- Displacement mitigation: Integrate displacement mitigation strategies (SDOT could lead or support) to accompany investments made in communities experiencing significant displacement pressure/risk.
- There would likely be impacts to racial equity if the levy proposal is not successful, as it is roughly 20-30% of our budget.

The proposed property tax levy will decrease racial equity in a few different ways:

- Increased property tax may disproportionately impact BIPOC homeowners or renters and neighborhoods with high percentage of BIPOC homeowners such as in Rainier Valley and Rainier Beach.
- If the levy renewal is not successful, there would be significant impacts to racial equity as it is roughly 30% of SDOT's budget. This would reduce the number of projects and programs our department would be able to deliver in equity priority areas and impact our workforce.

3b. What benefits to the impacted community/demographic may result?

The benefits of the levy proposal for high equity priority areas and communities we have historically underinvested could include the below:

- Reduced traffic collisions, severe injuries and fatalities through targeted improvements to streets, sidewalks, intersections, paths and crossings.
- Repaved and improved streets and make it safer to walk, roll, bike and ride transit.
- People connected safely to transit, including Link light rail stations; improve bus stops; and reduce delays on bus routes.
- New and repaired sidewalks, crossings and curb ramps so people walking and rolling can safely get to where they need to go.
- New, maintained, and upgraded traffic signals, and improved pedestrian and bike accessibility.
- Public spaces made more inviting, and improved lighting, so people can enjoy unique and vibrant neighborhoods and business districts.
- Reduction of air pollution and sustainable transportation options made more available.

Benefits of Community-Driven Projects and Programs (TEF Tactic 18.3)

Over the course of the TEW and SDOT SMEs subcommittees' work on TEF Tactic 18.3, key priorities for a new PB process were identified to support the inclusion of co-creating community projects and

programs in the levy proposal. These priorities not only guided the development of the options but could then be refined and turned into criteria against which the options would be measured. In summary the subcommittees identified that an improved PB process would result in community co-created opportunities and benefit communities in the following ways:

- Improve equitable engagement and outreach for historically underserved communities.
- Enable meaningful outcomes for community.
- Increase transparency with community about process and project changes.
- Increase capacity to deliver projects on time.
- Reduce barriers to submitting project ideas.
- Reduce competitive the nature of program.
- Plan for unselected projects.
- Be responsive to learnings from this subcommittee process.
- Allow for more projects to be completed.
- Empower residents by reducing control that city government has on the program.
- Provide enough project funding to generate excitement among community members.
- Provide enough funding to hire dedicated staff to implement and successfully engage communities.
- Place fewer restrictions on the types of projects allowed.
- Better set community expectations about the program so it doesn't encourage residents to believe that PB would have a transformative effect and leading to disillusionment when outcomes were more modest.
- Provide meaningful work opportunities for local, small, women and minority owned businesses.
- Increase job opportunities and provide family wage jobs for the local workforce.

3c. What are potential unintended consequences (both negative and positive potential impact)?

Negative Consequences

We could fail to meaningfully focus investments in high equity priority areas and the outcomes listed above could be felt inequitably across the city.

Neighborhood improvements, especially in areas of the city that have historically experienced disinvestment (and/or still experience underinvestment today), can have the unintended consequence of attracting new residents and new private development, which can exacerbate or contribute to existing displacement pressures due to rising inequality and unaffordability across Seattle.

We could fail to share decision-making power with community successfully if we do not create the structures and provide adequate resources, including staffing, to support community members who have not traditionally engaged in government with the tools to engage in relationship with SDOT.

There are already longstanding disparities in homeownership rates by race and ethnicity due to redlining and other racial discrimination policies and practices. Since the Levy Proposal includes an increase in property taxes, an unintended consequence is an affordability issue for BIPOC homeowners.

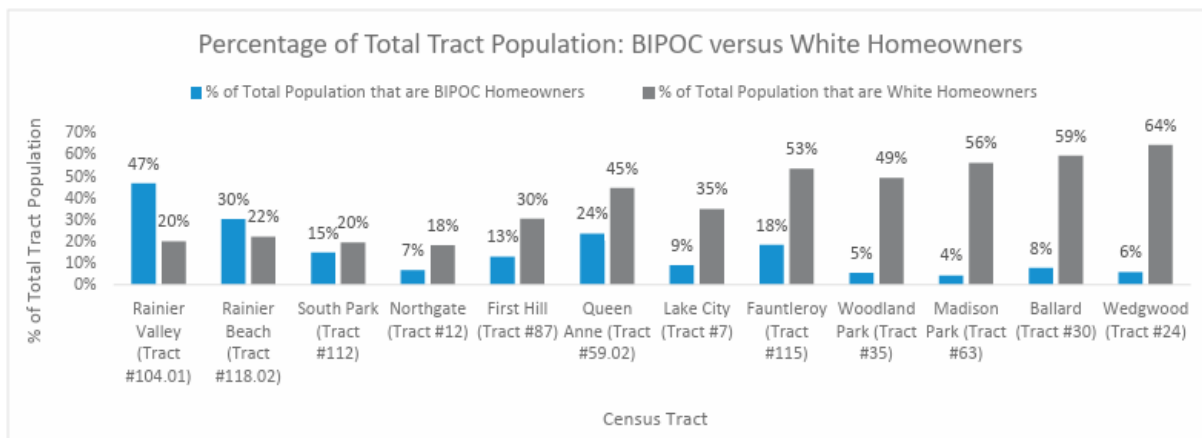


Figure 22: Comparison of BIPOC versus white homeownership rates as a percentage of the tract's total population (Source: *Paving the Way: Analyzing the Impact of Taxes on Low-Income & BIPOC Communities in Seattle*, June 2023)

Positive Consequences

SDOT used many inputs to develop the draft proposal, including polling data from EMC research, to inform the final dollar amount of the ballot proposal. We may find that the voters overwhelmingly support the proposed levy and would have been willing to pay more to see progress made towards meeting our safety and maintenance needs across the city more quickly.

Neighborhood co-creation, through Neighborhood-Initiated Safety Partnership Projects, is being proposed in this levy to create long term partnerships with communities. We don't know how successful this idea will be, but it could prove to be a tool that community would like to see more of, and we may need to find alternative funding sources to grow the program at the pace of community.

The opportunities available to WMBE could be very beneficial for those businesses should the measure be approved.

3d. Are the impacts aligned with your department's community outcomes that were defined in Step 1?

Impacts of the levy proposal aligns with the community outcomes that we defined in Step 1. The ways in which the proposed tax levy will support increasing racial equity in Step 3a aligns with the following community outcomes we have defined under the bucket of **Process/Decision-Making**:

- Racial equity analysis
- Center equity in all project/program phases
- Advance the Transportation Equity Framework (TEF)
- Comply with Title VI

The internal impact of practice improvements that increase racial equity aligns with the following community outcomes we have defined under the bucket of **Evaluation/Report**:

- Transparency and Accountability
- Impact Analysis Framework

- TEF advanced/implemented and WMBE utilization

Step 4. Advance Opportunity or Minimize Harm

RET Tip: You've identified racial equity issues/impacts resulting from your plans. Now think of HOW you will adjust your plans to AVOID the negative impacts or MITIGATE (minimize) the negative impacts you've identified. Address each change you've made in response to identifying a negative/positive racial equity impact. If you have no choice at all, and must ACCEPT a negative impact, identify WHY you had to accept that impact and WHAT you would have needed to AVOID or MITIGATE the negative impact.

4. How will you address the impacts (including unintended consequences) on racial equity?

- What strategies address immediate impacts?
- What strategies address root causes of inequity listed in 2e?
- How will you partner with stakeholders for long-term positive change?
- If impacts are not aligned with desired community outcomes, how will you re-align your work?

This section includes policy, program and partnerships strategies, and also highlights process and practice improvements to address impacts on racial equity. Members of SDOT's Racial and Social Justice Initiative (RSJI) Change Team and Funding Plan Team, the RSJI Advisor, and the Levy Equity Coordinator collaborated to offer the following equity processes to support our improvements to our department practice to mitigate impacts to racial equity in meeting the levy proposal's racially equitable community outcomes listed in Step 1:

1. Racial equity analysis: Conduct or update racial equity analyses for levy-funded projects and programs as they are implemented.
2. Center equity in all project and program phases: Ensure project prioritization frameworks incorporate equity considerations in meaningful and consistent ways.
 - a. Ensure all program prioritization frameworks include an equity component or input to help program owners prioritize investments in high equity priority areas. This component can be weighted higher or lower depending on the key priorities of the program, but it should be present.
 - b. The levy portfolio and individual programs should use the City's Racial and Social Equity (RSE) Index as a standard equity data source and reference. This tool can also be adapted depending on the key priorities of the program (e.g., certain demographic layers can be turned on or off), but a central, standardized reference will improve consistency in decision-making across the portfolio.
 - c. Document SDOT process changes to the public as part of achieving equity outcomes, including cultural changes in the organization.
3. Advance the Transportation Equity Framework (TEF): In each annual delivery plan, indicate which TEF tactics will be implemented/advanced that year.
 - a. For all Levy-funded projects/programs, conduct meaningful engagement and center our commitment to the TEF values of Community Engagement and Decision-Making, Transparency and Accountability.
 - b. Identify adequate resources in program/project cost estimates and line item vs. umbrella communications program budget.
 - c. At the program level, listen to impacted communities and find ways to ensure those populations shape the selection, design, and delivery of projects and programs in their

neighborhoods, as well as important travel-sheds that provide access between minority communities and jobs and educational opportunities.

- d. Program and project delivery
 - i. Incorporate racial equity priority area and displacement mitigation considerations.
 - e. Cultural shifts both internal and external
 - i. Messaging and education - meet people where they are, and work to address the needs of those who have historically been left out of planning processes and decision-making about the city's transportation system.
 - ii. Ensure in-language access to SDOT materials and information.
 - iii. Equity reporting requirements should be included in legislation.
 - 1. SDOT will work with future community oversight committee in the first year of the levy (OR SDOT will do this prior to the beginning of the levy proposal) to determine a measurement and evaluation structure that provides the appropriate level of detail and information that is responsive and meaningful.
4. Continue SDOT Title VI requirements and improve data collection and Title VI reporting practices: Title VI of the 1964 Civil Rights Act provides that no person in the United States shall on the grounds of race, color, national origin, or sex be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance.
- a. implementation and reporting requirements,
 - b. education and training,
 - c. data collection at project and program level,
 - d. public engagement,
 - e. project location and design,
 - f. environmental justice principles,
 - g. provide meaningful access to programs and activities to Limited English Proficient populations,
 - h. implementation of Departmental Language Access Plan (including prioritization of funds)
5. Transparency and accountability: Report on distribution of SDOT investments, including percentage of projects and spending across different geographies of interest (e.g., in each quintile of the Race and Social Equity (RSE) Index, in each neighborhood, in each council district, etc.) and, when available, the impact of specific investments on specific populations.
- a. A new SDOT tool, the Levy Equity Map, allows the department to show the distribution of investments. Another tool currently in development, the Impact Analysis Tool, will allow SDOT to show how equitably Seattle communities experience certain outcomes and impacts from SDOT's work.
 - b. Explore setting a quantitative goal for equitable distribution of investments and spending in the next levy.
 - i. For example: X% of levy investments and spending will be delivered in the highest and second-highest equity priority areas (representing 40% of the city population).

- ii. Work with stakeholders such as the TEW and City Council to set this goal and define key details such as *what percentage* of work should be delivered, in *which geographies* over *what timeframe*.
 - c. Use qualitative data and analysis, such as community input, staff feedback, and storytelling, to evaluate and report the impact of intentional community engagement practices in levy-delivered projects and programs.
 - d. Ensure Levy equity inclusion in public SDOT reports.
6. Impact Analysis Framework: Measure the geospatial variations of our key outcomes and ensure that impact of investments is felt equitably across the city.
- a. Include data collection/evaluation as a line item in budgets.
7. WMBE utilization:
- a. We intend to meet or exceed SDOT's goals of 20% for purchasing and 24% for consulting WMBE spend on contracts and purchases to continue setting and achieving similar utilization throughout the life of the levy.

Program Strategies

In order to address root causes of inequity, we are integrating equity and impact analyses into our decision-making. Through ongoing efforts like the Levy Equity Workplan and the Impact Analysis Framework, we are improving our capacity to understand how equitable the distribution of our investments and outcomes are.

As we shift from primarily counting “widgets” and dollars spent to measuring outcomes, a robust geospatial equity analysis will help us invest our resources equitably—where they are most needed—and ensure that everyone benefits from our improvements, with no one being left behind or disproportionately impacted by costs.

