



CITY OF SEATTLE

City Council

Agenda

Monday, February 22, 2021

2:00 PM

Remote Meeting. Call 253-215-8782; Meeting ID: 586 416 9164; or
Seattle Channel online.

M. Lorena González, President

Lisa Herbold, Member

Debora Juarez, Member

Andrew J. Lewis, Member

Tammy J. Morales, Member

Teresa Mosqueda, Member

Alex Pedersen, Member

Kshama Sawant, Member

Dan Strauss, Member

Chair Info: 206-684-8809; Lorena.González@seattle.gov

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<http://seattle.gov/cityclerk/accommodations>.



CITY OF SEATTLE

City Council Agenda

February 22, 2021 - 2:00 PM

Meeting Location:

Remote Meeting. Call 253-215-8782; Meeting ID: 586 416 9164; or Seattle Channel online.

Committee Website:

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

In-person attendance is currently prohibited per Washington State Governor's Proclamation 20-28.15, until the COVID-19 State of Emergency is terminated or Proclamation 20-28 is rescinded by the Governor or State legislature. Meeting participation is limited to access by telephone conference line and online by the Seattle Channel.

Register online to speak during the Public Comment period at the 2:00 p.m. City Council meeting at

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

Online registration to speak at the City Council meeting will begin two hours before the 2:00 p.m. 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.

Submit written comments to all Councilmembers at

Council@seattle.gov

Sign-up to provide Public Comment at the meeting at

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

Watch live streaming video of the meeting at

<http://www.seattle.gov/council/watch-council-live>

Listen to the meeting by calling the Council Chamber Listen Line at 253-215-8782 Meeting ID: 586 416 9164

One Tap Mobile No. US: +12532158782,,5864169164#

A. CALL TO ORDER

B. ROLL CALL**C. PRESENTATIONS****D. APPROVAL OF THE JOURNAL**

[Min 320](#) February 16, 2021

Attachments: [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 291](#) February 22, 2021

Attachments: [Introduction and Referral Calendar](#)

F. APPROVAL OF THE AGENDA**G. 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.

Register online to speak during the Public Comment period at the 2:00 p.m. City Council meeting at <http://www.seattle.gov/council/committees/public-comment>.

Online registration to speak at the City Council meeting will begin two hours before the 2:00 p.m. 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.

H. PAYMENT OF BILLS

These are the only Bills which the City Charter allows to be introduced and passed at the same meeting.

- [CB 119999](#) AN ORDINANCE appropriating money to pay certain audited claims for the week of February 8, 2021 through February 12, 2021 and ordering the payment thereof.

I. COMMITTEE REPORTS

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

CITY COUNCIL:

1. [Appt 01789](#) Appointment of Rose Lew Tsai-Le Whitson as member, Seattle Planning Commission, for a term to April 15, 2021.
Attachments: [Appointment Packet](#)
2. [Appt 01790](#) Appointment of McCaela Daffern as member, Seattle Planning Commission, for a term to April 15, 2022.
Attachments: [Appointment Packet](#)
3. [Appt 01791](#) Appointment of Dhyana Quintanar Solares as member, Seattle Planning Commission, for a term to April 15, 2022.
Attachments: [Appointment Packet](#)
4. [Appt 01792](#) Appointment of Mark Braseth as member, Seattle Planning Commission, for a term to April 15, 2023.
Attachments: [Appointment Packet](#)
5. [Appt 01793](#) Appointment of Roque Deherrera as member, Seattle Planning Commission, for a term to April 15, 2023.
Attachments: [Appointment Packet](#)
6. [Appt 01794](#) Appointment of Matt Hutchins as member, Seattle Planning Commission, for a term to April 15, 2023.
Attachments: [Appointment Packet](#)
7. [Appt 01795](#) Appointment of Radhika Nair as member, Seattle Planning Commission, for a term to April 15, 2023.
Attachments: [Appointment Packet](#)

8. [Appt 01796](#) Appointment of Alanna Peterson as member, Seattle Planning Commission, for a term to April 15, 2023.

Attachments: [Appointment Packet](#)

TRANSPORTATION AND UTILITIES COMMITTEE:

9. [CB 119998](#) AN ORDINANCE authorizing the Director of the Seattle Department of Transportation to execute a Transit Service Funding Agreement with King County Metro Transit in order to implement Proposition 1 as approved by Seattle voters in the 2020 General Election; and ratifying and confirming certain prior acts.

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

In Favor: 4 - Pedersen, Strauss, González , Herbold

Opposed: None

Attachments: [Att A - Transit Service Funding Agreement](#)

Supporting Documents: [Summary and Fiscal Note](#)

10. [Res 31986](#) A RESOLUTION relating to the City Light Department; acknowledging and approving the 2020 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 2018 through August 2020.

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

In Favor: 3 - Pedersen, González , Herbold

Opposed: None

Attachments: [Att 1 - Seattle City Light 2020 Integrated Resource Plan Progress Report](#)

Supporting Documents: [Summary and Fiscal Note](#)

J. ADOPTION OF OTHER RESOLUTIONS

11. [Res 31993](#) A RESOLUTION endorsing the creation by the State of Washington of the Rainier Valley Creative District.

Supporting Documents: [Summary and Fiscal Note](#)

K. OTHER BUSINESS

L. ADJOURNMENT



Legislation Text

File #: Min 320, **Version:** 1

February 16, 2021

SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104



Journal of the Proceedings of the Seattle City Council

Tuesday, February 16, 2021

2:00 PM

Remote Meeting. Call 253-215-8782; Meeting ID: 586 416 9164; or
Seattle Channel online.

City Council

M. Lorena González, President

Lisa Herbold, Member

Debora Juarez, Member

Andrew J. Lewis, Member

Tammy J. Morales, Member

Teresa Mosqueda, Member

Alex Pedersen, Member

Kshama Sawant, Member

Dan Strauss, Member

Chair Info: 206-684-8809; Lorena.González@seattle.gov

In-person attendance is currently prohibited per Washington State Governor's Proclamation 20-28.15, until the COVID-19 State of Emergency is terminated or Proclamation 20-28 is rescinded by the Governor or State legislature. Meeting participation is limited to access by telephone conference line and online by the Seattle Channel.

A. CALL TO ORDER

The City Council of The City of Seattle met remotely pursuant to Washington State Governor's Proclamation 20-28.15, and guidance provided by the Attorney General's Office, on February 16, 2021, pursuant to the provisions of the City Charter. The meeting was called to order at 2:05 p.m., with Council President González presiding.

B. ROLL CALL

The following Councilmembers were present and participating electronically:

Present: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda, Pedersen, Sawant, Strauss

C. PRESENTATIONS

Sr. Deputy Mayor Mike Fong delivered Mayor Jenny A. Durkan's 2021 State of the City Address to the City Council.

D. APPROVAL OF THE JOURNAL

[Min 318](#)

February 1, 2021

Motion was made, duly seconded and carried, to adopt the proposed Minutes by the following vote, and the President signed the Minutes:

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda, Pedersen, Sawant, Strauss

Opposed: None

[Min 319](#) February 8, 2021

Motion was made, duly seconded and carried, to adopt the proposed Minutes by the following vote, and the President signed the Minutes:

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda, Pedersen, Sawant, Strauss

Opposed: None

E. ADOPTION OF INTRODUCTION AND REFERRAL CALENDAR

[IRC 290](#) February 16, 2021

Motion was made, duly seconded and carried, to adopt the proposed Introduction and Referral Calendar (IRC) by the following vote:

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda, Pedersen, Sawant, Strauss

Opposed: None

F. APPROVAL OF THE AGENDA

Motion was made, duly seconded and carried, to adopt the proposed Agenda.

G. PUBLIC COMMENT

By unanimous consent, the Council Rules were suspended to provide a 30-minute Public Comment period.

The following individuals addressed the Council:

Howard Gale
Daniel Kavanaugh
Daniel Wang
Greyson Van Arsdale
Alyssa Kaufman
Bia Lacombe
Eva Metz
Emily McArthur
Alycia Lewis
Kailyn Nicholson
Margot Stewart
Kevin Vitz-Wong
Blythe Serrano
Shirley Henderson
Jordan Quinn
Hannah Swoboda
Sarah Gonser
Barbara Phinney
Madeline Olson
Matthew Smith
Jeff Monastyrsky
Alvin Muragori
Karen Taylor
Sonja Ponath
Matthew Wylder

H. PAYMENT OF BILLS

[CB 119997](#) **AN ORDINANCE** appropriating money to pay certain audited claims for the week of February 1, 2021 through February 5, 2021 and ordering the payment thereof.

Motion was made and duly seconded to pass Council Bill 119997.

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

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda, Pedersen, Sawant, Strauss

Opposed: None

I. COMMITTEE REPORTS

CITY COUNCIL:

1. [CF 314469](#) **2021 State of the City Address delivered by Mayor Jenny A. Durkan on February 16, 2021.**

Motion was made and duly seconded to accept and file Clerk File 314469.

The Motion carried, and the Clerk File was accepted and placed on file by the following vote:

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda, Pedersen, Sawant, Strauss

Opposed: None

2. [Res 31989](#) **A RESOLUTION affirming support for progressive big business taxes to fund essential community needs; urging the Washington State Legislature to enact statewide taxes on big business and the rich without any “preemption” or other ban, limitation, or phasing out of Seattle’s ability to raise revenue through local big business taxes or other progressive revenue sources, and requesting the Office of Intergovernmental Relations communicate this resolution to Washington State Lawmakers.**

Motion was made and it was not seconded. The Motion failed, and the City Council did not take action on Resolution 31989.

