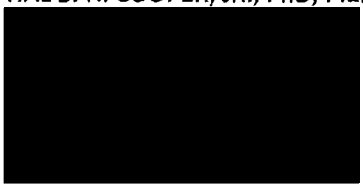
City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: *Hal B. H. Cooper, Jr.*		
Board/Commission Name: *Seattle Freight Advisory Board*		**Position Title:** *Member Position #7*
☐ **Appointment** ***OR*** ☒ **Reappointment**	**Council Confirmation required?** ☒ Yes ☐ No	
Appointing Authority: ☒ Council ☐ Mayor ☐ Other: *Fill in appointing authority*	**Date Appointed:**	**Term of Position: *** 6/1/2018 **to** 5/31/2019 ☐ *Serving remaining term of a vacant position*
Residential Neighborhood: *N/A*	**Zip Code:** *N/A*	**Contact Phone No.:** [redacted]
Background: *Consulting engineer for rail transportation with over 50 years' experience in capital projects, intermodal operations, and passenger service.*		
Authorizing Signature (original signature):	**Appointing Signatory:** *Councilmember Mike O'Brien* *Chair, Sustainability and Transportation Committee*	

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

HAL B. H. COOPER, JR., PhD, P.E.



RESUME

EDUCATION

Ph.D.	Civil Engineering, University of Washington, Seattle, Washington	1972
M.S.	Civil Engineering, University of Washington, Seattle, Washington	1966
B.S.	Chemical Engineering, University of California, Berkeley, California	1963
H.S.	Graduate, John Muir School, Pasadena, California	1958

EMPLOYMENT

Consulting Engineer- Cooper Consulting Company, Kirkland, Washington	1993 - Present
Supervising Engineer- Brown and Caldwell Consultants, Seattle, Washington	1990 - 1993
Consulting Engineer- Courtland Engineering Corporation	1987 - 1990
President- Texas Railroad Transportation Company, Austin, Texas	1983 - 1987
Associate Professor- University of Texas at Austin, Austin, Texas	1974 - 1982
Assistant Professor- Texas A& M University, College Station, Texas	1972 - 1974
Research Engineer- National Council of Paper Industry for Air and Stream Improvement, Corvallis, Oregon	1965 - 1969

EXPERIENCE

Hal Cooper is a specialist in railroad transportation, infrastructure projects for light railroad commuter rail transit plus high speed, passenger rail systems and for freight railroad operations with emphasis on cool transport and intermodal freight. He has conducted railroad right-of-way evaluations for purposes of minimizing capital costs and community disruptions. He has prepared technical and economic analysis of proposed new railroad line construction projects in terms of right-of-way attention freight and passenger traffic projections and financial viability determinations. He has conducted energy requirement analyses for railroad operations with emphasis on railroad electrification projects and electric utility system impacts of increased electric loads.

QUALIFICATIONS

Registered Professional Engineer, State of Texas, No. 38180	1975
Engineer-in-Training, State of Oregon, No. 1375	1967

Author of five books, 150 articles, 116 reports and 11 technical bulletins

Foreign languages: French, German, Spanish (some) and Russian (some)

TRANSPORTATION EXPERIENCE

Schiller Institute, Wiesbaden, Germany **2006-2007**

Detailed analysis of railroad infrastructure requirements, alignments, costs and revenues for construction of worldwide electrified railroad network to connect Canada, Alaska, Russia and China for an international railroad network based on the proposed Bering Strait railroad tunnel plus the associated power plant and industrial and mining operation into a series of integrated energy transportation corridors. Presentation of keynote address at upcoming worldwide railroad infrastructure development corridors network conference in Wiesbaden, Germany on September 15-16, 2007.

Canadian Arctic Railway Company, Vancouver, British Columbia **2002-2007**

Preparation of a detailed technical and economic feasibility study of the construction of a new 2,100 mile railroad line between Alaska and Canada from Fairbanks, Alaska to Prince George, British Columbia plus connection routes to elsewhere in North America, plus Russia and Asia by way of the proposed Bering Strait Tunnel to connect the United States, Canada, Alaska, Russia and China.

Detailed right-of-way alignment analysis, infrastructure identification and inventory, capital cost estimation, traffic load projection, cash flow analysis and financial evaluation to support private sector project financing requests. Political lobbying and support with government and native organizations. Preparation of financial package for presentation to banking and other financial institutions as public-private partnership between private investment and government.