The prioritization rubric developed for the STP and Funding Plan is another programmatic tool that can be carried forward and improved upon to create a consistent and equitable prioritization process to help determine where program funds are invested. This rubric can be used to move forward **TEF Tactic 8.2: Develop SDOT work plans that equitably allocate resources for capital projects and maintenance efforts in communities hit hardest by COVID.**

Policy Strategies

Embedding equity into our everyday process and practice within our areas of service as SDOT staff is an input and outcome that we have heard communities would like to see. A host of tools and practices were introduced across SDOT that offer employees and the communities we serve a new connection to the way we do our work. These are core tools of the RSJI Change Team and designed to be excellent leadership supports that offer opportunities for all voices to be heard, independent of workplace positionality and hierarchy.

One of the RSJI tools staff utilized in crafting components of the Levy proposal is circle process. The circle process is a tool at SDOT that allows us to transform how we do our work and deepen listening skills as each person in the circle can offer an opportunity, solution, point of view, and opinion on a

situation or scenario. The purpose of the circle process is that the collective offering of the team curbs hasty decision-making, and instead allows for clarity, care, and conscious awareness to rise from the group. It is a key leadership tool that can be implemented in all areas of service at SDOT and has had a positive effect on team building, motivation, productivity, creativity, and innovation.

Another RSJI tool staff incorporated is strategic questioning process, a dynamic and transformative form of inquiry, conceived by Fran Peavey. Strategic questioning is the premise that if we can ask the right questions, we can discover what needs to change inside of us to move a problem forward. Strategic inquiry deepens the capacity to listen because it relies on our full attention and responsiveness. When we approach a problem from a place of inquiry and curiosity versus needing to fix it (without understanding it), transformation happens and can impact choices and decisions that have long-term effects for SDOT and the communities we serve.

Seattle Transportation Plan

As we move forward beyond adoption of the STP, we will continue the process of co-creation. Community input has been used to shape a potential levy proposal for voters to have their say on the November 2024 ballot. Once our financial picture is clearer, we will develop our first STP Implementation Plan in 2025. Thereafter, we will commit to updating the STP Implementation Plan approximately every 4 years. We pledge to continue with a lens of co-creation and equitable engagement that occurred during the development of the STP.

Transportation Equity Framework (TEF)

SDOT's TEF is a 6-year roadmap for SDOT decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system. Building from the City of Seattle's Race and Social Justice Initiative (RSJI), the TEF addresses the disparities that exist in our transportation systems due to institutional racism.

The TEF defines 10 values developed by the TEW, as well as strategies that guide the tactics in the implementation plan. In 2022, SDOT publicly released the TEF and its implementation plan with over 200 tactics for SDOT staff to incorporate into workplans.

At the outset of the Funding Plan, the management team identified 15 TEF tactics to implement and integrate into both our development process and the Levy Proposal plan itself ([See Appendix A](#)). The 15 TEF tactics identified in our work correspond to the TEF Values shown on the right.



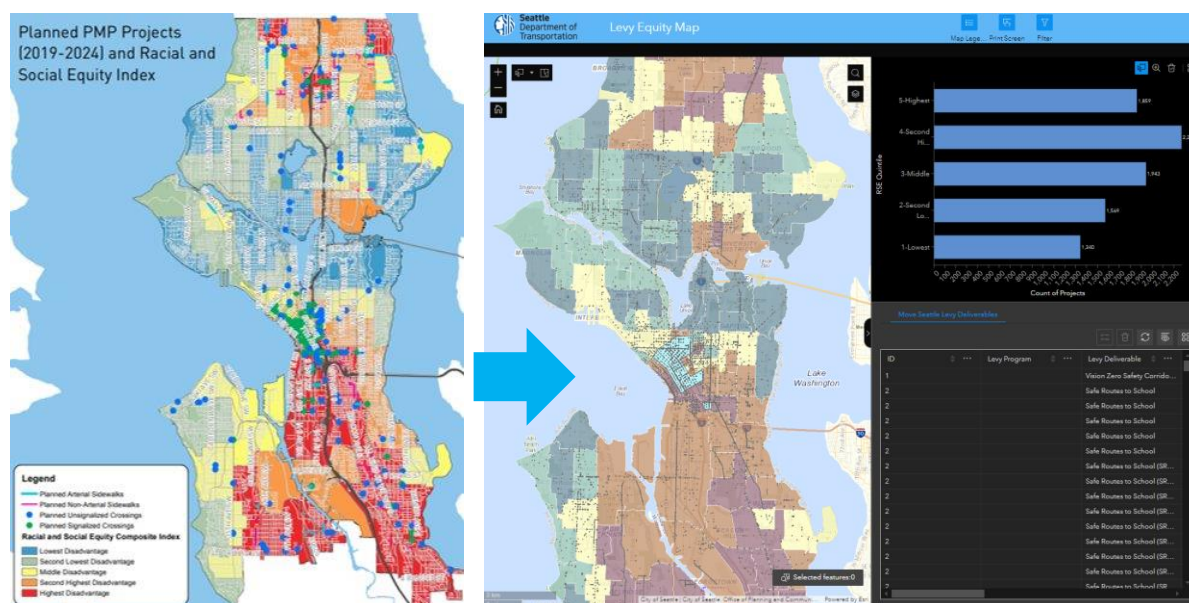
Levy to Move Seattle – Equity Analysis

In the second half of the delivery of the LMS, SDOT began using the Racial and Social Equity Index (first developed by the Office of Planning and Community Development in 2017) as the standard data reference for equity criteria in project prioritization frameworks.

SDOT also improved its capacity for assessing the geospatial distribution of investments, which allows us to understand what portion of our investments is focused in high equity priority areas. Continuing to improve this capacity, reporting publicly on our findings, and using this data to inform our future investment prioritization decisions can help us achieve our intended outcomes of investing in underinvested communities and increasing transparency and accountability.

Origins

This standardized use of the Race and Social Equity (RSE) Index and improved capacity for geospatial analysis of investment distribution originated with a [COVID Impact Assessment](#) we conducted in 2020, as well as with individual levy programs that had been assessing the distribution of their investments since the beginning of the levy. Starting in 2023 we expanded this existing best practice to the whole Levy to Move Seattle portfolio.



From program-level (dozens of projects) to portfolio-level (thousands of projects) geospatial equity analysis.

Composition and use of the Racial and Social Equity (RSE) Index

The Racial and Social Equity (RSE) Index is a tool that combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify where priority populations make up relatively large proportions of neighborhood residents.

The RSE Index is calculated and mapped at the census tract level. Census tracts are ranked based on proportion of priority population and categorized into five levels (or “quintiles”), described as “equity priority” levels, from 5, “highest equity priority,” to 1, “lowest equity priority.”

The RSE Index is used by departments across the City of Seattle to inform geographic prioritization decisions about City programs, planning efforts, and investments. Departments often consider the top two equity priority levels (“highest” and “second highest”) to be their “equity priority areas.”

Levy equity analysis and next steps

The current levy equity analysis shows us the distribution of individual projects or deliverables across each quintile of the RSE Index, from highest equity priority to lowest equity priority. For example, it shows that in 2023, about 46% of our levy investments were delivered in the highest and second-highest equity priority areas, which represent about 40% of the population and land area of Seattle. This suggests that we made more than a proportional investment in high equity priority areas in 2023, which aligns with our intended outcome of focusing investments in underinvested communities.

While we are encouraged by this finding, more work is needed to tell a complete story. The current levy equity analysis only tracks the distribution of individual deliverables, which can vary greatly in size and impact, from a single block-face of sidewalk repairs or a single curb ramp to the whole drainage partnership project completed in South Park or the whole RapidRide H corridor project in Delridge. For a clearer picture of the distribution of our investments, we will need to assess the distribution of our spending, which we are in the process of doing now.

We also want to introduce additional reference data beyond the RSE Index, which only helps us understand how our investments impact people who live near them, not people who travel to or through the areas we improve. We are looking to existing data sources such as the Puget Sound Regional Council’s Household Travel Survey to begin this type of analysis.

Displacement Mitigation

SDOT investments contributing to displacement, however unintentional, would be severely at odds with our intention to invest in and uplift communities that government has historically underinvested in.

The opportunities that come with significant, transformative projects are numerous, but with that comes the cumulative impacts, including displacement, that are felt by the communities who live and work in and around these projects, some of whom may not directly benefit from the project.

It is important for SDOT to continually improve leadership and staff awareness of this possible unintended consequence and to integrate displacement mitigation strategies into our investments, especially in neighborhoods experiencing high displacement risks. The [Displacement Risk Index](#) developed and maintained by Seattle’s Office of Planning and Community Development (OPCD) can help identify these areas of the city.

The TEF defines displacement as *when existing residents or, businesses or other organizations move from their current residence or location even though they do not wish to do so:*

- *Physical displacement* is the result of things such as eviction, acquisition, rehabilitation, or demolition of property or the expiration of covenants on rent- or income-restricted housing.
- *Economic displacement* occurs when residents and businesses can no longer afford escalating rents or costs of ownership and have to move out.
- *Cultural displacement* occurs when people move because their neighbors and culturally related

businesses that they want to be close to have left the area, or when culturally related businesses or institutions themselves move away. (Source: UC Berkeley Urban Displacement Project)

SDOT's TEF tactics under the TEF Value of Land Use, Housing and Displacement can serve as a roadmap for staff to integrate anti-displacement mitigation strategies that our department can lead, or support in partnership with other departments, to accompany investments made in communities experiencing significant displacement pressure and/or risk. The TEF defines anti-displacement strategies as:

"Emphasizes community stability in the face of gentrification and displacement pressures as development occurs in a community and/or neighborhood. Anti-displacement strategies focus on improving and investing in communities without pushing people out, particularly centering Black, Indigenous and People of Color (BIPOC) communities who have historically been most impacted as gentrification occurs in Seattle."

If passed, implementation of the levy proposal can provide SDOT with the opportunity to integrate TEF Tactic 51.1 and implement anti-displacement mitigation strategies on levy-funded projects and programs. We can measure our impact by capturing the benefit to specific communities in SDOT implementing this anti-displacement strategies:

TEF Value: Land Use, Housing and Displacement

Strategy: Mitigating Transportation Growth

TEF Tactic 51.1: Identify and implement internal SDOT process to include equity and anti-displacement impact statements and mitigations as part of transportation capital projects and other initiatives.

Construction in neighborhoods can negatively impact our business community and is a concern we will need to partner with other departments and stakeholders. The levy can enable SDOT to be responsive to concerns from the business community regarding construction impacts. The following TEF tactic provides guidance on how to do this.

TEF Value: Economic Development

Strategy: Prevention

Tactic 14.4: Partner with City departments, foundations, and the private sector to identify paths to providing technical assistance, grants, and financial support opportunities directly to BIPOC businesses that are impacted by construction.

Partnership Strategies

Sharing Decision-Making

The TEW and SDOT subject-matter expert (SME) subcommittees for TEF Tactic 18.3 proposed development of a community-government steering group to further share decision-making power and partner with underinvested communities for levy investments made through the Neighborhood Initiated Safety Partnership Program. This proposed group could advise on program design and annual adjustments in response to evaluations. The proposed steering group could function as budget delegates, a key structure within a participatory budgeting process, and shape ideas into fundable proposals in partnership with SDOT for community vote. This proposed steering group would also vet

proposals for feasibility and cost. SDOT SMEs and TEW recommended that this group be compensated and comprise of 14-members with representation from:

- 2 reserved seats for current or past TEW members
- 8 seats for community members with lived and community experience in high RSE neighborhoods (CD 1,2,3,5)
- 2 seats for SDOT staff with experience in community participatory engagement or projects *
- 1 seat for SDOT staff on Race & Social Justice Initiative (RSJI) Change Team *
- 1 seat SDOT Staff in the Transportation Equity Implementation Intradepartmental Team*

**Within 4 SDOT seats ensure perspective in: 1 transportation planner, 1 design, 1 engineer & 1 construction/crew are included.*

SDOT's relationship with the current and future oversight committee is another partnership strategy. Our collaboration with TEW on TEF Tactic 25.6 provided us with equity guidance on the make-up and representation of a future oversight committee, and we also have learnings from our relationship with the current Levy to Move Seattle Oversight Committee. Our hope is to codify in legislation an improved oversight committee model that includes representation of lived experiences of community members from equity priority areas, and a partnership with members to determine appropriate metrics and an evaluation structure to ensure the City is accountable to voters. Having a more diverse make-up and collaborative engagement with members on an evaluation structure can tee us up to ensure levy dollars are being distributed equitably and information shared transparently.

The Levy Oversight Committee (LOC) was established to monitor Levy to Move Seattle revenues, expenditures, and program and project implementation. We expect there to be an LOC to serve this same function for a future levy. The TEW and current LOC have made suggestions for how to better equip the future LOC to fulfill their important role and to ensure diverse perspectives on the future LOC. Numerous strategies, such as compensating members, adding seats on the LOC to ensure representation of lived experiences of community members from equity priority areas, and enhanced, broad recruitment, can help to welcome more diverse perspectives to the future LOC. There will be future discussions about how SDOT can continue to best equip the LOC for their responsibilities.