PUBLIC SAFETY AND HUMAN SERVICES COMMITTEE:

3. [CB 119996](#) **AN ORDINANCE relating to Seattle’s construction codes; adopting the 2018 International Fire Code by reference as the Seattle Fire Code; amending certain chapters of and adding new chapters to the Seattle Fire Code; amending Sections 3.02.125, 22.600.020, and 22.602.090 of the Seattle Municipal Code; repealing Sections 1 and 3 through 35 of Ordinance 125138, Section 1 of Ordinance 125392, and Sections 1 through 9 of Ordinance 125948; and ratifying and confirming certain prior acts.**

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

In Favor: 5 - Herbold, González , Lewis, Morales, Sawant

Opposed: None

ACTION 1:

Motion was made and duly seconded to amend Council Bill 119996, Attachment A, by adding a new Point of Information between Fire Code Sections 603.3, Fuel oil storage systems, and 603.3.1, Fuel oil storage in outside, above-ground tanks, as shown in the underlined language below:

Point of Information

Due to the high prevalence of leaking oil storage tanks in Seattle and that because many may be beyond their useful life, posing a hazard to people, property, and the environment, Seattle Fire Department may propose a retroactive code change applying storage tank design standards to storage tanks that are of a specific vintage (e.g., 20 years of age or older) in future editions of the Seattle Fire Code.

ACTION 2:

Motion was made and duly seconded to pass Council Bill 119996 as amended.

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

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda, Pedersen, Sawant, Strauss

Opposed: None

J. ADOPTION OF OTHER RESOLUTIONS

4. [Res 31990](#) **A RESOLUTION setting the time and place for hearings on the appeals of certain appellants, Hearing Examiner Case Numbers CWF-0067, CWF-0015, and CWF-0231, from the final findings and recommendation report of the Hearing Examiner on the final assessment roll for Local Improvement District No. 6751.**

Motion was made and duly seconded to adopt Resolution 31990.

The Motion carried, the Resolution (Res) was adopted by the following vote, and the President signed the Resolution (Res):

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda, Pedersen, Sawant, Strauss

Opposed: None

5. [Res 31992](#) **A RESOLUTION identifying the principles and activities characterizing equitable distribution of COVID-19 vaccines.**

ACTION 1:

Motion was made and duly seconded to adopt Resolution 31992.

ACTION 2:

Motion was made by Councilmember Herbold, duly seconded and carried, to amend Resolution 31992, Section 5, by adding a new Subsection G, as shown in the strike through and underlined language below:

F. Evaluate new vaccination options as they become available for their most equitable use, such as using single-dose vaccines for individuals who face substantial barriers to receiving a follow-up dose-; and

G. Require vaccine providers to collect and report information about the race of people receiving vaccines, with categories to be defined in collaboration with the Office of Immigrant and Refugee Affairs, and analyze that data to quickly identify and address disparities.

ACTION 3:

Motion was made and duly seconded to adopt Resolution 31992 as amended.

The Motion carried, the Resolution (Res) was adopted as amended by the following vote, and the President signed the Resolution (Res):

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda, Pedersen, Sawant, Strauss

Opposed: None

K. OTHER BUSINESS

There was none.

L. ADJOURNMENT

There being no further business to come before the Council, the meeting was adjourned at 3:16 p.m.

Jodee Schwinn, Deputy City Clerk

Signed by me in Open Session, upon approval of the Council, on February 22, 2021.

M. Lorena González, Council President of the City Council

Monica Martinez Simmons, City Clerk



Legislation Text

File #: IRC 291, Version: 1

February 22, 2021



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: Mosqueda</u>		
1. CB 119999	AN ORDINANCE appropriating money to pay certain audited claims for the week of February 8, 2021 through February 12, 2021 and ordering the payment thereof.	City Council
<u>By: Morales</u>		
2. Res 31993	A RESOLUTION endorsing the creation by the State of Washington of the Rainier Valley Creative District.	City Council for Introduction & Adoption
<u>By: Morales</u>		
3. CB 120000	AN ORDINANCE relating to the organization of the Office for Civil Rights; amending Section 3.14.910 of the Seattle Municipal Code to change the end of the Director's term and remove an outdated subsection requiring a racial equity toolkit.	Community Economic Development Committee
<u>By: Morales</u>		
4. Appt 01797	Reappointment of Kristina M. Sawycky as member, Seattle Commission for People with Disabilities, for a term to April 30, 2022.	Community Economic Development Committee
<u>By: Morales</u>		
5. Appt 01798	Reappointment of Jessica Williams-Hall as member, Seattle Commission for People with Disabilities, for a term to April 30, 2022.	Community Economic Development Committee
<u>By: Morales</u>		
6. Appt 01799	Reappointment of Annabelle Backman as member, Seattle LGBTQ Commission, for a term to April 30, 2022.	Community Economic Development Committee

By: Morales

7. [Appt 01800](#) Reappointment of Elizabeth W. Pachaud as member, Seattle Human Rights Commission, for a term to July 22, 2022. Community Economic Development Committee

By: Morales

8. [Appt 01801](#) Reappointment of Jackie Turner as member, Seattle Human Rights Commission, for a term to July 22, 2022. Community Economic Development Committee

By: Morales

9. [Appt 01802](#) Reappointment of Tana Yasu as member, Seattle Women's Commission, for a term to July 1, 2022. Community Economic Development Committee

By: Morales

10. [Appt 01803](#) Appointment of Vivian Hua as member, Seattle Arts Commissions, for a term to December 31, 2021. Community Economic Development Committee

By: Morales

11. [Appt 01804](#) Appointment of Vanessa C. Villalobos as member, Seattle Arts Commission, for a term to December 31, 2022. Community Economic Development Committee

By: Morales

12. [Appt 01805](#) Reappointment of Quinton I. Morris as member, Seattle Arts Commission, for a term to December 31, 2022. Community Economic Development Committee

By: Morales

13. [Appt 01806](#) Appointment of Gregory Davis as member, Equitable Development Initiative Advisory Board, for a term to February 28, 2022. Community Economic Development Committee

By: Morales

14. [Appt 01807](#) Appointment of Lindsay Goes Behind as member, Equitable Development Initiative Advisory Board, for a term to February 28, 2022. Community Economic Development Committee

By: Morales

15. [Appt 01808](#) Appointment of Yordanos Teferi as member, Equitable Development Initiative Advisory Board, for a term to February 28, 2022. Community Economic Development Committee

By: Morales

16. [Appt 01809](#) Appointment of Quynh Pham as member, Equitable Development Initiative Advisory Board, for a term to February 28, 2022. Community Economic Development Committee

By: Morales

17. [Appt 01810](#) Appointment of Willard A. Brown as member, Equitable Development Initiative Advisory Board, for a term to February 28, 2023. Community Economic Development Committee

By: Morales

18. [Appt 01811](#) Appointment of Regina Mae Dove as member, Equitable Development Initiative Advisory Board, for a term to February 28, 2023. Community Economic Development Committee

By: Morales

19. [Appt 01812](#) Appointment of Maria-Jose Soerens as member, Equitable Development Initiative Advisory Board, for a term to February 28, 2023. Community Economic Development Committee

By: Morales

20. [Appt 01813](#) Appointment of Abdirahman Yusuf as member, Equitable Development Initiative Advisory Board, for a term to February 28, 2023. Community Economic Development Committee

By: Strauss

21. [CB 120001](#) AN ORDINANCE relating to land use regulation of home occupations; adopting interim regulations to allow home occupation businesses to operate with fewer limitations during the COVID-19 civil emergency, amending Seattle Municipal Code Section 23.42.050, and adopting a work plan. Land Use and Neighborhoods Committee

By: Pedersen

22. [CB 120002](#) AN ORDINANCE relating to surveillance technology implementation; authorizing approval of uses and accepting surveillance impact reports for Seattle City Light's use of Current Diversion Technologies. Transportation and Utilities Committee

By: Pedersen

23. [CB 120003](#)

AN ORDINANCE relating to surveillance technology implementation; authorizing approval of uses and accepting the surveillance impact report for the Seattle Fire Department's use of Computer Aided Dispatch.

Transportation and
Utilities
Committee

By: Pedersen

24. [CB 120004](#)

AN ORDINANCE relating to surveillance technology implementation; authorizing approval of uses and accepting surveillance impact reports for the Seattle Police Department's use of surveillance technologies.

Transportation and
Utilities
Committee



Legislation Text

File #: CB 119999, Version: 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE appropriating money to pay certain audited claims for the week of February 8, 2021 through February 12, 2021 and ordering the payment thereof.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Payment of the sum of \$17,203,029.29 on PeopleSoft 9.2 mechanical warrants numbered 4100432848- 4100435471 plus manual or cancellation issues for claims, E-Payables of \$85,911.50 on PeopleSoft 9.2 9100008449- 9100008501 and Electronic Financial Transactions (EFT) in the amount of \$42,196,206.99 are presented for ratification by the City Council per RCW 42.24.180.

Section 2. Any act consistent with the authority of this ordinance taken prior to its effective date is hereby ratified and confirmed.

Section 3. 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 22nd day of February 2021 and signed by me in open session in authentication of its passage this 22nd day of February 2021.

President _____ of the City Council

Approved / returned unsigned / vetoed this _____ day of _____, 2021.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2021.

Monica Martinez Simmons, City Clerk

(Seal)



Legislation Text

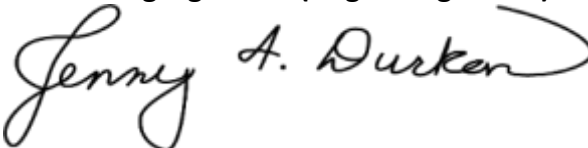
File #: Appt 01789, **Version:** 1

Appointment of Rose Lew Tsai-Le Whitson as member, Seattle Planning Commission, for a term to April 15, 2021.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Rose Lew Tsai-Le Whitson</i>		
Board/Commission Name: <i>Seattle Planning Commission</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 checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>	Term of Position: * 4/16/2018 to 4/15/2021 <input checked="" type="checkbox"/> <i>Serving remaining term of a vacant position</i>	
Residential Neighborhood: <i>Northgate</i>	Zip Code: <i>98125</i>	Contact Phone No.: [REDACTED]
Background: Ms. Whitson is a biologist with Jacobs Engineering Group where she leads environmental permitting tasks, conducts stream, wetland, and wildlife habitat field assessments and navigates complex local permitting documentation and scheduling. Her work includes preparing application materials for Conditional Use Permits, Critical Areas Land Use Permits, Clearing and Grading Permits, and Utility Extension Agreements, among others. And has authored a biological assessment and Joint Aquatic Resource Permit Application (JARPA) to support state and federal regulatory compliance.		
Authorizing Signature (original signature): 		Appointing Signatory: <i>Mayor Jenny Durkan</i>
Date Signed (appointed): 1/13/2021		

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

City of Seattle District 5 Resident (address provided conditionally upon request to respect privacy)
I enjoy dancing, water systems, and working on important social and environmental issues.