California Department of Transportation, Los Angeles, California **2004-2006**

Preparation of detailed technical and economic proposal and project implementation plan for the construction of a 32 mile long railroad tunnel under the Grapevine Grade between Grapevine and Costa, California to haul trucks and passengers between Los Angeles and Bakersfield on a 110 mile rail line as a complement to the proposal of high speed rail passenger system. Detailed right-of-way analysis, infrastructure layout and initial design, capital cost estimation, freight traffic projection analysis, electric power generation requirements, capital cost estimation, cash flow analysis and financial viability analysis. Preparation of financial and implementation plan for a public-private partnership to include railroad infrastructure plus electric power generation and transmission facilities for submission to California Governor Arnold Schwarzenegger.

Central North America Trade Corridor Association, Minot, North Dakota **2002-2004**

Preparation of project implementation plan and right-of-way identification plus capital cost analysis and traffic analysis for new railroad line between Portal, North Dakota and Del Rio, Texas through affected Indian reservations plus cash flow analysis for energy production faculties for presentation to the Bureau of Indian Affairs of the U.S. Department of Interior. The project plan for the inclusion into feasibility study for Canadian Arctic Railway Company of Alaska Canada rail extension.

Northwest Container Services Company, Portland, Oregon **2001-2002**

Conduct of detailed truck movement field study on major interstate highway routes in the western United States for assessment of intermodal division potential from road to rail as part of marked evaluation study. Detailed investigation of marketing pricing, competitiveness requirements, and comparative note determinations as part of analysis of future intermodal container short hauls rail service expansion. Interface with trading companies and state transportation agencies.

Rainer Valley (Save Our Valley) Coalition, Seattle, Washington **2000-2001**

Preparation of right-of-way alignment analysis of alternative infrastructure requirements, property displacement needs, utility relation determinations, station design needs and comparative capital cost evaluations for the Sound Transit Central Link light rail line though Rainier Valley of Southeast Seattle for elevated, surface and tunnel alignments to prepare detailed real estate assessment study. Recommendations in order to minimize and to mitigate future small business impacts and residential property disruption as well as project capital cost.

City of Tukwila Planning Department, Tukwila, Washington **1999-2001**

Preparation of detailed right-of-way analysis of alternative routes for the proposed Central Link Light rail transit system to minimize or eliminate commercial and residential property displacement impacts along major street thoroughfares. Redesign and relocation of light rail transit alignment from surface streets to freeway right-of-way alignments plus comparative environmental and land use impacts.

Preparation of alternative site analysis for a truck-rail intermodal terminal with right-of-way and real estate requirements plus street access impacts to proposed terminal location. Assessment of future truck haul traffic projections plus environmental and energy impacts of alternative road and rail movements between Seattle and Chicago by way of Tukwila international terminal.

Puget Sound Specialties Company, Tacoma, Washington **1998-1999**

Preparation of alternative alignments for a direct track access into the then proposed Tacoma Link light rail transit train maintenance faulty to minimize or eliminate adverse real estate disruption to an adjacent business. Development of capital cost analysis as to reduce train maintenance facility expense while eliminating need for acquisition of or disruption to adjacent business. Economic impact analysis of effects on adjacent business plus future business revenue and employment projections. Preliminary design and layout or future light rail transit line extension between Seattle and Tacoma plus associated rail train maintenance facility plus initial capital cost and ridership analysis. Site inspection tour of Portland Light rail train maintenance faulty plus light rail transit routes and planned extensions.

Puget Sound Regional Transit Authority, Seattle, Washington **1997-1998**

Design and cost analysis of proposed passenger train maintenance faulty for combination commuter, corridor and intercity passenger cars. Recommendation of design changes and track access for commuter train operations of Sound Transit so as to improve affiances and to reduce cost. Redesign and realignment of site plus track access realignment to reduce property acquisition and capital costs. Comprehensive site inspection tours of other West Coast commuter train maintenance facilities in San Diego, Los Angeles, San Francisco and Vancouver.

Hanson Realty Company, Escondido, California **1996-1997**

Preparation of technical and economic feasibility study of proposed height railroad line to connect the existing cargo and passenger port at Ensenedo and the proposed new intermodal container and bulk cargo port at Punta Colonet with main North American railroad networks at Yuma, Arizona. Determination of alternative route alignments, locations of industrial facilities and power plant(s) plus freight traffic projections and analyses and financial viability projections for purposes of real estate development and project investment.

requirements, electricity, consumptions, utility impacts, capital costs, operating costs and financial evaluation of diesel and electric power options.