Sharing Our RSJI Practice & Process with Externals

Staff facilitated a pivotal circle process with a group of transportation advocates on September 27, 2023. The intention of this engagement was to provide advocates with an opportunity to experience SDOT's equity practice and better understand how SDOT integrates these tools into our day-to-day processes. Advocacy groups present included: Seattle Neighborhood Greenways (SNG), Transportation Choices Coalition (TCC), Cascade Bicycle Club, Puget Sound Sage, Commute Seattle, and Disability Rights WA.

Advocates had an opportunity to learn more about SDOT's Office of Equity and Economic Inclusion, the TEF, and the current LMS equity workplan before engaging in circle facilitated by SDOT staff. Our circle with the advocates centered on the following strategic questions for each advocate member to respond and share:

- *What type of power do you think you have?*
- *What would you say are your main mechanisms of power?*
- *From 0-100 how willing are you to share your power with those who don't have the same level of access as you?*

Some of the key themes that was shared from this circle included:

- Many are organizations that have been around for a long time and have built their advocacy and political power over the years.
- Acknowledgment that advocates are lucky to be compensated for their organizing and advocacy work via their organization.
- Leveraging connections to the media and network of stakeholders to push the City of Seattle to advance their advocacy agenda.
- Many are grassroots organizations with on the ground knowledge of the transportation needs of neighborhoods.

From this experience, we learned that educating and bringing transportation advocates into our RSJI work is key to our partnership. We recognize advocates are on their own equity journey and their organizations may not be practicing or thinking about equity the same way we are at SDOT. Given the power advocates have, it would be strategic and beneficial for us to continue to share our practice and push advocates to utilize the RSJI tools we use to further their own equity growth.

Commitment to Our Internal RSJI Practice

Taking a moment to pause and reflect is an important part of our internal RSJI practice. Through circle process, our funding plan management team carved time to reflect on equity within our area of service and our collective process. Our RSJI practice is a strategy that can have immediate impact and positive change so we can collectively as a team reflect and realign on our equity commitments for the levy proposal.

RET Working Circle #1 – October 20, 2023

Staff in the funding plan management team engaged in our first RET working circle process to step through as a team the RET toolkit questions on creating racially equitable community outcomes. For each of the following RET questions, we utilized circle process to give every member of our team an opportunity to share:

What are the greatest opportunities for creating change in the next year? Some of the key themes shared in our circle included:

- Seattle Transportation Plan (STP)
 - As a key input to the levy proposal.
 - Leveraging partnerships built through the STP process.
- Organizational culture and practices
 - Opportunity to look at things that don't currently work.
 - Efficiently distribute resources.
 - Build up how we track our investments in equity.
 - Change how we measure our work and setting outcomes rather than widgets.
 - Be guides and facilitators as City staff to all stakeholders.
- Empowering staff and community
 - Increase decision-making outside of the funding plan management team.
 - Add decision-making capacity into participatory budgeting programs.
 - Empower people to take control of their transportation system.
- The overall way the department structures the transportation funding plan.
- Passing a transformative levy.

What strengths does the department have that we can build on?

Some of the key themes shared in our circle included:

- Seattle Transportation Plan (STP)
 - Partnerships, policy, and community engagement process.
- Internal Support and Offerings
 - RSJI practices and SDOT's Change Team.
 - Charismatic director to support with communications.
 - The LMS Equity portfolio.
 - Leadership commitment to advancing equity.
 - SDOT's capacity to deliver programs and projects.
 - Desire in the department to do better and how we impact communities.
 - Talented, dedicated staff who care and are willing to learn.
 - SDOT's growth and shift on how we engage with community.
- The Transportation Equity Framework (TEF) and partnership with TEW.

What challenges, if met, will help move the department closer to racial equity goals?

Some of the key themes shared in our circle included:

- Internal Practices and Processes
 - Holding ourselves accountable to implementing and delivering the STP
 - Documenting the STP 20-year vision, goals and key moves.
 - Continuing to champion equity from the top.
 - Embedding community engagement with our programs.
 - Balancing the tension between specificity and flexibility.
 - Managing time constraints.
 - Having a reiterative feedback loop with the community – not just the technical experts.
 - Staffing shortfall
- Stakeholder Management
 - Meeting and addressing and the conflict in visions from different groups.
 - Coming together to a collective consensus for all stakeholders.

Our circle process dovetailed into a robust conversation regarding stakeholder engagement. There are a significant number of transportation advocates and organizations who are actively engaged as stakeholders, and traditionally this group of stakeholders are the group to be involved in the campaigning process and advocating for specific transportation investments that their groups would like to see SDOT deliver.

Our team recognized that outside of this group there are many stakeholders and community members who do not have a voice in shaping the levy. From this insight, we then did an exercise to map the power and influence of a range of stakeholders from the SDOT modal boards, TEW, community-based organizations engaged in STP, transportation advocacy organizations, and business organizations to support us in better understanding how to navigate these relationships.

RET Working Circle #2 – March 22, 2024

Staff engaged in a second RET working circle with facilitation support and guidance from RSJI Change Team and SDOT OEEI RSJI Advisor. This specific circle process took place around two weeks before the release of the draft levy proposal during a particular time when stress was high for the team.

Eighteen staff members attended our circle process, and with RSJI Change Team's guidance, focused our circle process on the following guiding questions:

- In what ways does the current levy proposal result in the desired equity impact and meet the goals of service our most underinvested communities?
- What opportunities at SDOT do we have to uplift equity, either in the levy, during the launch of the levy (external engagement), or during the potential implementation?

Key takeaways from our circle were the following:

- Staff are incredibly invested in work that impacts neighborhoods. They are excited and interested in how we do community engagement (dedicated staff, prioritizing relational rather than transactional), resource allocation to high need areas, maintaining momentum (internally and externally), and communicating the equity work that we are doing or continuing to do.
- Staff cautioned about external interests that may conflict with equity work (project allocation, anti-tax sentiment, and disconnect with decision-makers who might interpret as a slush fund) and recommended socializing new people in power.
- There is an opportunity to highlight how equity is woven through the organization (internal processes that happen before projects happen), prioritization (areas with most need, areas that have historically been underinvested), project implementation (WMBE, high RSE index areas).
- Staff often focused on communicating and involving diverse community before (in their language, in their modes such as newspapers), during (with staff dedicated to cultivating relationships), and after (beyond widgets, with dashboards and flyers, etc.) project and program implementation.

Our circle provided the team with an opportunity to look ahead to the next coming weeks as the draft levy proposal went to the public and to consideration by the City Council. Our team, through circle, committed on the following:

- To uplift community voices
- Trust our collective wisdom and the values that we've centered in our work.
- Support one another and communicate when we need help.

Step 5. Evaluate, Raise Racial Awareness, Be Accountable

5a. How will you evaluate and be accountable?

- *How will you evaluate and report impacts on racial equity over time?*
- *What is your goal and timeline for eliminating racial inequity?*
- *How will you retain stakeholder participation and ensure internal and public accountability?*
- *How will you raise awareness about racial inequity related to this issue?*

The Levy Oversight Committee (LOC), along with many other key stakeholders, asked SDOT to report on how transportation levies have improved outcomes, in addition to or in place of widgets. The levy proposal gives SDOT an opportunity to develop a measurement and evaluation structure of racial equity impacts that more effectively and efficiently provides internal and external stakeholders meaningful information about levy delivery and spending. This could take two forms:

- Process evaluation to support program implementation and improvements.
- Outcomes evaluation to demonstrate whether the program is leading to the desired results.

Developing a measurement and evaluation framework, and aligning on reporting with the future oversight committee, will set SDOT up for success in the future in multiple ways, including but not limited to:

- Creating a delivery reporting structure that is meaningful and an effective use of staff and volunteer oversight committee members.
- Building in opportunities to assess what is working and what is not working to make adjustments as needed, and to set expectations that adjustments are a reality for a multi-year program.

Our goal and timeline to eliminate racial inequity with levy funding would sync up with the levy proposal's duration of eight years, however, our department acknowledges that the STP is a 20-year vision, and we must hold ourselves accountable to delivering the equity goals in the STP; the levy proposal is just a piece of SDOT's larger funding puzzle.

Continuing to improve SDOT's capacity to assess geospatial distribution of investments for this levy proposal will allow us to evaluate and report what portion of levy investments is focused in high equity priority areas. Reporting publicly on this type of investment impacts can help us retain stakeholder participation and ensure internal and public accountability on how we are investing in underinvested communities and increasing transparency and accountability.

Recommended outcomes evaluation and reporting for the levy proposal

- The levy proposal prioritization framework (and other prioritization frameworks at SDOT) should use the RSE Index as our standard equity data source/reference.
- SDOT should track the distribution of projects, spending, and impact/benefit, continually improving the sophistication of this quantitative levy equity analysis.
- SDOT should incorporate findings from this levy equity analysis into regular data storytelling with the public.
- SDOT should set a goal or a target direction of investment distribution (e.g., a certain percentage of investments should be made in the highest one or two equity priority quintiles), ideally in collaboration with communities that stand to be most impacted (positively or negatively) by large infrastructure investments.
- SDOT should integrate and report displacement mitigation strategies into large infrastructure investments in neighborhoods experiencing high displacement risk/pressure.
- SDOT should regularly report on the distribution of levy projects and spending.

Our goal with the levy proposal is to benefit equity priority areas and distribute levy related work to prioritize underinvested communities using OPCD's Racial and Social Equity (RSE) Index to inform distribution. We can do this by setting a goal for the total distribution of SDOT's funding plan, including revenue from the levy proposal, and prioritize allocation in disinvested neighborhoods as defined by the RSE index.

We can also consider reporting the impacts on racial equity and access to daily needs. We will need to

raise our own awareness and work with community to define destinations that constitute as “daily needs” and the accessibility of these within 30 minutes by walking, rolling, bicycling, and public transit for equity priority areas. One way we can consider evaluating this is by potentially using metric from the STP with an equity layer, as well as the RSE Index and which neighborhoods have access to *“households within a 10-minute walk via sidewalks or a 5-minute ride via AAA bikeway or frequent transit.”*

Another opportunity is for us to evaluate and report on the transportation connections that benefit and impact populations in high equity priority areas. One way we can consider evaluating this is through travel flow analysis with an equity framing.

Transportation is the second largest household expense, only behind housing. The percentage of a family’s income that is spent on transportation is highest for the lowest income earners: 8.2% for high-income and 15.7% for low-income (Source: Transportation Choices Coalition). We can consider evaluating and reporting how revenue from the levy proposal impacts the percentage a household income dedicates to transportation.

During implementation of the levy proposal, we will evaluate and report Women Minority Business Enterprise (WMBE) goals and outcomes on levy-funded projects and programs. We will retain stakeholder participation by ensuring project and program owners are doing their due diligence to work with WMBE contractors. Additionally, implementation of the levy proposal can bring further opportunities for SDOT continue to grow in our contracting equity practices such as accessible contracting and expanding our contracting opportunities with community members and non-profits.

5b. What is unresolved?

What resources/partnerships do you still need to make changes?

Anti-displacement and mitigation strategies is a topic that SDOT will need future partnership and practice support on how to integrate these into lines of business and operations. Due to legal limitations that come with our funding sources and complex land use policies, SDOT will need thought partnership support to help us think creatively on how to integrate these strategies. A potential opportunity is for us to closely partner with OPCD’s Equitable Transit Oriented Development (ETOD) work and their newly formed Community Advisory Group (CAG). The CAG will build an ETOD Strategy and Implementation Plan that will guide the City’s approach to development by advancing community-driven outcomes in neighborhoods surrounding light rail stations.

Measuring, evaluating and reporting beyond widgets on the levy proposal outcomes will be a continued discussion where we could partner with the future oversight committee to develop. SDOT’s Levy Equity Coordinator has built a foundation on equity analysis and processes that can be continued should the levy proposal pass.

A resource we need to have is an adequate internal data infrastructure to be able to properly track WMBE utilization, including WMBE subcontractors, of levy delivered projects and programs. Our current data system is not efficient at tracking levy funds and connecting them to contracts, which is our only current mechanism for tracking funds spent on WMBE contracts. We should be proactive prior to implementation of projects and programs associated with levy proposal funds to have the necessary data infrastructure so we can properly monitor and track our WMBE utilization.

The circle process is a foundational piece of RSJI work at SDOT, and it would be aspirational to share this practice with leadership, both within SDOT and the Mayor's office and CBO. In the case of the levy, it would have been with the Executive Steering Committee and Funding Plan Steering Committee, with facilitation support and guidance from RSJI Change Team and SDOT OEEI RSJI Advisors. The intention of this circle would be to uplift the items from circle processes at the staff level, equity themes and sharing RSJI practice of circle with this leadership team. In future collaborative decision-making processes, we would suggest using circle process to continue to foster our internal practice of transparency and accountability.