CAREER EXPERIENCE (7+ Years)

- *Biologist with Jacobs Engineering Group*: March 2017 - present
 - Coal Creek Trunk Upgrade (2019 – present):
 - Leading environmental permitting tasks
 - Conducting stream, wetland, and wildlife habitat field assessments
 - Navigating complex local permitting documentation and scheduling, including preparation of Conditional Use Permit, Critical Areas Land Use Permit, Clearing and Grading Permit, and Utility Extension Agreements, among others.
 - Authoring a biological assessment and Joint Aquatic Resource Permit Application (JARPA) to support state and federal regulatory compliance
 - West Seattle and Ballard Link Extensions (2018 - present):
 - Initial scoping, fieldwork, and development of Draft Environmental Impact Statement documentation
 - Lynnwood Link Extension (2018 - present)
 - Adopted field coordinator and conducted delineations during final design
 - Authored the Mountlake Terrace Critical Areas Report
 - Other project clients include BNSF Railway, City of Bellevue Utilities Department, and others
- *Ecologist and GIS Analyst with The Watershed Company*: October 2014 – February 2017
 - Conducted stream and wetland delineations across eastern and western Washington
 - Projects of various sizes, including residential, utility, state parks
 - Project report writing: reconnaissance, delineation, and Critical Area Reports
 - Familiarity with various jurisdictional codes (Kirkland, Seattle, Bellevue, Redmond, King County, Snohomish County, Whatcom County, Grays Harbor County, Clark County, Grant County, Spokane County)
- *Seasonal Eelgrass Technician with WA DNR Nearshore Program*: October 2013 – October 2014
 - Performed surveys and post-processed data for the Submerged Vegetation Monitoring Project (SVMP)
- *Puget Sound Corps Intern with WA DNR Aquatic Reserves Program*: October 2012 - September 2013
 - Served an Americorps year as a Washington Conservation Corps Individual Placement
 - Conducted baseline forage fish spawn surveys, quarterly eelgrass monitoring, and a variety of other nearshore field projects across seven aquatic reserves throughout Puget Sound
 - Organized and managed volunteer training and beach clean-up events
- *Wetland Monitoring Intern with WSDOT*: June 2012 - September 2012
 - Conducted plant cover surveys at various WA State Department of Transportation wetland mitigation sites
 - Sampled for vegetative cover and density using line intercept, point intercept, unequal-area belt transects, and quadrats as best fit
 - Acquired basic knowledge of common native and invasive woody and herbaceous plants

Rose Lew Tsai-Le Whitson

City of Seattle District 5 Resident (address provided conditionally upon request to respect privacy)
I enjoy dancing, water systems, and working on important social and environmental issues.

COMMUNITY/VOLUNTEER EXPERIENCES

- *UW Wetland Science & Management Advisor (2015-2016, 2016-2017, 2018-2019, 2019-present)*
 - *Mentored a student each year in the certificate program*
 - *Critiqued assignments throughout the year and provided career guidance when requested*
- *Participant in Neighborhood Action Coalition [City of Seattle, District 5] (2016-2018)*
 - *Community-based advocacy that focused on exploring methods to rectify societal inequity and societal injustice at a local level*
 - *For District 5 specifically, organizing bystander training, collecting signatures for De-Escalate Washington, and supporting meal preparation for the Licton Springs Tiny House Village*
- *ASUC Sustainability Team, UC Berkeley: Fall 2009-Spring 2011*
 - *Organized team operations as Co-director, Fall 2010, and Director, Spring 2011*
 - *Initiated a bottled water removal petition at UC Berkeley*

PROFESSIONAL SOCIETIES | CERTIFICATES

- Wetland-Professional-In-Training (5 years)
- Society of Wetland Scientists
- UW Wetland Science & Management
- UW Geographic Information System

EDUCATION

- *Geographic Information Systems Certificate* | University of Washington | Oct 2015 – Jun 2016
 - Expanded cartographic and analytic skills via various ESRI ArcGIS platforms
 - *ArcMap, ArcGIS Online, ArcMapPro*
 - Gained Model Building experience and rudimentary Python skills
 - Learned and applied project management skills as part of the program and capstone project
- *Wetland Science & Management Certificate* | University of Washington | Oct 2013 – Jun 2014
 - Explored wetland ecology, law and policy, and basics of spatial analysis
 - Practiced identification of 100+ common WA wetland plants
 - Developed rudimentary understanding of hydric soils
 - Practiced wetland delineation techniques
- *Environmental Sciences, B.S.* | UC Berkeley | Aug 2007 - May 2011 | GPA: 3.39, 150 sem. cred.
 - Grappled with a year-long thesis about bed sediment change in Lagunitas Creek, Marin, CA
 - *Techniques and Skills:* pebble counts, longitudinal and cross-sectional surveys, facies mapping, subsurface sampling, data analysis, thesis writing
 - ES 10 & 10L: Intro to Environmental Sciences- overview of general issues and basic techniques, such as rapid habitat assessment and macrobenthic invertebrate surveys
 - EPS 185: Intro to Marine Geobiology- overview of wide array of water-land interface issues
 - Stat 131 A: Statistics for Life Scientists- overview of useful statistics, such as histograms, normalization of data, standard statistics like mean and standard deviation, and basic tests like the T-test
 - CE 100 & 101: Introduction to Fluid Mechanics and the Fluid Mechanics of Rivers, Streams, and Wetlands- basic understanding of physical principles of fluid dynamics and dispersion models
 - ERG 102: Quantitative Aspects of Global Environmental Problems- covered environmental modeling, large-scale approximations, and expansion of critical analysis

Seattle Planning Commission

JANUARY 2021

16 Members: Pursuant to SMC 3.6, all members subject to City Council confirmation, 3-year terms (except for position 16 which serves a one-year term and is a Get Engaged member):

- 7 City Council-appointed
- 8 Mayor-appointed
- 1 Other Appointing Authority-appointed (specify): Planning Commission

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	F	3	1.	Member	McCaella Daffern	4/16/19	4/15/22	1	City Council
3	F	2	2.	Member	Dhyana Quintanar Solares	4/16/19	4/15/22	1	Mayor
6	F	2	3.	Member	Lauren Squires	4/16/19	4/15/22	1	City Council
6	F	7	4.	Member	Katherine Idziorek	4/16/19	4/15/22	1	Mayor
7	F	5	5.	Member	Jamie Stroble	4/16/19	4/15/22	1	City Council
6	M	5	6.	Member	Mark Braseth	4/16/20	4/15/23	1	Mayor
9	M	6	7.	Member	Roque Deherrera	4/16/20	4/15/23	1	City Council
1	F	5	8.	Member	Radhika Nair	4/16/20	4/15/23	1	Mayor
6	M	1	9.	Member	Matt Hutchins	4/16/20	4/15/23	1	City Council
6	F	2	10.	Member	Alanna Peterson	4/16/20	4/15/23	1	Mayor
3	M	3	11.	Member	Julio Sanchez	4/16/18	4/15/21	1	City Council
9	F	5	12.	Member	Rose Lew Tsai-Le Whitson	4/16/18	4/15/21	1	Mayor
6	M	4	13.	Member	David Goldberg	4/16/18	4/15/21	1	City Council
2	F	7	14.	Member	Patience Manzezulu Malaba	4/16/18	4/15/21	1	Mayor
6	M	4	15.	Member	Rick Mohler	4/16/18	4/15/21	1	Commission
2	M	5	16.	Get Engaged	Kelabe Tewolde	9/1/20	8/31/21	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART

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

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.



Legislation Text

File #: Appt 01790, **Version:** 1

Appointment of McCaela Daffern as member, Seattle Planning Commission, for a term to April 15, 2022.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: McCaela Daffern		
Board/Commission Name: Seattle Planning Commission		Position Title: Member
<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: <i>Fill in appointing authority</i>	Term of Position: * 4/16/2019 to 4/15/2022 <input checked="" type="checkbox"/> <i>Serving remaining term of a vacant position</i>	
Residential Neighborhood: Miller Park	Zip Code: 98112	Contact Phone No.: [REDACTED]
Background: Ms. Daffern’s planning career has spanned the public, private, and nonprofit sectors with an ever-increasing focus on building thriving and equitable communities with 14 years of professional experience providing policy, planning, affordable housing, and community development services. She has expertise in affordable housing and a regional perspective having held positions with organizations that finance, build, or support affordable housing for nearly a decade. This includes work at a statewide nonprofit community development financial institution that provided lending capital and capacity building grants to advance affordable housing and community development in Washington State. Through her current position as the lead staff for the King County Affordable Housing Committee, she has developed an informed perspective on the unprecedented challenge facing Seattle and the region in increasing affordable housing production while ensuring our communities remain livable, healthy, and economically vibrant.		
Authorizing Signature (original signature):  Date Signed (appointed): 1/26/21	Appointing Signatory: Councilmember Dan Strauss – District 6 Land Use and Neighborhoods (LUN) Committee Chair	

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

Professional Experience

King County Department of Community and Human Services, Seattle, WA

Regional Affordable Housing Implementation Manager

April 2019 – Present

- Serve as lead staff for the Affordable Housing Committee (AHC) of the Growth Management Planning Council (GMPC), including primary responsibility for the AHC and regional Housing Interjurisdictional Team (HIJT).
- Supervise staff focused on implementation of committee-recommended housing policies and programs throughout jurisdictions in King County.
- Work with Committee members, GMPC members, and relevant staff on drafting policy proposals, research briefings, reports, and legislation to support the work of the AHC.
- Provide technical assistance to local jurisdictions implementing affordable housing policies and/or programs.
- Support AHC and HIJT in the creation and maintenance of a data dashboard, monitoring local progress in implementing affordable housing policies, and the impact of local actions on affordable housing production.
- Research best practices and perform technical analyses on housing and land use policies that promote the AHC's and County's affordable housing objectives and address the root causes of homelessness.