Central Power and Light Company Corpus Christi, Texas **1984-1985**

Preparation of a comparative environmental impact analysis of increased coal movements along the alternative Burlington Northern and Union Pacific Railroad lines between Wyoming and Texas which would result from the possible closure of the South Texas Nuclear Project in Bay City, Texas as compared to its continued operation. Assessment of environmental and safety concerns, plus right-of-way and track capacity expansion needs. Determination of electricity consumption requirements resulting from possible line electrification and associated diesel fuel savings. Site evaluation and capital cost estimate of a possible new rail bypass line across eastern Colorado for coal train movement between Wyoming and Texas to avoid Front Range railroad line congestion.

Texas Railroad Transportation Company, Austin, Texas **1983-1987**

Founder and partner of the private sector company, to develop a future high-speed train passenger system 700 miles long to connect Houston with Dallas and San Antonio. Preparation of technical and economic feasibility studies of the right-of-way requirements, passenger traffic projections, infrastructure requirements, capital costs, operating costs cash flow positions and financial viability analyses. Negotiations to acquire railroad right-of-way between Houston and Dallas plus rolling stock and electrical equipment purchase with French and German suppliers. Development and presentation of financing plans for project with lenders and investors. Development of detailed railroad infrastructure plan for Texas Triangle to coordinate passenger, commuter and freight service. Inspection of French and German high-speed rail passenger lines in operation and under construction in Europe.

Compagnie de Signaux et d'Enterprises Electrique, Paris, France **1981-1983**

Attendance as student at training seminar course on French rolling stock and fixed facilities railway equipment and systems. Detailed inspection and tour of French TGV high-speed rail line between Paris and Lyon to determine track design, signaling systems, electrification facilities, stations and tunnels and construction procedures. Tours of TGV high-speed railroad lines and stations plus factories for rolling stock, track, signaling and electrification components. Tours of nuclear power plants and nuclear fuel processing facilities and meetings regarding electric utility impacts of electrified railroad systems.

Advising and conduct of marketing surveys for marketing of French railway equipment and technology in the United States after visit to France for railway signaling and electrification.

Texas State Legislature, House of Representatives, Austin, Texas **1981-1983**
Committee to Study Rail Passenger Service in Texas

Initially Citizen Member, and then Committee Clerk of Committee to Study Rail Passenger Service in Texas of the Texas State House of Representatives. Conduct of public hearings, taking of testimony, field trips and inspections, and preparation of committee reports on rail passenger service needs in Texas. Preparation of initial technical and economic feasibility study of a proposed high-speed rail passenger system in the Texas Triangle to connect Houston, Dallas and San Antonio

Missouri Kansas Texas Railroad, Dallas, Texas(now part of Union Pacific Railroad) 1980-1982
Lower Colorado River Authority Austin Texas

Preparation of technical and economic feasibility study of the possible electrification of the 330 mile Missouri Kansas Texas Railroad line between Fort Worth and Houston, Texas. Determination of freight traffic projections, energy requirements, electricity consumption, electric utility system impacts, coal haul needs and electric utility supply coordination. Estimation of capital costs, operating costs, cash flow projections and financial viability determinations. Preparation of 4R-511 Federal loan application documents. Recommendation of combination construction of electrified railroad system for high-speed rail passenger and freight railroads on separate tracks of common rights-of-way. Inspection tours of Texas Utilities Company electrified railroad lines.

University of Texas at Austin, Center for Energy Studies, Austin, Texas 1976-1981

Preparation of energy impact analyses of coal train transport from the Rocky Mountains to Texas and the impacts of electrified railroad operation in Texas. Preparation of analyses of intermodal freight, coal transport and high-speed rail passenger operation on railroads and electric utilities in Texas. Preparation of initial technical and economic feasibility study of an electrified high-speed rail passenger transport system in the Texas Triangle to connect Houston with Dallas and San Antonio plus power plants.

US Department of Transportation, Federal Railroad Administration, Washington, D.C. 1977-1980

Preparation of network economic and environmental analyses for freight traffic environmental impacts and capital costs of alternative 10,000 mile, 26,000 mile and 42,000 mile national railroad electrification networks for freight and passenger transport plus electric utility impacts.