Step 6. Report Back

Share RET analysis and report responses from 5a and 5b with Department leadership, RSJI Advisor, Change Team leads and members involved in Step 1, and (if applicable) other teams/people working on your project, program, or policy.

Our team hopes to uplift our RET findings with leadership staff in our Funding Steering Committee and Executive Steering Committee. City Council has also established a Select Committee on 2024 Transportation Levy with all nine councilmembers and a series of dates in May, June and July to discuss the levy proposal.

For anti-displacement mitigation strategies, we should partner closely with OPCD's ETOD team to align and identify where SDOT can support and advance the ETOD Strategy and Implementation Plan that the CAG will develop. We can also engage with the OPCD team and partner on circle discussions and strategic questioning exercises to bolster our department's knowledge on anti-displacement principles and strategies.

Measuring, evaluating and reporting outcomes on the levy proposal should also engage project and program owners for their buy-in and support as they will ultimately be the leads in delivering these. We should also continue to partner with the RSJI Change Team during implementation of the levy proposal as our internal accountability body to ensure we are meeting our intended outcomes for the levy proposal. Additionally, it is important that our department continues to staff a Levy Equity Coordinator position for implementation of the levy proposal so we can have a designated staff who will lead regular equity analysis and process improvements.

Our need for an improved internal data infrastructure to track levy funds and WMBE utilization will have to be elevated to SDOT leadership and close coordination with the Levy Proposal Project and Portfolio Management Team, as we will need direction, investment and coordination on a system that will work department wide.

Appendix

- Funding Plan TEF Tactic Tracker: [Funding Plan TEF Tactic Tracker.xlsx \(sharepoint.com\)](#)
- Levy to Move Seattle Oversight Committee Recommendation on next levy: [LMS LOC Recommendations on next levy - March 2024.docx \(sharepoint.com\)](#)
- Paving the Way: Analyzing the Impact of Taxes on
- Low-Income & BIPOC Communities in Seattle: [Final Report EvansTaxImpact.pdf \(sharepoint.com\)](#)
- Mayor Harrell's Recommended Seattle Transportation Plan: [STP Part I MayorsRecommendedPlan 02 2024.pdf \(seattle.gov\)](#)

Amendment A to CB 120788 – 2024 Transportation Levy

Sponsor: Councilmember Strauss

Complete the Burke-Gilman Trail Missing Link

Effect: This amendment would make the following revisions to Attachment A (Transportation Levy Spending Breakdown) to CB 120788:

- Create a new category for completing the Burke-Gilman Trail Missing Link along NW Market St and NW Leary Ave in the Bicycle Safety element and add \$20 million for this purpose.
- Reduce \$20 million in Arterial Roadway Maintenance in the Street Maintenance and Modernization element. This would reduce the amount of funds available for grant match and project readiness within the Arterial Roadway Maintenance program. The Executive’s levy proposal assumed \$26 million for this purpose.

This amendment would also adjust the eight-year appropriation requirements in Section 6 to reflect the \$20 million shift in spending between the Street Maintenance and Modernization element and the Bicycle Safety element.

Amend the Bicycle Safety element of Attachment A (Transportation Levy Spending Breakdown) to CB 120788 as follows:

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
<u>Complete the Burke-Gilman Trail Missing Link</u>	<ul style="list-style-type: none"> • <u>Support design and construction completing the Burke-Gilman Trail Missing Link along NW Market St and Leary Way NW</u> 	<u>\$20M</u>
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 	\$67.5M

Note: Multiple amendments may amend the same sections, subsections, or attachments. Following Select Committee action on all amendments, Central Staff will reconcile language and renumber and re-letter sections, subsections, and attachments as needed in the amended bill.

	<ul style="list-style-type: none"> ○ Cleveland High School Swift Ave S protected bike lane and Georgetown S Albro Pl 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 	
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		\$113.5M <u>\$133.5M</u>
Expected Additional Leverage		\$24M - \$30M

Amend the Street Maintenance and Modernization element of Attachment A (Transportation Levy Spending Breakdown) to CB 120788 as follows:

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 	\$350M <u>\$330M</u>

	<ul style="list-style-type: none"> ○ S Albro Pl, Corson Ave S, and Ellis Ave S: E Marginal Way S to I-5 ○ Olson Pl 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		\$423M <u>\$403M</u>
Expected Additional Leverage		\$19M-\$24M

Amend Section 6 to revise spending requirements for Levy Proceeds as follows:

* * *

The City anticipates collecting \$1.55 billion in Levy Proceeds over an eight-year span.

The City shall appropriate the following eight-year amounts of Levy Proceeds for each category of spending in Attachment A to this ordinance as follows:

- i. \$160.5 million for Vision Zero, School and Neighborhood Safety;
- ii. ~~\$423 million~~ \$403 million for Street Maintenance and Modernization, including no less than ~~\$350 million~~ \$330 million for Arterial Roadway Maintenance;
- iii. \$221 million for Bridges and Structures;
- iv. \$151 million for Transit Corridors and Connections;
- v. \$193 million for Pedestrian Safety, including no less than \$111 million for New Sidewalks and Sidewalk Alternatives and no less than \$34 million for Sidewalk Safety Repair;
- vi. \$100 million for Signals and Operations;
- vii. ~~\$113.5 million~~ \$133.5 million for Bicycle Safety;

- viii. \$66.5 million for People Streets and Public Spaces;
- ix. \$69 million for Climate and Resiliency, including no less than \$32 million for electric vehicle charging infrastructure;
- x. \$45 million for Freight and Goods Movement; and
- xi. \$7.5 million for Good Governance & Equitable Implementation Initiative.

* * *



Legislation Text

File #: Res 32137, **Version:** 2

CITY OF SEATTLE

RESOLUTION _____

A RESOLUTION relating to transportation; accompanying an ordinance requesting the 2024 Transportation Levy for citywide transportation maintenance and improvements, and providing further direction regarding reporting and implementation of the programs to be funded by the levy.

WHEREAS, Seattle voters have approved two previous transportation levies to fund significant transportation system maintenance and upgrades; and

WHEREAS, the 2006 Bridging the Gap Levy and the 2015 Levy to Move Seattle improvements included street paving, rehabilitation and seismic retrofit of bridges, transit corridor enhancements, new sidewalk construction, street sign replacements, crosswalk restriping, school safety-related projects, neighborhood-focused projects, and other activities to maintain and enhance The City of Seattle's ("City's") vast transportation system; and

WHEREAS, in April 2024, the City Council passed Resolution 32131 adopting a multimodal transportation vision and strategy for the next 20 years, known as the Seattle Transportation Plan; and

WHEREAS, the adopted Seattle Transportation Plan sets forth several goals to guide future investments in transportation, including prioritizing safety for all travelers, implementing restorative practices to address transportation related inequities, responding to climate change through innovation and a lens of climate justice, providing reliable and affordable travel options that help people and goods get where they need to go, reimagining streets as inviting places to linger and play, and improving City infrastructure for the future; and

WHEREAS, the 2015 Levy to Move Seattle expires at the end of 2024 and the funding it provides must be replaced to continue investments in the City's transportation system to meet Seattle's transportation

needs over the next eight years; and

WHEREAS, the 2015 Levy to Move Seattle revenue accounts for over 30 percent of the Seattle Department of Transportation's dedicated transportation revenue and serves as a critical resource for maintaining bridges, repairing roads, and filling potholes; and

WHEREAS, the City has urgent maintenance and modernization needs to make bridges and streets safer; improve maintenance of streets and sidewalks; ensure that first responders can aid residents experiencing medical, fire, and other emergencies; and accommodate safer travel across all modes; and

WHEREAS, the City Council wishes to provide further direction regarding reporting and implementation of the programs to be funded by the 2024 Transportation Levy; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE THAT:

Section 1. 2024 Transportation Levy. The City Council passed Council Bill 120788, placing a proposition to authorize an eight-year transportation levy ("2024 Transportation Levy") on the ballot in November 2024. This resolution requests the Executive to complete certain activities to ensure successful implementation of the programs and activities to be funded by the 2024 Transportation Levy, if the ballot measure is approved by the voters.

Section 2. Program Implementation. The proceeds generated by the 2024 Transportation Levy must be spent in accordance with the provisions of Section 6 of Council Bill 120788. The transportation improvements to be funded are described in Section 6 and Attachment A to Council Bill 120788 and include the following core investment areas: (i) Vision Zero, School and Neighborhood Safety; (ii) Street Maintenance and Modernization; (iii) Bridges and Structures; (iv) Transit Corridors and Connections; (v) Pedestrian Safety; (vi) Signals and Operations; (vii) Bicycle Safety; (viii) People Streets and Public Spaces; (ix) Climate and Resiliency; (x) Freight and Goods Movement; and (xi) Good Governance and Equitable Implementation Initiative. Funding for the programs and activities will be subject to City Council decisions made during the annual budget process. The Council requests that the Seattle Department of Transportation ("SDOT") address

the following guidance and expectations in future budget proposals and program implementation:

A. District Project Fund. In the 2025-2026 Proposed Budget, provide procedures and processes for administration of the District Project Fund. The proposal should describe how projects will be identified, evaluated, and selected, and the process for receiving Council approval of funding allocations. The proposal should give special consideration to ensuring accountability and transparency with regard to program and project award decisions.

B. Neighborhood-Initiated Safety Partnership Program. In the 2025-2026 Proposed Budget, provide procedures and processes for administration of the Neighborhood-Initiated Safety Partnership Program. The proposal should describe the processes for partnering with neighborhood and community groups and soliciting projects, evaluating and developing project proposals, and the project selection process, including by defining project prioritization factors and selection criteria.

C. Transit Passenger Safety. In the 2025-2026 Proposed Budget, provide a description of how funding for this purpose will be used. The proposal should primarily prioritize funding for transit and public safety personnel services on-transit, with secondary consideration given to infrastructure improvements for physical security. Funding should be frontloaded for the greatest impact in the near-term to (1) provide a safe, welcoming environment for transit riders and operators, (2) reset and improve upon passenger norms regarding what constitutes acceptable behavior and conduct while riding transit, (3) increase the public's perception of safety and security while riding transit, and (4) boost ridership. SDOT should coordinate implementation of any strategies with King County Metro ("Metro"), and the funding designated for this purpose should not be used to supplant Metro's funding for personnel security services.

D. Electric Vehicle Charging. In the 2025-2026 Proposed Budget, provide a detailed plan for the deployment of electric vehicle charging stations throughout the duration of the levy. The plan should seek to deploy an equal number of new level two and level three charging stations, and it should include a monitoring plan to track the deployments against the identified need for charging infrastructure. Additionally, the plan

should describe how SDOT and other City departments intend to pursue non-City sources of funding for this purpose, including federal and state grants and public-private partnerships.

E. Access During Construction. Prior to any transportation improvement project entering construction, SDOT should ensure that the plans maintain an accessible path of travel and comply with applicable law governing accessibility standards, including the Americans with Disabilities Act of 1990, 42 U.S.C. § 12101, *et seq.* (“ADA”), the 2010 ADA Standards, the Washington Law Against Discrimination, RCW 49.60 *et seq.* (“WLAD”), and the Consent Decree in *Reynoldson v. City of Seattle*, 2017 WL 9470569 (W.D. Wash. 2017), throughout the duration of the project.

F. Project Coordination. SDOT should enhance its efforts to coordinate the construction of infrastructure projects throughout the city to minimize disruptions to communities and avoid the need for streets and sidewalks to be restored multiple times within a short timeframe.

G. Transportation Funding Task Force. The 2024 Transportation Levy includes funding to support a Transportation Funding Task Force that would be charged with recommending a broad range of funding, program management, and policy solutions to address Seattle’s significant transportation infrastructure needs. The Council requests that SDOT propose legislation establishing the Task Force to the Council by August 1, 2024, and that the proposal include a diverse membership that represents the perspectives of neighborhoods, businesses, accessibility and mobility advocates, labor, the development community, and subject matter experts in the area of transportation project delivery. The Task Force should focus on practicable options that the City could consider and unilaterally implement in a short timeframe, and final recommendations should be delivered to the City by the end of 2027. The Council expects the Task Force to direct particular attention to the transportation network’s greatest needs, including sidewalks, bridges, and paving projects. If the Task Force recommends a new levy to generate funding for the maintenance and repair of existing road and bridge infrastructure and that levy is subsequently approved by voters, the Council may consider commensurately reducing tax collections from the 2024 Transportation Levy intended for the same purposes.

H. Freight and Goods Movement. SDOT should continue exploring zero-emission alternatives for “last-mile” deliveries to customers to reduce carbon emissions, alleviate traffic congestion, and increase business efficiency.

I. Bridges and Structures

1. Under the Magnolia Bridge Replacement Alternatives Cost Estimate updates in the Project Readiness category, SDOT should evaluate emergency access routes, including a potential connection from W Galer St to W Marina Pl.

2. Under the Bridge Structural Repairs and Upgrades category, SDOT should consider widened pedestrian access across Ballard Bridge using a cantilevered design on the bridge approaches.