Capitol Hill Housing, Seattle, WA

Sustainability and Planning Manager, Sustainability and Planning

August 2015 – April 2019

- Provided comprehensive technical and professional planning and community development services to achieve equitable and resilient growth and development in the Capitol Hill EcoDistrict.
- Led teams, scoped, managed, and implemented complex and multidimensional policy initiatives and planning, affordable housing, and community development projects that addressed Capitol Hill Housing (CHH) priorities.
- Managed and participated in and interdepartmental special project teams, Steering Committee work groups, community meetings, and neighborhood advisory groups, and represented the organization's perspective.
- Led or assisted in advocacy efforts related to issues significantly affecting the Capitol Hill EcoDistrict or CHH at events, community meetings, public hearings, and meetings with governmental agencies and officials.
- Developed and sustained strong collaborative relationships with elected officials, public-sector entities, nonprofits, major institutions, and other stakeholders, particularly members of underrepresented communities, to advance affordable housing and community programs and initiatives.

Impact Capital, Seattle, WA

Vice President, Community Building and Development

July 2013 – May 2015

- Managed the Capacity Building Program, providing organizations in Seattle, Tacoma, and Spokane undertaking affordable housing and economic development projects with technical assistance, resources, and training.
- Supervised, trained, directed work assignments, and evaluated performance of Capacity Building staff.
- Developed new program guidelines for capacity building grant program, reviewed grant proposals, recommend funding awards to board of directors, managed contracts, and evaluated results.
- Led fundraising and loan fund capitalization activities, including grant and investment prospecting, grant writing, contract management, and donor and investor relations.
- Marketed the services and communicated the impact of this community development financial institution through reports, presentations, events, website, social media, media relations, and marketing collateral.
- Served as a member of the senior leadership. Participated in planning, budgeting, and agency management.

New Jersey Community Capital, New Brunswick, NJ

Manager, Resource Development

June 2010 – June 2013

- Supervised team of five individuals.
- Managed resource development activities, including identifying and cultivating relationship with investors and donors, applying for grants, and managing grant contracts.
- Developed a communications strategy and marketing collateral to promote brand identity, improve visibility, and inform stakeholders, including development of new brand, website, annual report, and press releases.
- Assisted in the development and implementation of new, innovative foreclosure and hurricane recovery real estate development programs for this statewide community development financial institution.

- Oversaw advocacy efforts, which included engagement with federal, state, and local governments to promote policies that facilitated community development lending and development activities.
- Coordinated internal capacity building initiatives, including an impact assessment model to inform program strategy and progress towards mission and facilitation, development, and implementation of a strategic plan.
- Managed capacity building and collaborative initiatives with organizations serving low-income communities.
- Developed an impact assessment model to inform program strategy and progress towards mission.

Edward J. Bloustein School of Planning and Public Policy, Rutgers University, New Brunswick, NJ

Teaching Assistant

January 2010 – May 2010

- Managed student-led research project analyzing the impact of foreclosures in Newark, New Jersey.

Center for Urban Policy Research, Rutgers University, New Brunswick, NJ

Research Assistant

January 2009 – January 2010

- Analyzed housing affordability indices, evaluated the economic benefit and impact of federal and state historic rehabilitation tax credits, and contributed to published studies on these subjects.

City of Newark, Department of Economic and Housing Development, Newark, NJ

Intern

June 2009 – August 2009

- Surveyed abandoned properties and created database for use in redevelopment planning.
- Organized a public outreach campaign for a neighborhood plan update.

ESM Consulting Engineers, LLC, Federal Way, WA

Planner II

August 2007 – December 2008

- Managed complex real estate development proposals from feasibility to construction.
- Prepared environmental reports, permit applications, and development feasibility studies.
- Performed site planning for master planned communities, residential developments, and industrial sites.
- Analyzed demographics, level of service impacts, development regulations, and legal issues.
- Represented clients in public hearings and other interactions with regulatory agencies.

Whatcom County Planning and Development Services, Bellingham, WA

Planner II

August 2005 – August 2007

- Reviewed permits for compliance with land use and natural resource regulations.
- Provided guidance and technical assistance to the public and staff.
- Worked with staff, property owners, developers, and citizens to resolve development-related issues.
- Represented the County at public hearings and prepared staff reports for the Hearing Examiner and Council.

City of Bellingham Planning and Community Development, Bellingham, WA

Intern

March 2004 – July 2005

- Assisted staff in updating the City's Shoreline Master Program.

Education

Rutgers University, New Brunswick, NJ

May 2010

Edward J. Bloustein School of Planning and Public Policy

Master of City and Regional Planning

- President of the Rutgers Association of Policy and Planning Students.
- Awarded the Edward J. Bloustein Planning Fellowship and the Outstanding Student Service Award, a peer-nominated, faculty-selected award for service to the community and school at large.

Western Washington University, Bellingham, WA

June 2004

Huxley College of the Environment

Bachelor of the Arts in Planning and Environmental Policy, cum laude

- Received the Thomas Henry Huxley Award for scholastic achievement, service, community involvement, and all-around excellence in environmental studies.
- Selected by a faculty committee to deliver student commencement speech.

Seattle Planning Commission

JANUARY 2021

16 Members: Pursuant to SMC 3.6, all members subject to City Council confirmation, 3-year terms (except for position 16 which serves a one-year term and is a Get Engaged member):

- 7 City Council-appointed
- 8 Mayor-appointed
- 1 Other Appointing Authority-appointed (specify): Planning Commission

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	F	3	1.	Member	McCaella Daffern	4/16/19	4/15/22	1	City Council
3	F	2	2.	Member	Dhyana Quintanar Solares	4/16/19	4/15/22	1	Mayor
6	F	2	3.	Member	Lauren Squires	4/16/19	4/15/22	1	City Council
6	F	7	4.	Member	Katherine Idziorek	4/16/19	4/15/22	1	Mayor
7	F	5	5.	Member	Jamie Stroble	4/16/19	4/15/22	1	City Council
6	M	5	6.	Member	Mark Braseth	4/16/20	4/15/23	1	Mayor
9	M	6	7.	Member	Roque Deherrera	4/16/20	4/15/23	1	City Council
1	F	5	8.	Member	Radhika Nair	4/16/20	4/15/23	1	Mayor
6	M	1	9.	Member	Matt Hutchins	4/16/20	4/15/23	1	City Council
6	F	2	10.	Member	Alanna Peterson	4/16/20	4/15/23	1	Mayor
3	M	3	11.	Member	Julio Sanchez	4/16/18	4/15/21	1	City Council
9	F	5	12.	Member	Rose Lew Tsai-Le Whitson	4/16/18	4/15/21	1	Mayor
6	M	4	13.	Member	David Goldberg	4/16/18	4/15/21	1	City Council
2	F	7	14.	Member	Patience Manzezulu Malaba	4/16/18	4/15/21	1	Mayor
6	M	4	15.	Member	Rick Mohler	4/16/18	4/15/21	1	Commission
2	M	5	16.	Get Engaged	Kelabe Tewolde	9/1/20	8/31/21	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART

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

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Legislation Text

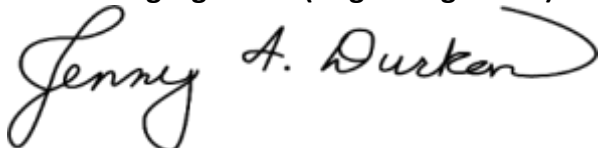
File #: Appt 01791, **Version:** 1

Appointment of Dhyana Quintanar Solares as member, Seattle Planning Commission, for a term to April 15, 2022.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Dhyana Quintanar Solares</i>		
Board/Commission Name: <i>Seattle Planning Commission</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 checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>	Term of Position: * 4/16/2019 to 4/15/2022 <input checked="" type="checkbox"/> <i>Serving remaining term of a vacant position</i>	
Residential Neighborhood: <i>Beacon Hill</i>	Zip Code: <i>98108</i>	Contact Phone No.: [REDACTED]
Background: Ms. Quintanar Solares has 14 years of experience driving change in sustainable transportation, public space and urban development in the public, non-profit and private sectors. Having worked much of her career in Mexico City, she understands the complexities and tensions in decision-making for policies that work for all members of society, in a context of vast income inequality with competing identities and contrasting access to opportunity. Prior to arriving in Seattle to join WSP she worked on the strategic development of complex urban projects, including public spaces and facilities that provide safe multimodal access. She led the Authority of Public Space of Mexico City, where she was responsible for the transformation of approximately 125 acres into more livable, safe and iconic places. Prior to that role, she led Mexico City's Transportation Planning and Roads office.		
Authorizing Signature (original signature):  Date Signed (appointed): 1/13/2021	Appointing Signatory: <i>Mayor Jenny Durkan</i>	

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

DHYANA QUINTANAR SOLARES



QUALIFICATIONS

- 14 years of experience in transportation, public space, land use and environmental planning and project management in the public, non-governmental and private sectors.
- Leadership and management of organizations with multimillion-dollar budgets and 100+ personnel.
- Experience working with elected officials, technical staff and community partners to improve the public realm, transportation systems and access.
- Expertise in regulatory reform and internal lobbying in political campaigns and with legislators in Mexico.
- Co-author of technical and policy manuals on bicycle planning, sidewalk and urban design, and resilience.
- Master's degree in Environmental Management with a focus in transportation and urban development.

KEY ACCOMPLISHMENTS

- Headed the Authority of Public Space of Mexico City, responsible for transforming approximately 125 acres into more livable, safe and iconic places, managing over a dozen projects with a yearly budget of over US\$ 27 million and 45 staff.
- Led Mexico City's Transportation Planning and Roads office, developing the city's Comprehensive Mobility Program 2013-2018 and conceptualizing and drafting Mexico City's new Mobility Law, resulting in the approval of the bill by unanimous vote in the local congress.
- Served as Mexico City's first Bicycle Coordinator and implemented Mexico City's Bikeshare Program ECOBICI, the first automated public bicycle system in the Americas with 90 stations and 1 200 bicycles.
- Designed and led innovative departments at global nonprofits, including the World Resources Institute (WRI) Mexico and the Institute for Transportation & Development Policy (ITDP) Mexico, determining programmatic strategy, spearheading policy and advocacy efforts, partnership development, and successful fundraising.