Texas State Attorney General's Office, Transport Di vision, Austin, Texas 1975-1980

Preparation of environmental impact analyses of proposed rail line abandonment, intermodal freight transport systems and coal transportation requirements for legal proceedings as an expert witness with the Office of the Attorney General of the State of Texas.

Kansas State Attorney General's Office, Topeka, Kansas 1979-1980

Preparation of an environmental impact assessment of the possible closure of certain Amtrak national rail passenger train routes by the U.S. Department of Transportation of behalf of the Office of the Attorney General of the State of Kansas as an expert witness.

Arkansas State Attorney General's Office, Little Rock, Arkansas 1978-1979

Preparation of a comparative environmental impact analysis of Western coal transportation to and combustion at the proposed Independence power plant of Arkansas Power and Light Company near Newark, Arkansas relative to local Arkansas lignite coal and other energy sources as an expert witness on behalf of then Arkansas Attorney General, Bill Clinton.

Texas A&M University, Texas Transportation Institute, College Station, Texas 1972-1974

Preparation of a report on the environmental and economic impacts of the possible electrification of the railroad lines in the Texas Triangle for freight and passenger service. Presentation of results at a conference on railroad electrification at the University of Wisconsin in Madison sponsored by the Federal Railroad Administration of the U.S. Department of Transportation.

RECENT EXPERIENCES

Hal Cooper is presently the Chairman of the Freight Transport Advisory Board for the City of Seattle Department of Transportation which is responsible for advising the City personnel on freight issues which involve road and rail and marine and air transport into and out of the Seattle metropolitan region where he has served for two years. He has also recently been appointed as a member of the Move Seattle Transport Oversight Committee who is responsible for overseeing the expenditure of local City funds from a recent voter approved bond issue for improving the road and rail transport infrastructure within the City boundaries of $930 million over a 10 year period from 2016 to 2025. These two assignments involve reporting to the Seattle City Council who are in charge of appointing these committee members.

He is also a member of the Regional Freight Mobility Roundtable for the Puget Sound Regional Council where he has been a member since 1996 as a forum for freight transport issues in the Puget Sound area. In addition, Hal Cooper was previously the Committee Clerk for the Committee to Study Rail Passenger Service in Texas for the Texas State House of Representatives in 1982 and 1983. He has also served for three years as a member of the Transportation Advisory Committee for the San Antonio City Council for the City of San Antonio from 1981 to 1983 while he was living in Texas. He also was a participant in the activities of the Transportation Research Board of the National Academy of Sciences when he was on the faculty at the University of Texas at Austin in the Civil Engineering Department.

Hal Cooper has had previous experience in high speed rail and other railroad activities in the past and present as follows. He attended the short course on the French TGV high speed rail service sponsored by the French Government Agency for Economic Cooperation and Development(ACTIM) in 1981 where he learned the technical and economic features of the nearly created Tres Grande Vitesse high speed train operations. This short course included online tours of the right-of-way during the different phases of construction and operation of the new high speed rail line between Paris and Lyon as well as economics. He then was invited to go to Russia on four different occasions to participate in several different studies on high speed and conventional freight and passenger rail operations including the proposal for the Bering Strait railroad tunnel with the Siberian State Transport University in Novosibirsk in 1993 to 2002.

Hal Cooper was previously the President and Chief Engineer for the Texas Railroad Transportation Company from 1983 to 1987 who attempted to implement the proposed high speed rail project in the Texas Triangle between Houston and Dallas and San Antonio. He laid out the initial plans and did the initial technical and economic studies for the overall high speed rail system and successfully completed an agreement to purchase a railroad right-of-way between Houston and Dallas. He also laid out the engineering design and project construction plans for the construction for the high speed rail system which included coordination with the affected freight railroad lines including the now BNSF Railway.

Hal Cooper has also laid out and conducted at least initial project plans and studies for high speed rail lines in California and Washington and Oregon in the western United States as well as in Texas and Louisiana and the southwestern United States. More recently he has completed analyses for rail infrastructure upgrading and improvements in the New York metropolitan region and along the Northeast Corridor between Boston and New York and Philadelphia and Washington to Harrisburg. He has also recently completed an initial analysis of the future rail infrastructure improvement needs for the State of Arizona which would include a high speed rail line between Phoenix and Tucson which could then be extended to Las Vegas and Reno in Nevada in the future.