J. New Sidewalks and Sidewalk Alternatives. SDOT should evaluate the following locations for implementation:

1. Complete north side of NE 95th St from Lake City Way NE to NE 25th St;
2. Roosevelt Way N: 1st Ave NE to Aurora Ave; and
3. Sandpoint Way: NE 125th St to NE 77th St.

Section 3. Oversight and Reporting. Section 7 of Council Bill 120788 establishes an Oversight Committee to monitor revenues, expenditures, and program and project implementation, as well as to provide advice to the City on the spending of levy proceeds. Section 8 of Council Bill 120788 specifies the reporting requirements of the Director of Transportation, including an annual progress report on levy spending and project and program delivery. In addition to the oversight responsibilities and reporting requirements contained in Sections 7 and 8 of Council Bill 120788, the Council requests the following:

A. Asset Condition. The Oversight Committee should take into consideration the state of SDOT’s assets, including pavement (e.g., asset sustainability ratio, paving condition index), sidewalks (e.g., sidewalk inventory, missing sidewalk segments), and bridges (e.g., bridge rating).

B. Performance Evaluation. The Oversight Committee should focus particular attention on the

performance of maintenance programs for bridges, paving, pothole repair, and sidewalks.

C. Readiness Assessment, Preparation, and Planning. SDOT should prepare an initial readiness assessment and high-level implementation plan to demonstrate its ability to deliver 2024 Transportation Levy programs and projects on-time and on-budget (collectively, the “Levy Readiness & Action Plan”). The Levy Readiness & Action Plan should include: (1) a spending plan for levy proceeds that takes into account SDOT’s potential capacity constraints, including those related to staffing, hiring, and contracting; and (2) a description of how SDOT intends to evaluate changes, if needed, to the projects or programs identified in Attachment A of Council Bill 120788 for the duration of the 2024 Transportation Levy. The Council requests that SDOT submit the Levy Readiness & Action Plan to the Chair of the Council’s Transportation Committee by September 30, 2024.

D. Annual Levy Delivery Plan. For each year of the 2024 Transportation Levy, SDOT should prepare a plan describing anticipated levy spending and program and project deliverables for the upcoming year. The Oversight Committee should review and provide feedback and recommendations, as appropriate, to the Council on the plan, which should also describe: (1) how the anticipated annual spending comports with or deviates from the overall levy spending assumptions; and (2) any proposed changes to the list of projects or programs identified in Attachment A of Council Bill 120788 so that the public and Oversight Committee have an opportunity to provide comment. The Council requests that SDOT submit an annual plan to the Chair of the Council’s Transportation Committee beginning on January 31, 2025, and every year of the levy thereafter.

E. Post-Project Delivery Design and Impact Evaluation. Upon completion of any capital project with a contracted cost of at least \$25 million expected to be in construction for at least six months (from notice to proceed to substantial completion) and may cause street closures, reroutes, or other disruptions; but in any case, for no fewer than one capital project per year, SDOT is requested to conduct a retrospective evaluation of project performance against design objectives and residual stakeholder opinion, no sooner than 30 days after substantial completion as follows:

1. This retrospective evaluation should include, but not be limited to: (a) soliciting feedback, which may include a survey when viable, from residents geographically proximate to the project or otherwise likely to regularly use the right of way in the project area; (2) comparing actual project outcomes against design objectives; (3) assessing final cost and schedule deviations from the original budget and schedule, including total cost increases greater than \$500,000; and (4) soliciting feedback, which may include a survey when viable, from businesses directly impacted during project construction. SDOT should use outreach and analysis methodologies scoped appropriately in proportion to the size and scope of the project being evaluated.

2. The data should be used to evaluate resident and business sentiment regarding the final project result and identify the durable impacts to and benefits for these stakeholders.

3. SDOT should evaluate whether cost effective or cost saving changes can be made to future projects to reduce identified impacts and increase benefits.

4. Upon completion of each evaluation, SDOT should publish a report on a City webpage beginning on June 1, 2025, and every year thereafter until June 1, 2028. SDOT should offer present its findings to Council annually. The Council may request that SDOT extend its evaluation process beyond June 1, 2028, at a future date.

Section 4. Issues for Future Council Consideration. The eight-year term of the 2024 Transportation Levy provides an opportunity for the Council to explore specific transportation topics in greater detail and consider if additional policy direction or adjustments are necessary to meet Seattle's transportation needs. The Council intends to engage further on the following issues during the duration of the levy:

A. Vision Zero. The Council plans to review the implementation of Vision Zero, with a focus on investments in corridors identified in the High Injury Network, and evaluate SDOT's alignment with the federal Safe Systems Approach, which considers five elements of a safe transportation system: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. The Council requests that the Executive expand the City's network of traffic cameras and increase civilian staffing to further the goals of Vision Zero and generate

revenue for Safe Routes to Schools and other traffic safety improvements.

B. Paving/Corridor Project Scoping. The Council intends to review the process by which SDOT scopes and develops major paving and corridor projects. The review will: (i) evaluate the City's current policies governing the planning, design, and implementation of paving projects, including Complete Streets; (ii) evaluate the City's ability to efficiently and effectively fund transportation improvements; (iii) review SDOT's incorporation of community feedback and outreach into project decisions; and (iv) explore the Council's role in making funding decisions for individual projects.

C. General Fund Support. Section 5 of Council Bill 120788 specifies that the minimum annual General Fund appropriation is \$50,740,000 in the first year of the levy, which will be increased in each subsequent year of the levy by an inflationary factor. The Council intends to review the level of General Fund support for transportation purposes to evaluate whether the amount can be increased as financial conditions allow and during the consideration of annual budget proposals.

D. Lidding Interstate 5. The Council intends to support community efforts to lid Interstate 5 ("I-5") and will encourage the Office of Planning and Community Development and SDOT to continue pursuing the next steps recommended by the City's "I-5 Lid Feasibility Study Summary Report" published in September 2020 and as described by Resolution 32100, adopted in September 2023, that expressed the Council and Mayor's shared commitment to explore specific actions to further develop the concept and identify potential funding options. Additionally, the Council intends for such work to be eligible for one or more categories of funding from the 2024 Transportation Levy.

E. Emergency Vehicle Access. The Council intends to support the ongoing collaboration and coordination between SDOT, the Seattle Fire Department, and other emergency responders to ensure that any projects that propose to reconfigure the public right-of-way or add elements intended to reduce vehicle speeds continue to maintain access for emergency response vehicles, including fire trucks, while also improving safety for the traveling public.

Adopted by the City Council the _____ day of _____, 2024, and signed by
me in open session in authentication of its adoption this _____ day of _____, 2024.

President _____ of the City Council

Filed by me this _____ day of _____, 2024.

Scheereen Dedman, City Clerk

(Seal)

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
LEG	Calvin Chow/Yolanda Ho	N/A

1. BILL SUMMARY

Legislation Title: A RESOLUTION relating to transportation; accompanying an ordinance requesting the 2024 Transportation Levy for citywide transportation maintenance and improvements, and providing further direction regarding reporting and implementation of the programs to be funded by the levy.

Summary and Background of the Legislation: Council Bill 120788 would place a proposition on the ballot to authorize an eight-year transportation levy (“2024 Transportation Levy”) in November 2024. The proposed legislation is a companion resolution to CB 120788 that is intended to: (1) provide additional guidance on the implementation of programs and activities to be funded by the 2024 Transportation Levy; (2) request additional oversight and reporting on levy-related matters; and (3) communicate the Council’s intent to engage in various transportation issues in the future.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☒ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation have financial impacts to the City? ☐ Yes ☒ No

3.d. Other Impacts

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

No. The additional guidance and requests are intended to be funded by revenue from the 2024 Transportation Levy or other funding sources as identified by the forthcoming Transportation Funding Task Force.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

Not applicable.

Please describe any financial costs or other impacts of *not* implementing the legislation.

None.

4. OTHER IMPLICATIONS

- a. Please describe how this legislation may affect any departments besides the originating department.**

The proposed legislation primarily directs guidance and requests to the Seattle Department of Transportation (SDOT), though other departments may be affected on a case-by-case basis (e.g., Seattle City Light and the Office of Sustainability and Environment may be engaged on efforts related to electric vehicle charging stations).

- b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property.**

No.

- c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.**

- i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.**

The proposed resolution would not directly result in impacts to vulnerable or historically disadvantaged communities. It is intended to guide SDOT as the department implements myriad programs and activities to maintain and enhance Seattle's transportation system. Ultimately, impacts to these communities will be determined by how the 2024 Transportation Levy revenues are appropriated during the Council's annual budget process.

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

None.

- iii. What is the Language Access Plan for any communications to the public?**

Not applicable.

d. Climate Change Implications

- i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

The proposed resolution would have no direct impact on carbon emissions, though some of the priorities identified could result in decreased carbon emissions from passenger and delivery vehicles. The effectiveness of efforts to reduce carbon emissions from transportation will be determined by how the 2024 Transportation Levy revenues are appropriated during the Council's annual budget process.

- ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

The proposed resolution would have no direct impact on Seattle's climate resiliency.

- e. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**

Not applicable.

5. CHECKLIST

Please click the appropriate box if any of these questions apply to this legislation.

- ☐ **Is a public hearing required? No.**
- ☐ **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required? No.**
- ☐ **If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies? No.**
- ☐ **Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization? No.**

6. ATTACHMENTS

List Summary Attachments (if any):

None.



Legislation Text

File #: CB 120761, **Version:** 2

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to conversions of existing nonresidential structures to residential use; adding a new Section 23.40.080 to the Seattle Municipal Code.

WHEREAS, greater downtown Seattle has experienced significantly increased vacancy rates for commercial offices since the COVID 19 pandemic; and

WHEREAS, The City of Seattle holds it as a high priority to support economic recovery for downtown neighborhoods; and

WHEREAS, on June 29, 2023, Mayor Bruce Harrell released a Downtown Activation Plan that identified numerous strategies and actions to support downtown recovery, including actions that increase residential uses in downtown; and

WHEREAS, City departments are engaging in planning processes for long-term solutions to increase downtown activity that may include programmatic actions, such as establishing a crisis care center, and capital investments; and

WHEREAS, in addition to long-term strategies a variety of immediate actions are sought to increase downtown activation and vitality in the short term; and

WHEREAS, during 2023 the State Legislature passed, and Governor Inslee signed, Engrossed Substitute House Bill 1042 amending the state law to create more housing units by removing some of the state's restrictions on adding dwelling units within existing structures; and

WHEREAS, in May and June 2023, the Office of Planning and Community Development (OPCD) sponsored a

competitive call for ideas to convert Seattle downtown commercial spaces to residential use, and OPCD received 13 proposals that provided suggestions for policy and code changes; and

WHEREAS, this legislation is responsive to the call for policy changes to incentivize conversion of vacant commercial buildings to activate downtown and is intended to be narrowly tailored to achieve that purpose; and

WHEREAS, Mandatory Housing Affordability (MHA) exemption for commercial, Downtown, or Seattle (SM) Mixed zones is appropriate given the focus on downtown activation and unused commercial spaces; and

WHEREAS, approximately twelve projects downtown are anticipated for conversion over the next seven years; and

WHEREAS, these twelve projects can be completed without exempting additional zones from MHA; and

WHEREAS, OPCD and SDCI will be monitoring the success of conversions in the Downtown, commercial and Seattle Mixed-Use zones, so there will additional opportunity to revisit the expansion of the MHA exemptions; and

WHEREAS, the proposed actions of this ordinance would increase housing supply; and

WHEREAS, the City through its Seattle Department of Construction and Inspections (SDCI) may provide additional flexibilities outside of this legislation with respect to application of the construction codes to proposals for conversion of existing structures to residential uses on a case-by-case basis using existing authority, and Mayor Harrell has directed SDCI to explore such flexibilities with owners of candidate structures; and

WHEREAS, nothing in this proposed legislation authorizes the City to approve permit applications in cases in which the building cannot satisfy life safety standards; and

WHEREAS, Council encourages developers converting buildings from office to residential to include units that use universal design; and

WHEREAS, universal design is “a concept in which products and environments are designed to be usable by all people, to the greatest extent possible, without the need for adaption or specialized design,” and WHEREAS, including such units would go beyond legal compliance to make units accessible and more desirable to people with disabilities; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. A new Section 23.40.080 is added to the Seattle Municipal Code as follows:

23.40.080 Conversion to residential use in an existing structure

A. For the purposes of this Section 23.40.080, “conversion to residential use in an existing structure” means a development that meets all the following criteria:

1. It does not expand a structure horizontally beyond the boundaries of the existing or approved exterior walls except for addition of incidental features that are necessary to accommodate residential use such as: ramps for ADA access, replacement windows or sheathing, addition of material enabling increased insulation, structural features to increase safety, additions for the purpose of complying with construction and energy codes and building performance standards for the conversion to residential use, circulation features for fire and life safety, mechanical equipment, plumbing and duct work, or awnings and bays. The horizontal expansion for incidental features shall not increase the floor area of the structure by more than 5 percent.