EXPERIENCE

January 2019 - Present

WSP USA (Seattle, WA) | Mobility and Urban Innovation Lead (Senior Supervising Planner)

- Lead the strategy development and implementation for transportation opportunities associated with urban planning, public space, multimodal transportation, travel demand management, new and shared mobility, and technology-driven innovation and services for the Pacific Northwest; assess market opportunities and strategy.
- Project Manager for the I-5 Lid Feasibility Study (City of Seattle). Key lead, managing a \$1.4 million dollar study to overbuild the freeway through 0.8 miles of downtown Seattle; lead a multidisciplinary team with seven subconsultants, through a complex multi-stakeholder process.

March 2018 - December 2018

Freelance Consultant

- Project development and technical assistance for clients on sustainable mobility, public space, urban design, and public policy.
Client list and project details available upon request.

June 2016 - February 2018

Nexity (www.nexity.com.mx) | Principal

- Founded and directed Nexity, a Mexican company that develops and implements sustainable mobility, public space and urban design solutions for cities.

September 2014 - February 2016

Authority of Public Space of Mexico City | General Coordinator

- Led Mexico City's department of urban design, planning and development of the public realm, responsible for the development of strategic public spaces, including parks, plazas, streets and medians (refer to portfolio); outdoor advertisement regulation; and privately-owned public spaces.
- Implemented quick-build, tactical urbanism projects such as pocket parks, curb

extensions and activation programs, using public life and public space metrics to evaluate their success.

- Managed EcoParq, Mexico City's on-street parking program, regulating over 26 600 parking spaces and expanding operation zones by 20%.
- Coordinated six city departments to redesign 54 intersections on six corridors with high pedestrian crash rates to improve safety and efficiency by 53% in one year, through the Pasos Seguros program.

December 2012 -
August 2014

Secretariat of Transportation and Roads of Mexico City (SEMOVI) | General Director of Planning & Roads

- Directed Mexico City's transportation planning and roads unit, overseeing 100+ staff, and responsible for developing the Comprehensive Mobility Program 2013-2018 through a multi-stakeholder process.
- Led the development of Mexico City's new Mobility Law and new Rules of the Road, with a Vision Zero approach, protecting vulnerable road users, reducing speed limits, and increasing sanctions.
- Updated the Manual of Uniform Traffic Control Devices of Mexico City to include new materials, technologies and services for pedestrians, cyclists and transit users.
- Spearheaded the development of Mexico City's Transit Open Data Program and developed an Access Planning Tool for Mexico City with technical assistance from the World Bank.
- Established innovative street designs, showcasing the first Complete Street of Mexico City on line 5 of the Metrobus BRT system, as well as the design of the shared road on 16 de Septiembre Street.

March -
November 2012

Campaign for Mayor of Mexico City | Coordinator of Mobility, Public Space and Public Policy

- Advised Dr. Miguel Ángel Mancera, drafted campaign proposals and debate platforms on sustainable mobility, urbanism, public space, city management, urban innovation and transversal policies.
- Organized forums and meetings between the candidate and NGO leaders and experts in the subjects.

August 2010 -
February 2012

Institute for Transportation and Development Policy (ITDP Mexico) | Director of Strategic Projects

- Delivered technical assistance in non-motorized mobility strategies for Latin-American cities (including the six largest Mexican cities, Lima and Buenos Aires), facilitating knowledge transfer in the planning, design and promotion of policies and projects, with context-sensitive proposals.
- Established parking policy and travel demand management strategies for Mexican cities, including technical assistance to decision makers of the first multi-space on-street parking program in Mexico City, EcoParq, to manage 16 000 parking spaces.
- Fundraised US\$ 200 000 and led the development of the Car-Use Reduction in Mexican Cities' project with the British Embassy in Mexico (Prosperity Fund).
- Co-authored the Cyclecities manual (www.ciclociudades.mx), integrated best-practice guidelines for Transit-Oriented Development and Smart Growth for Mexican Cities, as well as for Comprehensive Programs of Urban Sustainable Mobility in Mexico.

June 2008 -
July 2010

Secretariat of Environment of Mexico City | Coordinator of the Bicycle Mobility Strategy

- Led the Bicycle Mobility Strategy 2009-2012, including planning and implementation of bicycle infrastructure, parking facilities, bikeshare, education programming, metrics and evaluation.
- Drafted and passed the new regulation for the Rules of the Road to protect cyclists and provide rights and obligations to share the road; updated construction regulation to include cycle-inclusive criteria.
- Established Mexico City's Urban Cycling School initiative, and the Urban Cycling Manual with NGOs.

August 2006 -
May 2008

World Resources Institute / EMBARQ-CTS Mexico | Director of Mobility and Urban Development

- Created the Mobility and Urban Development area, increasing institutional capacity and scope of work to integrate land use, urban development and transport, securing funds for a team of five collaborators, four interns and managed seven international consultants.
- Fundraised and led the development of the Transit-Oriented Development in Mexico City project with the Secretariat of Urban Development and Housing of Mexico City (SEDUVI), raising US\$ 515 000 from the British Prosperity Fund.
- Organized and led a placemaking process for Michoacan Street in Condesa neighborhood in Mexico City, creating a common vision amongst various stakeholders for the project.

EDUCATION

Yale University School of Forestry and Environmental Studies. New Haven, CT, USA

Master of Environmental Management (MEM), 2006

Focus in Urban Systems, Land Use and Environmental Planning. Honors in 12 of 16 courses.

Bryn Mawr College. Bryn Mawr, PA, USA

Bachelor of Arts in Biology (BA), 2004

Cum Laude. Honors in Biology major. Concentration in Environmental Studies.

Seattle Planning Commission

JANUARY 2021

16 Members: Pursuant to SMC 3.6, all members subject to City Council confirmation, 3-year terms (except for position 16 which serves a one-year term and is a Get Engaged member):

- 7 City Council-appointed
- 8 Mayor-appointed
- 1 Other Appointing Authority-appointed (specify): Planning Commission

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	F	3	1.	Member	McCaela Daffern	4/16/19	4/15/22	1	City Council
3	F	2	2.	Member	Dhyana Quintanar Solares	4/16/19	4/15/22	1	Mayor
6	F	2	3.	Member	Lauren Squires	4/16/19	4/15/22	1	City Council
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7	F	5	5.	Member	Jamie Stroble	4/16/19	4/15/22	1	City Council
6	M	5	6.	Member	Mark Braseth	4/16/20	4/15/23	1	Mayor
9	M	6	7.	Member	Roque Deherrera	4/16/20	4/15/23	1	City Council
1	F	5	8.	Member	Radhika Nair	4/16/20	4/15/23	1	Mayor
6	M	1	9.	Member	Matt Hutchins	4/16/20	4/15/23	1	City Council
6	F	2	10.	Member	Alanna Peterson	4/16/20	4/15/23	1	Mayor
3	M	3	11.	Member	Julio Sanchez	4/16/18	4/15/21	1	City Council
9	F	5	12.	Member	Rose Lew Tsai-Le Whitson	4/16/18	4/15/21	1	Mayor
6	M	4	13.	Member	David Goldberg	4/16/18	4/15/21	1	City Council
2	F	7	14.	Member	Patience Manzezulu Malaba	4/16/18	4/15/21	1	Mayor
6	M	4	15.	Member	Rick Mohler	4/16/18	4/15/21	1	Commission
2	M	5	16.	Get Engaged	Kelabe Tewolde	9/1/20	8/31/21	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART

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

Key:

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

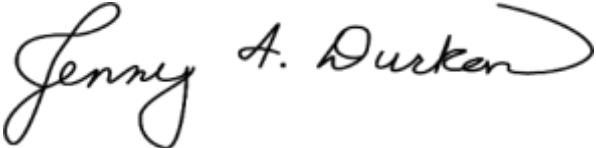
File #: Appt 01792, **Version:** 1

Appointment of Mark Braseth as member, Seattle Planning Commission, for a term to April 15, 2023.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: Mark Braseth		
Board/Commission Name: Seattle Planning Commission		Position Title: Member
<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 checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>	Term of Position: * 4/16/2020 to 4/15/2023 <input type="checkbox"/> Serving remaining term of a vacant position	
Residential Neighborhood: Maple Leaf	Zip Code: 98115	Contact Phone No.: [REDACTED]
Background: Mr. Braseth is a Principal at Braseth Construction. He has transitioned from a career in land use and transportation planning, having worked at the Puget Sound Regional Council, to construction and development as a General Contractor in his small family owned business. He understands the difficulty and high costs of delivering affordable housing and as a former land use and transportation planner he understands the need and importance of housing affordability to maintain vibrant, livable and equitable communities. He has a unique understanding of land use and transportation policy and how that policy translates to development and construction.		
Authorizing Signature (original signature):  Date Signed (appointed): 1/13/2021	Appointing Signatory: Mayor Jenny Durkan	

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

Mark Braseth

EXPERIENCE

Vice President/Principle 2020-Current

Braseth Construction, Seattle, WA

- Oversee internal operations at Braseth Construction
- In charge of entitlements, project underwriting, and marketing for development projects
- Construction project management

Project Manager

Braseth Construction, Seattle, WA

2015-2020

- Manage all facets of commercial construction from estimating, preconstruction services/consulting, building, and closeout.
- Project type focus includes; commercial tenant improvement, multifamily, mixed-use, townhome construction, hospitality, and historical renovation.

Short Range Transportation Planning

2013-2015

Puget Sound Regional Council, Seattle, WA

- Evaluated and ranked transportation projects competing for roughly \$700 million in federal transportation funds.
- Monitored over 500 regional transportation projects to ensure they met federal, state, and regional regulations.
- Communicated to over 80 local, state, and non-governmental agencies, on how to apply for and use federal transportation funds.

Land Use & Transportation Planning

2012-2013

Puget Sound Regional Council, Seattle, WA

- Supported the Growing Transit Communities (GTC) HUD Grant conducting land use and community planning around future light rail stations.
- Supported GTC outreach programs to engage citizens, local agencies, and non-governmental agencies in the planning process.
- Conducted data analysis on policy research on topics such as Tax Increment Financing.

Graduate Teaching Fellow

January-March 2012

University of Oregon, Eugene, OR

- Taught a graduate level GIS (Geographic Information Systems) lab.
- Evaluated student work and tutoring.