Hal Cooper has performed several analyses of freight transport operations by rail and other modes which include road and air and marine in the Puget Sound area and the State of Washington as well as in other locations. He previously prepared a detailed railroad infrastructure development plan for Seattle and adjacent King County which was intended to identify future needs for expansion to serve expected increases in freight and passenger traffic which included expected need for road-rail grade separation construction. This plan was prepared for ICF Kaiser Engineers and was then presented to the Puget Sound Regional which ultimately served as the starting point of the formation of the Freight Action Strategy(FAST) rail corridor development program for the Puget Sound area rail system upgrading. A part of this report was the preparation of an infrastructure development plan for roadway and railroad access facilities for the Ports of Seattle and Tacoma to enhance their efficiencies and competitiveness.

Hal Cooper also prepared a detailed project implementation plan of the railroad infrastructure needs for cross-Cascade Mountain tunnel upgrades and expansions in order to facilitate expanded freight and passenger transport across the Cascade Mountains between western and eastern Washington as well as across the Northern Tier states for ICF Kaiser Engineers. He later prepared a detailed implementation plan for the upgrading and expansion of the needed railroad network infrastructure improvements for the safe and efficient transport of crude oil by rail from the Bakken Formation oil fields in North Dakota to the refineries in northwest Washington and California across Montana and Idaho and Oregon. This proposal focused the need to avoid transport through urban area of Spokane and Seattle and Portland plus Sacramento and ultimately led to establishing crude oil volatility standards in North Dakota.

He also prepared a detailed plan for the Cascadia project of the Discovery Institute for implementing the proposed Cascade Foothills Corridor bypass freight rail line around the Puget Sound metropolitan area between Mission, British Columbia and Tenino, Washington as a part of the effort to expand the rail passenger service through western Washington. The purpose of this project was to identify the critical infrastructure requirements for track and yard construction along with grade separations as needed to facilitate freight train traffic diversion and connections to Stevens Pass and Stampede Pass. This project also involved the development of an implementation plan for the West Coast Corridor to facilitate expanded freight and passenger train service through Washington and Oregon and California which included capital and operating cost estimates plus revenue generation and financing options. This plan then served as the basis for developing a high speed freight and passenger rail line along the West Coast between Vancouver, British Columbia and San Diego, California to Tijuana, Baja California.

Hal Cooper has also prepared numerous and detailed freight and passenger transport studies for rail infrastructure development in Arizona and California and Texas plus the adjacent southwestern states as well as for the New York metropolitan area and for a new railroad for the Alaska Canada railroad line. He previously prepared and presented a detailed technical and economic evaluation of a proposed new railroad tunnel under the Grapevine Grade through the Tehachapi Mountains between Bakersfield and Los Angeles for presentation to the California Department of Transportation. He also prepared a major analysis of the then proposed Alameda Corridor freight rail access route from the Ports of Ls Angeles and Long Beach to the downtown Los Angeles railroad yards for ICF Kaiser Engineers. This report was presented to the Puget Sound Regional Council which focused on the potential competitive threat to the Ports of Seattle and Tacoma in the Puget Sound area posed by the Alameda Corridor development. He has also just completed the preparation of a major report on improving the New York rail infrastructure for the intercity passenger and commuter rail systems plus the subway network upgrading requirements as well as of the needs for improving the electrification systems and electric utility interfaces.

Hal Cooper has done considerable international travel in the past on railroad related projects as follows. He made two trips to France in 1981 and 1983 to inspect the French TGV high speed rail lines between Paris and Lyon as well as from Paris to Bordeaux and Marseille where he obtained a great deal of technical and economic information. These visits were made in the context of his taking the short course on the French railway technology as well as in making tours of y=the actuarl TGV high speed trains in operation. He also made eight trips to Germany in 1983 and 1984 and 1985 while working on the high speed rail project in Texas with the Siemens company and other German high speed rail equipment suppliers. He rode extensively on the German rail system and had meeting with and had tours conducted by the German Federal Railways to examine their construction and operation features.