2. It does not expand the structure vertically beyond the existing or approved roof elevation, except by up to 15 feet to accommodate configuration or expansion of top floor residential use or rooftop features in residential use. Stair and elevator penthouses, mechanical equipment, and rooftop features allowances otherwise provided by the underlying zone may be placed on top of the 15-foot accommodation for configuration of top floor residential use without disqualifying the development from meeting this criterion.

3. The building in which the conversion would occur received either a temporary or permanent certificate of occupancy prior to March 1, 2024, or if no temporary or permanent certificate of occupancy is available is determined by the Director to have been legally occupied or is in a building approved for future

development for which an unexpired Master Use Permit was issued, prior to March 1, 2024.

4. It is a conversion of floor area from nonresidential uses to residential uses that increases the number of dwelling units or congregate residence sleeping rooms in the structure.

5. It does not increase the square footage of nonresidential uses in the structure.

6. It is located in a commercial zone, a Downtown zone, a Seattle Mixed (SM) zone, the Highrise (HR) zone, or the Midrise (MR) zone.

B. The determination of whether a proposed development qualifies as a conversion to residential use in an existing structure pursuant to subsection 23.40.080.A, and any related land use approvals concerning how the standards of this Section 23.40.080 apply shall be Type I decisions.

C. A conversion to residential use in an existing structure meeting the criteria of subsection 23.40.080.A shall be exempt from all development standards and land use regulations of Chapter 23.45 (Multifamily), Chapter 23.47A (Commercial), Chapter 23.48 (Seattle Mixed), Chapter 23.49 (Downtown Zoning), Chapter 23.52 (Transportation Concurrency, and Transportation Impact Mitigation), Chapter 23.53 (Requirements for Streets, Alleys, and Easements), Chapter 23.54 (Quantity and Design Standards for Access, Off-Street Parking, and Solid Waste Storage), and Chapter 23.58A (Incentive Provisions), except that the following categories of development standards and regulations within any of those chapters shall continue to apply:

1. Permitted and prohibited use regulations pertaining to nonresidential uses;
2. Administrative conditional use regulations;
3. Light and glare standards;
4. Noise standards;
5. Institutions;
6. Home occupations;
7. Transitional encampment accessory uses;
8. Landmark Districts and designated landmark structures; and

9. Subsections 23.54.040.F, 23.54.040.G, 23.54.040.H, 23.54.040.I, and 23.54.040.J, solid waste and recyclable material storage and access.

D. A development proposal for conversion to residential use in an existing structure meeting the criteria of subsection 23.40.080.A in a building with features that are legally nonconforming to applicable development regulations for nonresidential use shall retain a comparable legal nonconforming status upon conversion to residential use. The Director may approve as a Type I decision any additional features of an existing building nonconforming to applicable development regulations which in the judgment of the Director cannot reasonably be rendered conforming in connection with conversion to residential use.

E. A conversion to residential use in an existing structure meeting the criteria of subsection 23.40.080.A shall be exempt from design review if the structure is already constructed or construction has commenced on the structural frame for the structure.

F. A conversion to residential use in an existing structure meeting the criteria of subsection 23.40.080.A.1-5 and located in a commercial zone, Downtown zone, or a Seattle (SM) Mixed zone shall be exempt from requirements under Chapter 23.58C (Mandatory Housing Affordability for Residential Development) for any portion of the development proposal that converts floor area from a nonresidential use to a residential use.

G. A conversion to residential use in an existing structure meeting the criteria of subsection 23.40.080.A shall be subject to the following if the conversion is in a building approved for future development for which an unexpired Master Use Permit was issued prior to March 1, 2024, and construction on the structural frame for the structure has not yet commenced:

1. Any design review modification to the issued and unexpired Master Use Permit necessary to add residential use shall be reviewed, and may be approved by the Director as a Type I decision; and

2. Notwithstanding the provisions of subsection 23.58C.025.B, any portion of the development proposal that converts floor area from a nonresidential use to a residential use shall be subject to the

requirements of Chapter 23.58C that were in effect on the vested date of the unexpired Master Use Permit.

H. An applicant for a conversion to residential use in an existing structure meeting the criteria of subsection 23.40.080.A that vested to Chapter 23.40 prior to the effective date of this ordinance may elect to modify the vesting date of the development pursuant to subsection 23.76.026.E to a date subsequent to the effective date of this ordinance.

Section 2. The Office of Planning and Community Development shall provide a report to City Council by January 1, 2028, including the following information, as of the effective date of the ordinance:

- A. The number of permit applications submitted for conversion;
- B. The number of permits for conversion that the Department grants;
- C. The number of buildings completing conversion;
- D. Whether the project utilized the MHA and design review exemptions;
- E. The number of residential units built; and

F. Of residential units built, the number of low-income and moderate-income units, as defined in SMC 23.84A.040, built.

Council will review this data upon receipt to determine whether any changes to the legislation are necessary.

Section 3. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council the _____ day of _____, 2024, and signed by
me in open session in authentication of its passage this _____ day of _____, 2024.

President _____ of the City Council

Approved / returned unsigned / vetoed this _____ day of _____, 2024.

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2024.

Scheereen Dedman, City Clerk

(Seal)

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
OPCD	Geoff Wentlandt	Christie Parker

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to conversions of existing nonresidential structures to residential use; adding a new Section 23.40.080 to the Seattle Municipal Code.

Summary and Background of the Legislation:

This legislation aims to remove regulatory barriers by providing broad exemptions from dimensional and design development standards when an existing structure, or structure that is permitted, is converted to housing from another use. The exemptions are from development standards and requirements of any commercial and downtown zone, Seattle Mixed zone, Midrise zone, and Highrise zone except for a limited subset of requirements such as noise and odor regulations, provisions that address commercial uses that may continue in the structure, and historic preservation. Building projects that have not been constructed and have an existing unexpired Master Use Permit as of March 1, 2024, are eligible for conversions; this allows permitted but not constructed projects to convert space to residential use without needing to completely restart the permitting process.

The proposed legislation also exempts conversions to housing from the City's Mandatory Housing Affordability (MHA) and Design Review requirements, although these requirements remain in effect for buildings that have been permitted but have not yet been constructed.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☒ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation have financial impacts to the City? ☐ Yes ☒ No

3.d. Other Impacts

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

No meaningful financial impacts.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

This legislation affects SDCI as the staff will need to be made aware of the code amendment for the purposes of permit review. However, this will not create a meaningful fiscal impact on SDCI. This legislation will not increase the amount of permit review by SDCI staff. It may in fact decrease the amount of permit review time required compared to the absence of the legislation because it exempts conversion projects from all complex land use reviews. No changes to zoning maps or changes to the permit tracking software are required. Although the proposed legislation exempts conversions from MHA this is not expected to create an adverse effect because in the absence of the legislation the conversions would not likely take place and therefore would not generate MHA proceeds.

Please describe any financial costs or other impacts of *not* implementing the legislation.
None.

4. OTHER IMPLICATIONS

a. Please describe how this legislation may affect any departments besides the originating department.

This legislation affects SDCI as the staff will need to be made aware of the code amendment for the purposes of permit review. However, this will not create a meaningful fiscal impact on SDCI. No changes to zoning maps or changes to the permit tracking software are required.

b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property.

No. This legislation applies to any existing structure converting to housing from another use in any commercial and downtown zone, Seattle Mixed zone, Midrise zone, and Highrise zone around the city.

c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.

i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.

This legislation does not impact vulnerable or historically disadvantaged communities.

ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.

None.

- iii. **What is the Language Access Plan for any communications to the public?**
None.

d. Climate Change Implications

- i. **Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

No. This proposal does not alter the City's energy code for buildings. Emissions and energy performance of the building being converted would be considered as part of a building permit review in individual conversions. When older structures are converted, it is likely that the project would improve energy and GHG emissions performance of the building to a level that is closer to meeting current standards. Since the legislation concerns conversions of structures from an existing use to another use, the proposed action is not expected to substantially increase or decrease the total amount of vehicle trips in the area.

- ii. **Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

This legislation could increase Seattle's resiliency by improving the energy performance of older structures. The legislation intends to improve the balance of residential and commercial uses in downtown, which has been dominated by office uses. This provides the potential for a better balance of jobs and housing in the center of the city, which can reduce vehicle trips.

- e. **If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**

No.

5. CHECKLIST

Please click the appropriate box if any of these questions apply to this legislation.

- ☒ **Is a public hearing required?**
Yes. A City Council public hearing must be conducted before legislation can be adopted.
- ☒ **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required?**
Yes. OPCD published a SEPA determination of non-significance (DNS) on January 11, 2024, in the DJC and the City's Land Use Information Bulletin.
- ☐ **If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?**

- ☐ **Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**
No.

6. ATTACHMENTS

Summary Attachments:

Summary Att 1 - SEPA Threshold Determination: Conversion to Housing Legislation



City of Seattle

Office of Planning & Community Development

Rico Quirindongo, Acting Director

CITY OF SEATTLE ANALYSIS AND DECISION OF THE DIRECTOR OF THE OFFICE OF PLANNING AND COMMUNITY DEVELOPMENT

SEPA Threshold Determination Conversion to Housing Legislation

Project Sponsor:	City of Seattle Office of Planning and Community Development
Location of Proposal:	Land located in any downtown or commercial or zone, and in the Seattle Mixed (SM), Highrise (HR), or Midrise (MR) zones in the City of Seattle
Scope of Proposal:	The proposal is a legislative action that exempts development that is the conversion from nonresidential use to residential use in an existing structure from certain development standards and Mandatory Housing Affordability (MHA) requirements.

BACKGROUND

Proposal Description and Background

The Office of Planning and Community Development is proposing to make changes to regulations to facilitate the conversion of nonresidential uses to residential uses in existing buildings. The proposal would apply in any downtown or commercial zone, and in the Seattle (SM), Highrise (HR), and Midrise (MR) zones – which are the zones that most commonly include existing nonresidential structures and permit residential uses. The proposal legislation is intended to meet and exceed the requirements on cities to permit the conversion from nonresidential uses to residential uses in existing structures pursuant to the State Bill 1042 that was passed by the Washington State legislature during the 2023 legislative session. The proposed legislation includes the following components:

1. Adds a new Section 23.40.080 “Conversion to residential use in an existing structure” to Chapter 23.40 – the exceptions chapter of the code. The new section provides an exception for eligible conversion projects from most development standards in the land use code.

2. Provides an exemption from the Mandatory Housing Affordability (MHA) residential requirements for eligible conversions from nonresidential to residential use.
3. Clarifies that design review is not required for eligible conversions.

Public Comment

Proposed changes to the Land Use Code require City Council approval. Opportunity for public comment will occur during future Council hearings in the first quarter of 2024. During the first half of 2023 Mayor Harrell convened downtown area stakeholders in a series of meetings and consultations related to formulation of a Downtown Activation Plan.

ANALYSIS - OVERVIEW

The following describes the analysis conducted to determine if the proposal is likely to result in *probable significant adverse environmental impacts*. This threshold determination is based on:

- * the copy of the proposed Ordinance;
- * the information contained in the *SEPA checklist* (dated January, 2024);
- * information in relevant policy and regulatory documents including the Comprehensive Plan, the City's SMC Title 25 and Title 23, and
- * Washington State House Bill 1042 and associated documents.
- * the information contained in the Director's Report; and
- * the experience of OPCD analysts in reviewing similar documents and actions.

ELEMENTS OF THE ENVIRONMENT

Short -Term Impacts

As a non-project action, the proposal will not have any short-term adverse impact on the environment. No project specific action is proposed.

Long-Term Impacts

As a non-project action, the proposal is anticipated to have minor long-term impacts on the environment. Future development affected by this legislation will be reviewed under existing laws. Although the legislation provides exceptions from certain development standards and other requirements, development would continue to be subject to a subset of the regulations and procedures of the current code, as discussed in the Land

Use, Historic Resources, and Public Utilities and Services passages of this determination below.

An important factor in the determination of environmental impact is the fact that the proposed legislation only concerns the conversion of existing structures from nonresidential to residential use. Other types of new development in Seattle are not affected by the proposed legislation. The types of developments that would be affected by this legislation are not major alterations of the built environment because they are limited to changes within existing built structures. The legislation also allows for development proposals with an existing unexpired Master Use Permit to access exemptions if they convert space from nonresidential to residential use, and in these cases the permitted development is considered the baseline condition.

The proposed legislation could incrementally increase the likelihood of existing buildings being converted from nonresidential uses such as offices or retail to housing, compared to under the existing regulations. In some instances a conversion could lead to a different pattern or intensity of activity within the existing structure under residential use compared to the prior nonresidential use, which could theoretically cause a minor impact. The potential for such minor impacts are discussed below in relevant topic areas.