Graduate Research Fellow

January 2011-Present

University of Oregon, Eugene, OR

- Participated in a statewide evaluation of the national Safe Routes to School (SRTS) program in Oregon.
- Used ArcGIS to analyze pedestrian safety for over 200 SRTS programs.
- Created a database of pedestrian and bicycle vehicular crashes within SRTS schools attendance boundaries.

Neighborhood Planning Intern

June-September 2011

City of Seattle Department of Planning and Development, Seattle, WA

- Provided data analysis for healthy living assessments in two Seattle neighborhoods.
- Assessed transit access, walkability, and bicycle friendliness.
- Created graphics for three urban design framework documents.
- Researched and wrote on neighborhood place making.

- Assisted in public engagement by making maps and aiding in public planning exercises.

Report Writer

March-July 2011

Sustainable Cities Initiative, Eugene, OR

- Wrote a professional report for the City of Salem synthesizing seven development proposals for three sites in Salem, OR.

Researcher

January-June 2011

Community Planning Workshop, Eugene, OR

- Executed a target industry analysis for the City of Salem on the renewable energy industry.
- Wrote economic development strategies for the City of Salem.
- Interviewed leaders in the renewable energy field.
- Performed data analysis using North American Industry Codes and other labor statistics.

Volunteer Programs Coordinator

2009-2010

Seattle Community Court, Seattle, WA

- Trained four new AmeriCorps Liaison members.
- Developed procedures and sustainability manual to aid new recruits and future community courts.

EDUCATION

University of Oregon, Eugene, Oregon

Master Community and Regional Planning, March 2012

University of Washington, Seattle, Washington

Certificate in Community Development 2010

Washington State University, Pullman, Washington

Dual Bachelor of Arts degrees, Applied Intercultural Communication Studies and Political Science (Global Emphasis). Minor in Spanish, 2008 *magna cum laude*

- Member of Phi Beta Kappa and Pi Sigma Alpha political science honors society
- Study abroad, summer 2007 La Serena, Chile. Studied Chilean culture and Spanish

VOLUNTEER WORK

SOS Outreach

The Summit at Snoqualmie, WA

Winters 2015-2018

- Volunteer Snowboard Instructor for youth participants at SOS Outreach

LiveMove Communications Coordinator

2010-2012

University of Oregon, Eugene, OR

- Headed a commitment to action plan that was accepted for membership by the Clinton Global Initiative University (CGI U).
- Publicize LiveMove speaker series on transportation and livability.
- Wrote and won a \$3,000 grant to hold a bicycle rack design competition.

AmeriCorps, JustServe

2008-2009

Seattle Community Court, Seattle, WA

- Assisted over 500 defendants of low “quality of life crimes,” fulfill their community service hours and aid them in their social services contacts.
- Engaged as an ambassador for Seattle Municipal Community Court.
- Participated in Undoing Institutional Racism (UIR) training.

Seattle Planning Commission

JANUARY 2021

16 Members: Pursuant to SMC 3.6, all members subject to City Council confirmation, 3-year terms (except for position 16 which serves a one-year term and is a Get Engaged member):

- 7 City Council-appointed
- 8 Mayor-appointed
- 1 Other Appointing Authority-appointed (specify): Planning Commission

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	F	3	1.	Member	McCaela Daffern	4/16/19	4/15/22	1	City Council
3	F	2	2.	Member	Dhyana Quintanar Solares	4/16/19	4/15/22	1	Mayor
6	F	2	3.	Member	Lauren Squires	4/16/19	4/15/22	1	City Council
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7	F	5	5.	Member	Jamie Stroble	4/16/19	4/15/22	1	City Council
6	M	5	6.	Member	Mark Braseth	4/16/20	4/15/23	1	Mayor
9	M	6	7.	Member	Roque Deherrera	4/16/20	4/15/23	1	City Council
1	F	5	8.	Member	Radhika Nair	4/16/20	4/15/23	1	Mayor
6	M	1	9.	Member	Matt Hutchins	4/16/20	4/15/23	1	City Council
6	F	2	10.	Member	Alanna Peterson	4/16/20	4/15/23	1	Mayor
3	M	3	11.	Member	Julio Sanchez	4/16/18	4/15/21	1	City Council
9	F	5	12.	Member	Rose Lew Tsai-Le Whitson	4/16/18	4/15/21	1	Mayor
6	M	4	13.	Member	David Goldberg	4/16/18	4/15/21	1	City Council
2	F	7	14.	Member	Patience Manzezulu Malaba	4/16/18	4/15/21	1	Mayor
6	M	4	15.	Member	Rick Mohler	4/16/18	4/15/21	1	Commission
2	M	5	16.	Get Engaged	Kelabe Tewolde	9/1/20	8/31/21	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART

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

Key:

- *D List the corresponding Diversity Chart number (1 through 9)
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Diversity information is self-identified and is voluntary.



Legislation Text

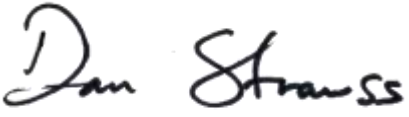
File #: Appt 01793, **Version:** 1

Appointment of Roque Deherrera as member, Seattle Planning Commission, for a term to April 15, 2023.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Roque Deherrera</i>		
Board/Commission Name: <i>Seattle Planning Commission</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: <i>Fill in appointing authority</i>	Term of Position: * 4/16/2020 to 4/15/2023 <input checked="" type="checkbox"/> <i>Serving remaining term of a vacant position</i>	
Residential Neighborhood: <i>Phinney Ridge</i>	Zip Code: <i>98103</i>	Contact Phone No.: [REDACTED]
Background: Mr. de Herrera is an independent market rate developer with over 20 years of experience working for the City of Seattle working as an Urban Planner, Ombudsman and Business Advocate. He has worked on a wide range of policy and regulatory issues including the first phase of Amazon’s headquarters in South Lake Union, Land Use Code simplification, Industrial Lands Policy and homelessness. A year and a half ago Roque left City employ to start a real estate development company of which he is the sole proprietor. He currently provides underwriting, feasibility and development services for a long standing infill housing developer. Roque’s robust experience working for the City of Seattle and now in the private sector give him a valuable and informed perspective.		
Authorizing Signature (original signature):  Date Signed (appointed): 1/26/21	Appointing Signatory: <i>Councilmember Dan Strauss – District 6</i> <i>Land Use and Neighborhoods (LUN) Committee Chair</i>	

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

Roque Deherrera



Summary

Extensive public sector and private sector experience in real estate development, urban planning, regulatory assistance, and public policy. Currently working as an infill housing developer and owner of Grow Seattle, LLC.

Examples of Work

- Citywide Business Advocacy Team (CBAT) – Co-created and managed the Citywide Business Advocacy Team, a team of key staff charged with resolving permitting and policy issues for businesses. Responsible for assigning work to staff across departments, monitoring progress, and creating an annual report for the Mayor and City Council that identifies solutions to systemic permitting and regulatory issues.
- Industrial Land Use Policy – Served as staff lead to develop a new industrial lands framework that balances Seattle’s growth goals and livability needs with the business requirements of Seattle’s maritime and manufacturing sectors. Work included coordination of the 27-member Industrial Lands Advisory Panel, made up of real estate developers, the Port of Seattle, organized labor, industrial businesses, and policy-makers.
- Prologis Innovative Industrial Development – Led negotiations between OED, SDCI, King County, and Prologis to allow the Georgetown Crossroads project, a 3-story urban industrial facility, the first-of-its-kind in the United States, including 589,000 SF and more than 850 direct jobs.
- Amazon Headquarters – Managed a multi-department team of high-level city employees to quickly address permitting and construction issues associated with Amazon’s original 1.8 million SF headquarters in South Lake Union.
- Ombudsman – Served as Ombudsman to former DCLU Director Diane Sugimura, responsible for vetting and resolving complaints from customers and elected officials regarding staff performance and decision-making.
- Land Use Code Simplification Team – Led a team of Land Use Planners charged with simplifying the Seattle Land Use Code. As part of this work, acted as a liaison between DCLU’s Code Development and Land Use Divisions.

Employment History

Grow Seattle, LLC

May 2019 – Present

Owner and Real Estate Developer

- Develops and maintains relationships with Real Estate Brokers, Architects, Engineers, City of Seattle employees, and others in support of acquiring property, designing infill housing projects, securing land entitlements, and selling new and rehabbed residences.
- Responsible for managing a portfolio of approximately 40 real estate development deals at various stages of feasibility, design, permitting, and construction.
- Responsible for analyzing approximately 25 properties per week to determine permitting strategy, number of possible residential units, cost to develop, and purchase price.

City of Seattle – Office of Economic Development
Acting Director of Entrepreneurship and Industry

October 2018 – April 2019

- Managed OED's Entrepreneurship and Industry Team, was responsible for policies, programs, and services that support Seattle's key industry sectors: Restaurant and Hospitality, Maritime and Manufacturing, Life Science and Biotechnology, Start-Up and Information Technology, and Green Business.
- Partnered with Port of Seattle, Seattle Metropolitan Chamber of Commerce, Greater Seattle Partners, and WA State Department of Commerce to retain and attract business to Seattle and the Puget Sound Region.

City of Seattle – Office of Economic Development
Business Advocate

October 2007 – April 2019

- Made recommendations to OED's Director, the Mayor, and City Council on policy and regulatory issues that impact businesses and key industry sectors.
- Supported OED's business attraction and retention efforts, provided direct assistance to individual business in support of business and job growth, including navigating government, political strategy, and permitting assistance. Businesses assisted included Prologis, Brooks Sports, PATH, Amgen, Vigor Industrial, Vulcan Inc., Darigold, Dunn Lumber, Ride the Ducks, Nordstrom, and Crocodile Café.

City of Seattle – Department of Planning and Development
Senior Land Use Planner

December 1998 – October 2007

- Shaped urban development policy and regulations by undertaking original research and analysis, with emphasis on general zoning, neighborhood planning and housing. Examples of this work include surveys and research regarding residential open space regulations, research and policy development related to telecommunications regulations, and a rezone approval and Land Use Code changes for Seattle's South Lake Union neighborhood.
- Analyzed and reviewed a wide variety of development projects to ensure compliance with the Seattle Land Use Code, State Environmental Policy Act (SEPA), Environmentally Critical Areas Ordinance, and other City and State regulations. Prepared written analyses and decisions to grant or deny development entitlements/permits.