Hal Cooper has also made six trips to Russia between 1993 and 2002 on railway projects which included doing a detailed technical and economic feasibility study of a proposed new railroad line between Berkakit and Tommot and Yakutsk in the Sakha Republic. He has also made two trips to China and though these visits were not about railroads he had the chance to travel on the Chines rail system and learn about its features. He has also conducted a detailed engineering and technical and economic feasibility study of the proposed Alaska Canada railroad which included the proposed Bering Strait railroad tunnel and the rail connections to both Russia and China from the United States by way of British Columbia and the Yukon Territory and Alaska to Chukotka and the Sakha Republic in Russia.

Hal Cooper has also written a number of technical reports and papers relating to railroad operations which include high speed rail studies fo a number of geographic areas as follows. He was recently interviewed by the Atlantic Monthly magazine about the proposed Bering Strait railroad tunnel project along with Mr. Vladimir Yakunin who was the President of the Russian Railway. Hal Cooper presented the proposals for the design of the tunnel and the railroad approaches in both North America and Asia. Both Mr. Yakunin and Hal Cooper said that the Bering Strait railroad tunnel project was both technically and economically feasible but that the Worldwide political situation would need to be considerably changed before it could be built. Chinese financial and technical participation would be necessary in order for the tunnel and approaches to be built which has led to the recent Arctic Silk Road proposal.

Hal Cooper has prepared and presented a number of papers and given speeches with regard to the Worldwide railroad system and on the One Belt One Road program put forward by the Chinese government in order to promote and foster peace and development for the World as a whole. He has given four speeches in the past year in New York on the subject of the One Belt One Road extension into North America and especially into New York City. These presentations have included proposals for the upgrading and improvements to the New York subway system and the associated commuter rail system serving New York and New Jersey and Connecticut. He has also made at least eight presentations on the proposed extension of the One Belt One Road rail network in Eurasia through the Bering Strait to Alaska and British Columbia into the State of Washington in both the Seattle and Vancouver areas.

Hal Cooper has also made additional presentations about the One Belt One Road project at meetings in Tucson, Arizona as well as in San Francisco, California. He has just been invited to make another presentation on the One Belt One Road project in Houston in April of 2018 which would extend into Texas and include interconnection into Latin America on behalf of the Schiller Institute. He has also made previous presentations about the Worldwide rail system network at conferences sponsored by the Schiller in Kiedrich, Germany in October of 2007 and at the InternationalRailway Symposium sponsored by the International Union of Railways in October of 2008.

Seattle Freight Advisory Board

12 Members: Pursuant to Seattle City Council Resolution 31243, 11 members subject to City Council confirmation, 2-year terms (1-year terms to refresh membership continuity):

- # City Council-appointed
- # Mayor-appointed
- # Other Appointing Authority-appointed (specify):

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	M	N/A	1.	Member	Warren Aakervik	6/1/18	5/31/20	1	Council
6	M	N/A	2.	Member	Todd Biesold	6/1/18	5/31/19	1	Council
6	F	N/A	3.	Member	Kristal Fiser	6/1/18	5/31/20	2	Mayor
3	F	N/A	4.	Member	Jeanne Acutanza	6/1/18	5/31/20	2	Mayor
6	M	N/A	5.	Member	Johan Hellman	6/1/18	5/31/20	2	Mayor
6	M	N/A	6.	Member	Mike Elliott	6/1/18	5/31/20	2	Mayor
6	M	N/A	7.	Member	Hal Cooper	6/1/18	5/31/19	2	Council
6	M	N/A	8.	Member	Pat Cohn	6/1/18	5/31/19	2	Council
6	M	N/A	9.	Member	Dan McKisson	6/1/18	5/31/19	2	Mayor
6	M	N/A	10.	Member	Frank Rose	6/1/18	5/31/19	2	Council
6	M	N/A	11.	Member	Joseph Poirier	6/1/18	6/1/20	1	Mayor
6	F	N/A	12.	Member	Geraldine Poor	6/1/18	5/31/19	NA	NA
			13.						
			14.						
			15.						

SELF-IDENTIFIED DIVERSITY CHART

	Male (1)	Female (2)	Transgender (3)	NB/ O/ U (4)	Asian (5)	Black/ African American (6)	Hispanic/ Latino (7)	American Indian/ Alaska Native (8)	Other (9)
Mayor									
Council									
Other									
Total									

	Caucasian/ Non-Hispanic (6)	Pacific Islander (7)	Middle Eastern (8)	Multiracial (9)
Mayor				
Council				
Other				
Total				

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.