The proposed legislation exempts conversions from nonresidential uses to residential uses from Mandatory Housing Affordability (MHA) requirements. The impacts of this component of the proposal are discussed in the housing section below.

The expected number of conversions is another factor in this determination. The City expects the number of conversions from nonresidential uses to residential uses to be small, due to the cost and complexity of converting existing structures to housing. This assessment is informed by the Call for Ideas process conducted during 2023, which invited building owners to submit their proposals for converting specific buildings. Thirteen submittals were received. Only a handful of those submittals and other proposals outside of the process are known by the City to be interested in converting to housing despite efforts by the City to encourage and solicit conversion proposals. This contextual information informs the City's understanding of the total pace and quantity of conversions that can reasonably be expected.

Natural Environment

The natural environment includes potential impacts to earth, air, water, plants/animals/fisheries, energy, natural resources, environmentally sensitive areas, noise, releases of toxic or hazardous materials. Adoption of the proposed legislation is not anticipated to result in adverse impacts on any of these elements of the natural environment, compared to development that might occur under existing regulations. The proposal could incrementally

increase the likelihood of existing buildings being converted from nonresidential uses such as offices or retail to housing, compared to under the existing regulations. However, it is not expected that such conversions would increase the profile of impacts to earth, air, water, plants/animals/fisheries, energy, natural resources, environmentally sensitive areas, noise, or releases of toxic or hazardous materials. It is more likely that the this proposal would improve the natural environment because typically rehabilitation projects that convert existing structures include improvements to the energy performance and stormwater runoff aspects of buildings, or other upgrades that could reduce impacts on the natural environment. Conversions are most likely to occur in older structures that commonly predate current energy codes.

Built Environment

The proposed legislation will have minimal effects on the built environment because the scope of the legislation is limited to eligible conversions within existing structures. The impacts to the built environment include any impacts related to land and shoreline use, height/bulk/scale, housing, and historic preservation. The proposed legislation allows eligible conversions to include the addition of up to 15 feet of building height above the existing roof, and incidental modifications beyond the exterior walls only to the extent they are necessary to accommodate features necessary for residential use. Below is a discussion of the relationship between the proposal and built environment:

Land Use

The proposal would not encourage uses incompatible with the City's Comprehensive Plan or Shoreline Master Program or other adopted plans. The zones affected are the downtown and commercial zones, the Seattle Mixed (SM) zone, the Highrise (HR) zone and the Midrise (MR) zone. All of these zones are located in parts of the city that are planned for dense development with a mix of uses including residential uses. No uses that are not already allowed by zoning would be permitted by the proposed changes, because the legislation maintains the allowable uses provisions for nonresidential uses, and it maintains administrative conditional use provisions concerning nonresidential uses.

Housing

The proposed legislation could have an incremental and minor impact on housing if the legislation encourages the conversion of nonresidential uses to residential uses. This is considered by the City to be a positive impact on housing because increasing housing supply is a policy goal for the city. Additionally, the City understands that because of the nature of potentially affected projects as conversions, there would be a substitution effect of an existing nonresidential use with an associated impact on housing to a new

residential use. Since one use is being converted to another it is plausible that there would be little or no net increase in the degree of impact from development on housing.

The proposed legislation exempts conversions from nonresidential uses to residential uses from Mandatory Housing Affordability (MHA) requirements. Under existing regulations, any time new dwelling units or sleeping rooms are created, MHA requirements apply. The proposed change could theoretically have a minor negative impact on housing by reducing the amount of rent- and income-restricted housing or in-lieu payments towards affordable housing that would be included in conversions. Due to the small number of total conversions that are expected, the City does not consider this potential impact on housing to be more than minor. The potential for minor impact from forgone MHA housing or payments would be offset by the positive supply impacts discussed above, further contributing to an assessment of the impact as minor or less.

Height/Bulk/Scale, Shadows, and Views

Potential impacts on Height/Bulk/Scale, Shadows and Views would not be more than minor primarily because the proposed legislation only pertains to conversions of existing structures. There would be no substantial change to the built environment compared to the existing condition.

The proposed legislation allows eligible conversions to include the addition of up to 15 feet of building height above the existing roof, and incidental modifications beyond the exterior walls only to the extent they are necessary to accommodate features necessary for residential use. These small changes to existing structures would be permitted without design review (although it is most likely that design review also would not be required even in the absence of the proposed legislation). If the legislation incrementally encourages conversions to residential uses there could be an increase in the instances of minor exterior alterations of existing structures or addition of penthouses on top of existing structures. There theoretically could be minor impact if such incidental alterations increase the perception of bulk at the top of buildings, or incrementally increase shadows and views, or make minor aesthetic alteration to the exterior of the structure. Such impacts would not be more than minor however, because in the context of a changing and growing city such minor physical changes to an existing structure are commonplace and would in most cases hardly be perceptible to the average observer in nearby rights of way or on neighboring properties.

Historic Preservation

The proposed legislation does not alter historic review processes for structures in a Seattle historic district, or for any designated historic Landmark. The legislation clarifies that the relevant historic review processes would continue to apply. If the legislation incrementally encourages the conversion of existing structures to residential it is likely that some historic-aged structures and properties in a landmark district or historic landmark structures could be affected. However, since the existing procedures

concerning historic preservation are maintained any potential for impact would not be more than minor.

Noise, Light & Glare, Environmental Health

The proposed legislation does not alter the applicability of several standards concerning noise, light and glare and environmental health. In the proposed legislation conversions are not exempt from categories of development standards including noise standards, light and glare standards and the solid waste and recyclable material storage and access provisions of Section 23.54.040. The application of these standards combined with the fact that the legislation only concerns conversions of existing structures, and that the total number of conversions is expected to be small, allows for a determination that there would be no meaningful impact to noise, light and glare and environmental health due to the proposed legislation.

Transportation and Parking

The proposal is not anticipated to result in any direct adverse impacts on transportation or parking. The proposal exempts conversions of nonresidential uses to residential uses from parking regulations and potentially other standards concerning transportation improvements required of new development. In most instances residential uses in the affected areas have little or no parking required under existing regulations. The proposal could theoretically have a minor adverse impact on transportation or parking if the proposal incrementally increases the likelihood of conversions to residential, and if such conversions exert a different or higher pattern of transportation usage than the nonresidential uses that would be replaced. However, it is equally likely that conversions to residential uses in an existing building could reduce impacts on parking or the transportation system. For instance, a conversion from an office use to a residential use in a center city location would be more likely to have positive impacts on transportation because it would replace a trip demand pattern of employment uses during commute times with a more dispersed trip demand pattern of residents in a center city location. As a result of the factors described above and in other parts of this determination no adverse impact that is more than minor is anticipated from the proposed action on transportation and parking.

Public Services and Utilities

Adoption of the proposal will not directly result in an increased need for public services. The proposal could incrementally increase the intensity or density of residential uses in an area if the proposed legislation incrementally increases

the likelihood of conversions of existing buildings to housing. This could theoretically indirectly lead to an increased need for public services associated with residential use, such as an increased number of residents needing emergency services, or visiting nearby public facilities such as libraries and parks. However, a conversion is characterized by one use replacing another and therefore no substantial net increase in demand for services could be assumed or expected.

The affected area of the proposal in downtown, commercial, Seattle Mixed, Highrise and Midrise zones is well served by the full suite of utility services, including natural gas, electricity, broadband, stormwater and sewer. The degree of change compared to what might occur under existing regulations would not adversely impact the ability of existing utilities to serve anticipated development. Due to the factors discussed in this section and other information above, we determine that there would be no adverse impact that is more than minor as a result of the proposed legislation.

DECISION – SEPA

Adoption of the proposed ordinance would have no short-term impacts on the environment and would not have more than minor adverse long-term impacts on elements of the natural or built environment.

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(c).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(c).

RECOMMENDED CONDITONS--SEPA

None

Signature: __[On File]_____

Geoffrey Wentlandt, Land Use Policy Manager
Office of Planning and Community Development

Date: January 08, 2024



Conversion To Housing

Seattle Office of Planning and Community Development (OPCD)
Director's Report and Recommendation
February, 2024

Introduction and Background

The Office of Planning and Community Development (OPCD) proposes to add and edit text provisions in the Land Use Code (Seattle Municipal Code Title 23) to remove barriers to conversion of existing structures from nonresidential to residential uses. The proposed changes aim to remove regulatory barriers by providing broad exemptions from dimensional and design development standards anytime an existing structure is converted to housing from another use. This could potentially make it easier and more straightforward for property owners to convert existing structures into residential use, fostering housing development in the city – especially in and near downtown. The proposed legislation also exempts conversions to housing from the City's Mandatory Housing Affordability (MHA) requirements.

OPCD published a draft Ordinance on January 11, 2024 and issued a SEPA determination of non-significance. OPCD received several comments on the proposal and conducted further reviews by City staff and interested parties. The current proposed legislation incorporates several changes and revisions in response to comments.

Several drivers led to this proposal:

Bill 1042. During 2023 the State legislature passed, and Governor Inslee signed Engrossed Substitute House Bill number 1042 that amends the state's laws to create more housing units by removing some of the restrictions that are currently in place for adding dwelling units within existing structures.

Downtown Activation Plan. In June 2023 Mayor Bruce Harrell released a Downtown Activation Plan that identified numerous strategies and actions to support downtown recovery including actions that increase residential uses in downtown.

OPCD Call for ideas. In May and June 2023, the Office of Planning and Community Development (OPCD) sponsored a competitive call for ideas to convert Seattle downtown commercial office spaces to residential use. OPCD received 13 proposals that provided suggestions for policy and code changes.

Trends in work models. The pandemic has accelerated the adoption of remote work and hybrid work models. This has led to changes in work culture and preferences, which have softened the demand for

commercial office space compared to prior to the pandemic. As a result, the Seattle office vacancy rate climbed to over 20% by some measures during 2023.¹

Need for more housing. Although the rate of new housing production in Seattle has been at near historic levels in the recent past, Seattle has been gaining jobs at an even faster pace. Between 2005 and 2019, Seattle would have needed to produce an additional 9,000 housing units to maintain its baseline ratio of jobs to housing units. This shortage of housing supply increases competition for each available unit, driving up rents and housing prices across the market². One of the City's primary strategies to address high housing costs is to support increased housing production of all kinds.

Proposal

The proposed legislation is designed to broadly exempt conversions to housing from dimensional and design development standards when residential uses are added within an existing building envelope. Although many development proposals for conversion would not be required to comply with such standards under existing regulations, the proposal clarifies the issue and removes the potential for interpretations that a conversion could be required to meet a development standard – such as a floor plate size limit, amenity area requirement, landscaping requirement, or a façade design standard, as examples. The proposal would also reduce the cost of conversion to residential use by removing the requirement that conversions include or make in-lieu payment towards affordable housing through the City's Mandatory Housing Affordability requirements.

Information about the key elements of the proposed legislation is summarized below.

Applicable geographic area. The proposal is intended to apply in all areas of the city where non-residential structures (i.e. office or retail spaces) commonly exist and multifamily residential uses are allowed – the places where conversions to housing are plausible and likely. The proposal applies in the following zones.

- All Downtown zones
- All of the City's Commercial (C) and Neighborhood Commercial (NC) zones
- All Seattle Mixed (SM) zones
- Midrise (MR) and Highrise (HR) zones

Broad exemption from development standards. The proposal is intended to provide broad and comprehensive exemptions. A new section "Conversion to residential use in an existing structure" is added to the exemptions section (SMC 23.40) of the code. The proposal exempts eligible conversions from all the standards and requirements of the zones listed above except for a limited subset of requirements that provide basic protections, provisions that address commercial uses that may continue in the structure, and historic preservation. The only zoning requirements not exempted are:

- Permitted and Prohibited Use Regulations Pertaining to Nonresidential Uses.

¹ [Colliers' Q2 report pegs Seattle office vacancy rate at 24% - Puget Sound Business Journal \(bizjournals.com\)](https://bizjournals.com/puget/special-reports/2023/07/colliers-q2-report-peg-seattle-office-vacancy-rate-at-24/)

² City of Seattle Market Rate Housing Needs and Supply Analysis, April 2021
[SeattleMarketRateHousingNeedsAndSupplyAnalysis2021.pdf](https://www.seattle.gov/documents/2021/04/SeattleMarketRateHousingNeedsAndSupplyAnalysis2021.pdf)

- Administrative Conditional Uses Regulations.
- Light and Glare Standards.
- Noise Standards.
- Institutions.
- Home Occupations.
- Transitional Encampments Accessory Use.
- Landmark Districts and Designated Landmark Structures.
- Most of the provisions of the Solid Waste and Recyclable Material Storage and Access (Section 23.54.040).

Definition of eligible conversion. The proposal defines the parameters for what type of renovation qualifies as a conversion to residential. Commercial spaces have very different physical characteristics from residential uses, and therefore to accommodate new residences in a building designed for commercial space some major alteration of the building's structural features and configuration can be necessary. This proposal allows for incidental and minor modifications of a structure's envelope while still qualifying as a conversion.