Education and Awards

- 2018 Seattle Maritime Industry Public Official of the Year
- University of Washington, Commercial Real Estate Certificate Program
- Graduate - City Leadership Institute
- University of Washington, Bachelor of Arts Degree, Community and Environmental Planning
- Associate in Arts Degree, North Seattle Community College

Special Skills

- Expert knowledge of a variety of City of Seattle codes and policies
- Proven ability to work well in intense political environments
- Excellent written and oral communication
- Excellent interpersonal skills
- Creative and adaptable problem solver
- Working knowledge of AutoCAD

Seattle Planning Commission

JANUARY 2021

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Legislation Text

File #: Appt 01794, **Version:** 1

Appointment of Matt Hutchins as member, Seattle Planning Commission, for a term to April 15, 2023.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Matt Hutchins</i>		
Board/Commission Name: <i>Seattle Planning Commission</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: <i>Fill in appointing authority</i>	Term of Position: * 4/16/2020 to 4/15/2023 <input type="checkbox"/> <i>Serving remaining term of a vacant position</i>	
Residential Neighborhood: <i>West Seattle</i>	Zip Code: <i>98116</i>	Contact Phone No.: [REDACTED]
Background: Mr. Hutchins is an architect and Principal at CAST architecture (Council appointment). He works on a wide range of new infill development, such as small apartment buildings, co-housing, backyard cottages, and cottage developments, as well as affordable housing for the Methow Housing Trust and the Housing Authority of Okanogan County. He is an active volunteer in the community, having co-founded the grassroots organization More Options for Accessory Residences (MOAR), serving on Southwest Design Review Board, as well as Co-Chairing the AIA Seattle Housing Task Force and on the AIA Seattle Public Policy Board. Matt is especially committed to illuminating land use policy's real-world effects and impacts.		
Authorizing Signature (original signature): <i>Dan Strauss</i> Date Signed (appointed): 1/26/21	Appointing Signatory: <i>Councilmember Dan Strauss – District 6</i> <i>Land Use and Neighborhoods (LUN) Committee Chair</i>	

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MATT HUTCHINS, AIA
Principal, CAST architecture

Matt co-founded CAST architecture and has practiced in Seattle for more than two decades. Matt's strengths lie in leading creative collaborations with clients, consultants, contractors and the community. He has an extensive track record managing complex processes with multiple interested agencies, working successfully to build consensus.

Matt has been deeply engaged in the public discourse around housing affordability in Seattle, advocating for affordable housing, infill development and accessory dwelling units. He was recently named one of Seattle's Most Influential People by Seattle Magazine for his work in passing Seattle's ADU reform, the nation's most progressive regulation on the housing type. Recent advocacy and leadership includes:

- MOAR (More Options for Accessory Residences), Co-Founder 2017. Led a grassroots group of citizens to successfully reform Seattle's ADU code in 2019
- AIA Seattle
 - Housing Task Force, Co-Chair 2018-present
 - Residential Design Forum, 2018-19
 - Public Policy Board, 2019-present
 - ADU Fair, Organizing Committee 2019-present
- City Council Candidates' Forum on Housing and Homelessness, Moderator 2019
- City of Seattle Southwest Design Review Board 2018-present
- Admiral Neighborhood Association, Neighborhood Plan Steward, 2018-2019

EDUCATION

Arizona State University
Master of Architecture with Distinction

University of Colorado
Bachelor of Environmental Design with Honors

REGISTRATION

Registered Architect
Washington, 2009

SELECTED PROJECTS:

Houses + Cottages

Steelaway Cottage

Widner Cottage

Crow's Nest Cottage

Ho Residence

Eco-Artist CLT House

Affordable Housing

Methow Housing Trust-Canyon Street and McKinney Ridge

Infill Housing

2322 Apartments

Carol Apartments

Jansen Court Apartments

Greenlake Apartments

Public + Institutional

Refugee Women's Alliance Early Learning Center

Rainier Beach Urban Farm Classroom

Alki Statue of Liberty Plaza

AWARDS + PUBLICATIONS

- One of the *Most Influential People of 2019*, Seattle Magazine, November 2019
- Northwest Eco-Building Guild Green Building Slam Award for *How Green Zoning Can Fight Climate Change 2019*
- *Green Zoning: Accelerating Smart Growth in Single Family Zones*. North American Passive House Network 2019 Policy Guide.
- Ho Residence, '150 Best of the Best House Ideas', by Francesc Zamora Mola
- Small House of the Year, Fine Homebuilding Magazine, 2011.
- *New Edge/New Blood*. AIA Seattle's exhibit of most innovative local firms 2010

RECENT PUBLIC PRESENTATIONS

Envisioning Seattle's Residential Small Lot Zoning Future. Recurring seminar, delivered 15 times to hundreds of planners, policy makers, architects and everyday citizens. 2017 - present

How Green Zoning Can Fight Climate Change. Presenter at Northwest Eco-Building Guild Green Building Summit, Seattle 2019

Green Zoning: Doubling Density in Residential Small Lot Zoning. Presenter at AIA Seattle Housing Design Conference, Seattle June 2019

Green Zoning-Doubling Density in RSL. BuiltGreen Conference, Lynnwood, 2019

Seattle Metropolitan Chamber of Commerce Executive Speaker Series: Architecture and Design in a Growing City, Panelist. October 2019

The Missing Middle - Reconsidering Small Housing Types from the Past Panelist, Kenmore, WA October 2019

ADUs, A Path to Affordable Housing? AIA 2020, Los Angeles May 2020

Seattle Planning Commission

JANUARY 2021

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6	F	2	10.	Member	Alanna Peterson	4/16/20	4/15/23	1	Mayor
3	M	3	11.	Member	Julio Sanchez	4/16/18	4/15/21	1	City Council
9	F	5	12.	Member	Rose Lew Tsai-Le Whitson	4/16/18	4/15/21	1	Mayor
6	M	4	13.	Member	David Goldberg	4/16/18	4/15/21	1	City Council
2	F	7	14.	Member	Patience Manzezulu Malaba	4/16/18	4/15/21	1	Mayor
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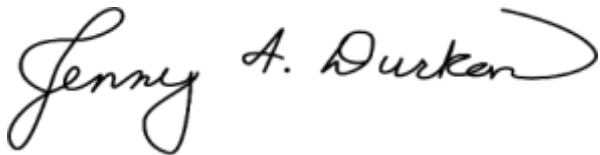
File #: Appt 01795, **Version:** 1

Appointment of Radhika Nair as member, Seattle Planning Commission, for a term to April 15, 2023.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Radhika Nair</i>		
Board/Commission Name: <i>Seattle Planning Commission</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 checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>	Term of Position: * 4/16/2020 to 4/15/2023 <input checked="" type="checkbox"/> <i>Serving remaining term of a vacant position</i>	
Residential Neighborhood: <i>Wedgewood</i>	Zip Code: <i>98115</i>	Contact Phone No.: [REDACTED]
Background: Ms. Nair has worked as an urban planner and designer in the Puget Sound region since 2007, for the cities of Seattle and Bellevue, and for local consulting firms. She currently leads a variety of land use and community planning projects including subarea plans, economic development plans and community needs assessments for public sector clients across the region. Her focus within planning is to use her interdisciplinary background and skills in policy development, community engagement, and systems analysis to create equitable community solutions. As a Senior Planner for the City of Seattle she worked on several complex planning projects that integrated community planning with urban design considerations. These projects included the Duwamish Industrial Lands Study, development of a new Urban Design Element for the Comprehensive Plan and the University District Urban Design Framework. In addition, Radhika served on the Seattle Planning Commission for a year in 2011 prior to joining the City as staff.		
Authorizing Signature (original signature):  Date Signed (appointed): 1/13/2021	Appointing Signatory: <i>Mayor Jenny Durkan</i>	

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

Radhika Nair

Experience

Senior Associate, BERK Consulting (2017-Present)

Manage large, complex projects, budgets and contracts; lead analytical efforts and project workstreams; collaborate across teams to enable high-quality work; shape and wrote reports; present findings to clients and other interested groups; participated in business development and recruiting.

Key projects include:

- City of Puyallup Downtown Economic Development Strategy
- Washington State Department of Commerce Statewide Farmworker Housing Needs Assessment
- Lummi Nation Community Vision and Strategic Action Plan
- City of Bremerton Eastside Employment Center Subarea Plan and Planned Action EIS
- City of Lynnwood Housing Action Plan

Senior Planner, Community Attributes (2014-2017)

Managed projects, budgets and contracts; performed research and analysis, and developed recommendations.

Key projects include:

- Global Libraries Atlas, Bill and Melinda Gates Foundation: Led strategy development, identified pathways and interventions needed for success, led engagement with grantees and partners in twelve countries to synthesize insights from a broad spectrum of voices, assess need for change and establish local connections and champions for effective operationalization
- Industrial Lands Analysis, PSRC: Evaluated existing supply and economic significance of industrial lands in the four-county region and recommended land use management and planning strategies to accommodate future growth in the industrial sector.

Senior Planner, City of Seattle Department of Planning & Development (2011-2013)

Recommended policy options, worked with public to address planning issues and opportunities around land use, transportation, open space and housing; developed regulatory tools to implement recommendations.

Key projects include:

- University District Area Planning: Engaged community through complex stakeholder committee process, integrated station-area land use planning with planning around walkability, youth homelessness and public safety.

Assistant Planner, City of Bellevue (2007-2010)

Performed variety of analytic tasks related to long-range Planning

Education

2005-2007, Harvard University Graduate School of Design
Master of Urban Planning

1997-2002, Kerala University College of Engineering
Bachelor of Architecture

**Other
Experience**

Seattle Public Schools Racial Equity Advisory Group, 2020
Leadership Tomorrow, 2017
Architect, Habitat Technology Group, 2002-2004

References

References are available on request.