- The conversion cannot expand a structure horizontally beyond the boundaries of the existing exterior walls with the exception of incidental features necessary for residential use. These features may include ramps for ADA access, replacement windows or sheathing, materials for increased insulation, structural enhancements for safety, and circulation features for fire and life safety. The horizontal expansion for such incidental features may not increase the floor area of the structure by more than 5 percent.
- The conversion cannot expand the structure vertically beyond the existing roof, except for a limited extension of up to 15 feet to accommodate the configuration of top-floor residences. Additional structures such as stair and elevator penthouses, mechanical equipment, and rooftop features allowed by the underlying zone may be placed on top of the 15-foot accommodation without disqualifying the development from meeting this criterion.
- A structure must be existing or have received a permit as of March 1, 2024 (roughly the time of this proposed ordinance) to be eligible as a conversion.
- Buildings with an existing unexpired Master Use Permit as of March 1, 2024 would be eligible as a conversion. This allowance is included because the City is aware that some development proposals were in the permitting process while major changes to the economic climate took place. The proposed legislation would allow permitted but not constructed projects to convert space to residential without restarting the permit process completely.
- The conversion must involve changing floor area from nonresidential uses to residential uses, leading to an increase in the number of dwelling units or congregate residence sleeping rooms in the structure.
- The conversion will not result in an increase in the square footage of nonresidential uses within the structure.

Mandatory Housing Affordability (MHA). MHA requires new development in Seattle to either include a small percentage of rent- and income-restricted affordable housing, or to make an in-lieu payment to the City's Office of Housing for affordable housing. Under existing regulations MHA applies whenever a development adds new dwelling units or congregate residence sleeping rooms, even in a conversion of an

existing building. This proposal would exempt eligible conversions within an existing structure from MHA requirements.

There is a sound policy basis for exempting conversions to residential from MHA. First, a basic premise of MHA is that the affordable housing requirements are associated with an increase in development capacity that provides an incentive to developers. In the case of conversions, the development capacity incentive would not be accessible to the developer. Second, one of the bases for MHA is that new development has an impact on the need for affordable housing in the city and the MHA requirements mitigate such impact. In the case of conversion however, the exiting structure previously had a use that exerted an impact on housing, and the new residential use would be replacing the old one. For these reasons, an exemption from MHA for conversions to housing is reasonable and does not violate the City's basic principles concerning contribution by new development towards affordable housing.

Under the proposed legislation, development proposals that are permitted but not built and are seeking to take advantage of the exemptions for conversion to residential, would still have to contribute to affordable housing according to the MHA requirements that were in place at the time that the permitted project became vested.

Design Review. The proposed legislation exempts eligible conversions from the City's design review process. Although most conversions would already not be subject to design review, the proposal clarifies the issue and removes potential ambiguity, which can contribute to a faster review and permitting process. The legislation clarifies that for development proposals that are permitted but not built and are seeking to take advantage of the exemptions for conversion to residential, any design review modification to the issued and unexpired Master Use Permit necessary to add residential use shall be reviewed, and may be approved by the Director as a Type I decision.

State Environmental Policy Act (SEPA). Although Engrossed Substitute House bill 1042 calls for exemption of conversions from the SEPA review process, this legislation does not include language about exemption from SEPA. This is because the City has already passed legislation that exempts new residential development from SEPA review, and therefore an additional SEPA exemption passage in the proposed legislation is unnecessary.

Conversion to Housing Call for Ideas

To explore and support conversions to housing OPCD initiated a competitive call for ideas in the spring of 2023 focused on converting commercial office spaces in downtown into residential uses. The call for ideas was driven by a vision of downtown with a more harmonious balance between residential, civic, and office uses compared to its current state. OPCD invited teams of downtown building owners and designers to submit their proposals for conversion to housing. Teams were asked to submit designs, financial feasibility information, and commentary on major constraints or barriers to the conversion. An honorarium was provided for participation and there was a larger award for three winning teams to offset the cost and effort of preparing the proposals.

In June 2023, OPCD received a total of 13 official proposals, each presenting conversion ideas and suggesting policy and code changes. For background and context to the proposed legislation a sample of proposals from the Call for Ideas is below.

THE POLSON & WESTERN BUILDINGS Columbia Street & Western Avenue

The proposal would transform two timber framed historic-aged structures, adding a new shared, central courtyard.

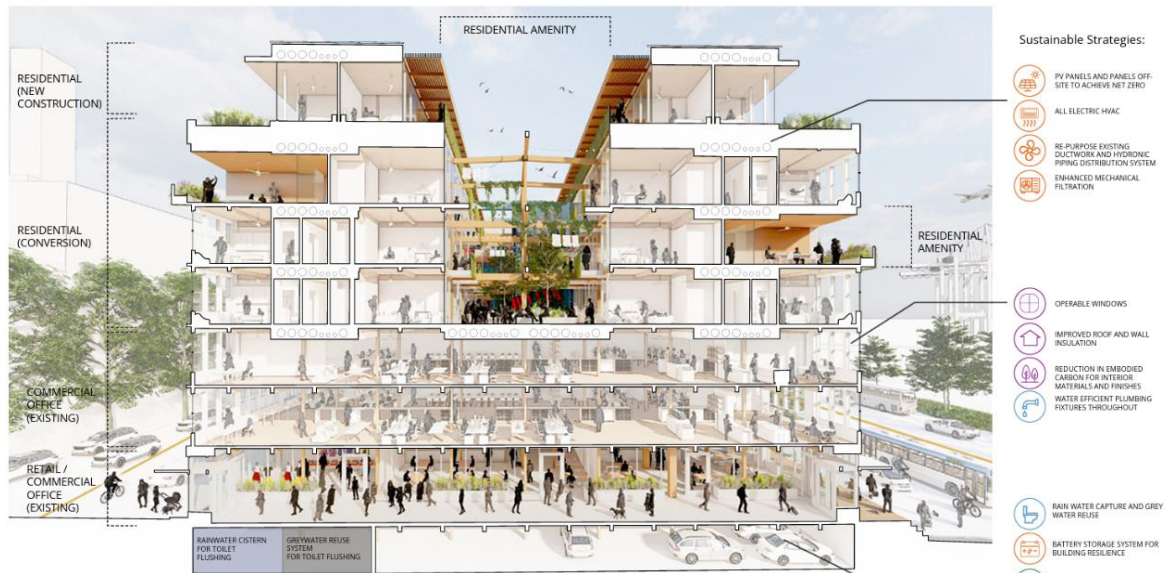


Figure 1 The Polson & Western Building Visualization



Figure 2 Existing and Proposed Plans

MUTUAL LIFE BUILDING 605 1st Ave.

The proposal prioritizes the preservation of existing facades and historic features. Since adding plumbing is a major cost driver, it would create a floor plan where several sleeping rooms share bathrooms. Each level features communal kitchen, living, and laundry facilities. The proposer suggests that rents could be at similar prices to some rent-restricted affordable housing buildings.



ORIGINAL PHOTO (1903)



CURRENT PHOTO

Figure 3 The Historic and Current Building Visualization



Figure 4 Existing and Proposed Plans

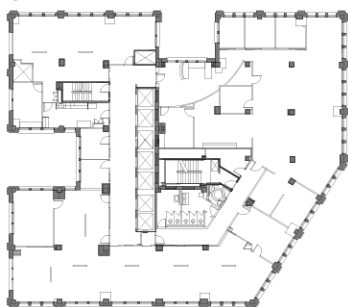
SMITH TOWER 500 2nd Ave.

The proposal aims to transform the floor plans of the iconic Pioneer Square building to accommodate a diverse range of housing types, encompassing studios, one-bedroom, two-bedroom, and three-bedroom apartments.



Figure 5 Smith Tower Conversion Visualization

Typical Existing Floorplate



Lower Tower Typical Proposed Plan



Figure 6 Existing and Proposed Plans

Themes from the Call for Ideas

Some primary themes and recurring suggestions from the Call for Ideas are summarized below, along with notes on whether the proposed legislation addresses the topic. For a complete review of the Call for Ideas content visit OPCD's website [here](#).

Older commercial structures are favorable candidates for conversion. Many of the proposals were for historic structures from the pre-war era. Such structures are strong candidates for conversion because relatively smaller floor plates are more conducive to residential uses and are often out of favor for today's large-scale office tenants. Additionally, the character aspects of historic structures such as masonry and real wood materials can be appealing to residents.

Conversions are complex and costly. All proposals emphasized that conversion is costly. It takes substantial investment to modify structures to add plumbing, walls, circulation and life safety elements. Renovation also has a high degree of uncertainty. Proponents unanimously said their conversion proposals would not be financially viable without additional support. The proposed legislation addresses the suggestions for additional support by potentially reducing some of the cost and uncertainty of conversions.

The City should streamline the permit review process. Numerous proposals called for a straight-to-building permit path and assembling a team to expedite permit review and approval process for conversions. Proposers identified that skipping the design review and SEPA processes would be an effective support.

Financial incentives are needed. Numerous proposals suggested a variety of direct financial supports that could be provided by public sector actors, such as tax credits, affordable housing resources and others. The proposed legislation addresses this suggestion by waiving Mandatory Housing Affordability (MHA) requirements for conversions. MHA in-lieu payments are often in the range of \$10 - \$20 per square foot. The absence of this cost translates to a direct cost reduction for conversions.

The City should provide construction code flexibilities. Energy, mechanical and structural requirements are in construction codes separate from the zoning code. This legislation does not directly address the construction codes. However, under existing authority the City's building official has discretion to provide flexibility from relevant construction codes for conversions on a case-by-case basis if warranted based on analysis and information. City staff from OPCD and SDCI are participating in workshops on an ongoing basis with Call for Ideas proposers to explore and identify specific potential building code flexibilities that may be possible.

Scope and Limitations of Conversions

OPCD emphasizes that the potential scope for the number of conversions is quite limited. Based on data from the Call for Ideas, the basic costs for conversion of existing commercial spaces in Seattle candidate buildings to residential, compared to the cost of "ground up" new construction renders the majority of possible conversions financially unattractive as a real estate investment. Conversions are only likely to happen when a unique set of circumstances and a motivated building owner is present, and/or when outside financial supports are provided.

Based on available information and the status of ongoing workshops with Call for Ideas proposers, OPCD staff believe it is reasonable to estimate that a dozen or less non-residential to residential conversions could be expected in a medium-term time horizon of 7-years. This timeline considers the fact that it takes 1-3 years to conceive of, design, finance and submit permitting documents for conversions. At the time of this writing OPCD is aware of one active proponent for an office to residential conversion that has entered the permitting process. If the average number of units in a residential conversion is approximately 100, a back-of-envelope estimate of the total amount of homes that might result from conversion in a 7-year time horizon would be in the 1,000 – 2,000 unit range.

Nonetheless, conversions can have a substantial positive impact that benefits the public interest even if the overall quantity is modest. Conversions can have a prominent positive presence in a neighborhood if they transform a vacant or partially-vacant structure into a revitalized building with hundreds of new residents. Conversions can have a strong positive effect if they add housing in areas that were previously dominated by commercial or office uses, such as certain portions of Seattle's downtown. It has been a longstanding policy goal of the City to increase the amount of residential development in and around downtown. A conversion to an iconic or strategically located structure in a neighborhood can spur momentum for other residential development in the vicinity.

Other Considerations

There are some risks associated with the potential loss of amenity spaces that are built in existing structures. Since the conversion of existing buildings would be exempt from various development standards, there exists a possibility of losing features that were included in the original development such as existing overhead weather protection or common building amenity areas, at the time of the conversion. In some cases, these features would be required to remain in place if they were permitted as an incentive feature that required recording of a declaration. In those cases the declaration could still be upheld and enforced. However, if a feature was provided solely as an aspect of a development regulation without a recorded declaration it is possible that a developer could alter the feature during the conversion to residential. OPCD and SDCI will actively monitor the first series of conversions to assess and identify any adverse impacts on amenity features. We propose a periodic review of the legislation governing conversions, with the potential to revisit regulations after approximately 5 conversions to ensure ongoing alignment with public benefit considerations.

Findings and Recommendation

The OPCD Director makes the following findings related to this proposed legislation.

- The proposed legislation would help implement the Downtown Activation Plan.
- The proposal is in line with the City's priority to increase housing supply.
- OPCD has evaluated the environmental impacts of the proposal and determined them to be non-significant, primarily because the proposal would not substantially alter the built environment of existing structures. A SEPA DNS was issued on January 11, 2024 and no appeals were received.
- The proposal is consistent with the City's Comprehensive Plan as well as goals and policies in sub-area plans and other relevant planning documents.
- The proposed legislation addresses the requirements and direction provided to Washington cities by Engrossed Substitute House Bill 1042.

In consideration of the factors and information contained in this report OPCD recommends that City Council review the proposed legislation and adopt the associated Land Use Code text amendments.