Seattle Planning Commission

JANUARY 2021

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6	M	4	13.	Member	David Goldberg	4/16/18	4/15/21	1	City Council
2	F	7	14.	Member	Patience Manzezulu Malaba	4/16/18	4/15/21	1	Mayor
6	M	4	15.	Member	Rick Mohler	4/16/18	4/15/21	1	Commission
2	M	5	16.	Get Engaged	Kelabe Tewolde	9/1/20	8/31/21	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART

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

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.



Legislation Text

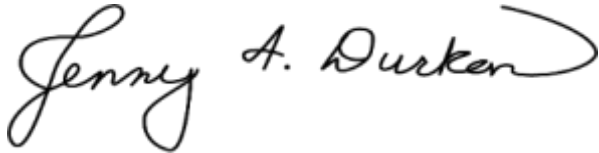
File #: Appt 01796, **Version:** 1

Appointment of Alanna Peterson as member, Seattle Planning Commission, for a term to April 15, 2023.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Alanna Peterson</i>		
Board/Commission Name: <i>Seattle Planning Commission</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 checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>	Term of Position: * 4/16/2020 to 4/15/2023 <input type="checkbox"/> <i>Serving remaining term of a vacant position</i>	
Residential Neighborhood: <i>Lakewood</i>	Zip Code: <i>98118</i>	Contact Phone No.: [REDACTED]
Background: Ms. Peterson is an attorney serving public and nonprofit clients, often on issues related to land use, planning, and environmental review. She has particular expertise navigating the state and local frameworks regulating growth, including the State Environmental Policy Act, the Growth Management Act, and local ordinances and comprehensive plans. Her work also lends her a deeper understanding of the real-world impact these legal frameworks have on public entities, communities, and people. Alanna advocates for equitable and inclusive policies and programs both at her firm and with her clients. She has a robust pro bono practice focused on social justice issues, including contributing hundreds of pro bono hours to representing both individuals and nonprofits in legal challenges to national immigration policies.		
Authorizing Signature (original signature):  Date Signed (appointed): 1/13/2021		Appointing Signatory: <i>Mayor Jenny Durkan</i>

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

ALANNA PETERSON

EXPERIENCE

PACIFICA LAW GROUP LLP

Seattle, WA

Associate, Litigation

Jan. 2016-Present

Litigate cases in appellate and trial courts, including matters involving constitutional issues, municipal law, and environmental and land use law. Advise public and nonprofit clients on land use and planning matters. Counsel public and nonprofit clients on matters involving the electoral and political process, including drafting initiatives and defending ballot title challenges. Provide over 150 hours of pro bono legal work annually, including drafting amicus briefs in state and federal courts on issues related to environmental, reproductive, and immigrant justice. Plan and implement firm-wide community service events. Selected to the Washington Rising Stars List for 2018-20, a peer-nominated honor awarded to no more than 2.5 percent of lawyers in Washington.

K&L GATES LLP

Seattle, WA

Associate, Commercial Disputes

Jan. 2014-Dec. 2015

Counsel clients on matters involving such diverse areas as constitutional law, agency regulation, intellectual property, taxation, real property law, contract disputes, and environmental and land use law. Serve a wide variety of clients, including large and small private companies and public sector clients such as school districts, ports, and municipalities. Advise clients on statutory and regulatory issues, including land use approvals, environmental impact reviews, and zoning and planning matters. Provide over 100 hours of pro bono legal work annually.

RELEVANT LEADERSHIP AND SERVICE

LEADERSHIP TOMORROW

Seattle, WA

Class of 2020, Member

April 2016-Present

Participate in intensive, ten-month civic leadership development program with cohort of leaders from the private, public, and nonprofit sectors, with a pointed focus on connecting and collaborating across differences and deepening individual and collective understanding of racial inequity in our region.

WASHINGTON RECREATION AND CONSERVATION OFFICE

Seattle, WA

Land and Water Conservation Fund Advisory Committee

April 2016-Present

Evaluate and recommend to the Recreation and Conservation Office state-sponsored projects to preserve irreplaceable natural areas and foster opportunities for meaningful outdoor recreation for citizens of all ages, abilities, and backgrounds. Review projects for eligibility for the LWCF Outdoor Recreation Legacy Partnership program, which funds the acquisition or development of public lands for underserved communities in large urban areas, particularly communities where there are significant populations of people who are economically disadvantaged, minorities, or youth.

FORTERRA

Seattle, WA

Regional Leadership Council, Central Sound

Jan. 2016-Present

Provide advice to Washington's largest land conservation and stewardship organization on its long-term policies and objectives. Contribute to development of opinion poll to gauge millennials' perspectives on environmental issues. Develop a program to engage millennials in Forterra's mission and conservation projects, including planning and executing community outreach events.

WASHINGTON TRUST FOR HISTORIC PRESERVATION

Seattle, WA

Board Member, Past Vice President

January 2017-Present

Serve on the board of directors of Washington's statewide heritage organization, including serving on the Executive Committee and Strategic Planning Committees. Participate in planning Youth Heritage Project, a National Park Service-sponsored free summer program for high school students.

KING COUNTY

Seattle, WA

Land Conservation Advisory Group

July 2016-December 2017

Serve on advisory group with diverse stakeholders, including representatives of cities and the business, land conservation, and environmental communities, to develop comprehensive report and recommendations to implement King County's

Land Conservation Initiative, which aims to secure 66,000 acres of high-value conservation lands within a generation, including farmland, forests, natural areas, trails, and urban green space.

EDUCATION

UNIVERSITY OF WASHINGTON SCHOOL OF LAW

Seattle, WA

Juris Doctor

2013

Philip J. Weiss Endowed Scholarship Recipient. Research assistant to Professors Elizabeth Porter and Sara Ainsworth. Served on Executive Board of Moot Court Honor Board. Advocated for revised UW campus sexual assault policies. Legal extern for Judge Steven C. Gonzalez, King County Superior Court, and the Hon. Richard C. Tallman, U.S. Court of Appeals for the Ninth Circuit.

UNIVERSITY OF SOUTHERN CALIFORNIA

Los Angeles, CA

Bachelor of Arts in English Literature and Gender Studies, cum laude

2010

Designated USC Renaissance Scholar for demonstrated academic success in disparate fields. Awarded NW Alumni Club, ISPC, and Jessie Ingram Endowed Scholarships and inducted into Order of Omega Honor Society. Research assistant for USC-Huntington Early Modern Studies Institute, including editing Encyclopedia of Native American History. Elected to Women's Student Assembly Executive Board. Selected by professors to serve on the Gender Studies Advisory Board.

Seattle Planning Commission

JANUARY 2021

16 Members: Pursuant to SMC 3.6, all members subject to City Council confirmation, 3-year terms (except for position 16 which serves a one-year term and is a Get Engaged member):

- 7 City Council-appointed
- 8 Mayor-appointed
- 1 Other Appointing Authority-appointed (specify): Planning Commission

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	F	3	1.	Member	McCaela Daffern	4/16/19	4/15/22	1	City Council
3	F	2	2.	Member	Dhyana Quintanar Solares	4/16/19	4/15/22	1	Mayor
6	F	2	3.	Member	Lauren Squires	4/16/19	4/15/22	1	City Council
6	F	7	4.	Member	Katherine Idziorek	4/16/19	4/15/22	1	Mayor
7	F	5	5.	Member	Jamie Stroble	4/16/19	4/15/22	1	City Council
6	M	5	6.	Member	Mark Braseth	4/16/20	4/15/23	1	Mayor
9	M	6	7.	Member	Roque Deherrera	4/16/20	4/15/23	1	City Council
1	F	5	8.	Member	Radhika Nair	4/16/20	4/15/23	1	Mayor
6	M	1	9.	Member	Matt Hutchins	4/16/20	4/15/23	1	City Council
6	F	2	10.	Member	Alanna Peterson	4/16/20	4/15/23	1	Mayor
3	M	3	11.	Member	Julio Sanchez	4/16/18	4/15/21	1	City Council
9	F	5	12.	Member	Rose Lew Tsai-Le Whitson	4/16/18	4/15/21	1	Mayor
6	M	4	13.	Member	David Goldberg	4/16/18	4/15/21	1	City Council
2	F	7	14.	Member	Patience Manzezulu Malaba	4/16/18	4/15/21	1	Mayor
6	M	4	15.	Member	Rick Mohler	4/16/18	4/15/21	1	Commission
2	M	5	16.	Get Engaged	Kelabe Tewolde	9/1/20	8/31/21	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART

					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
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Mayor	2	6			1	2	1			3			1
Council	4	3					1			4	1		1
Other	1									1			
Total	7	9			1	2	2			8	1		2

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Legislation Text

File #: CB 119998, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE authorizing the Director of the Seattle Department of Transportation to execute a Transit Service Funding Agreement with King County Metro Transit in order to implement Proposition 1 as approved by Seattle voters in the 2020 General Election; and ratifying and confirming certain prior acts. WHEREAS, on July 27, 2020, by Ordinance 126115, the City placed Proposition 1 on the November 3, 2020

ballot authorizing a 0.15 percent sales and use tax through April 1, 2027 as a replacement for the Seattle Transportation Benefit District measure that passed in 2014 and expired on December 31, 2020; and

WHEREAS, on November 3, 2020, City of Seattle Proposition 1 was approved by a majority of qualified Seattle electors; and

WHEREAS, on December 7, 2020, the City Council passed Ordinance 126250 to impose the revenue measure authorized by approval of Proposition 1; and

WHEREAS, The City of Seattle intends to implement Proposition 1, as defined in Ordinance 126115, including purchase of King County Metro Transit services with over 65 percent of stops within Seattle; transit access for low-income residents, workers, seniors, and youth; transit infrastructure maintenance and capital improvements; and emerging mobility needs related to COVID-19 response and recovery, and closure of the West Seattle High Bridge; and

WHEREAS, The City of Seattle will begin ramping up the transit service elements of these Proposition 1 programs by purchasing more than 190,000 annual transit service hours from Metro Transit, beginning March 20, 2021; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Seattle Department of Transportation (SDOT) Director is hereby authorized and directed to execute on behalf of The City of Seattle an interlocal agreement with King County, in the form negotiated and accepted by the Director, consistent with the key terms in the version attached to this ordinance as Attachment A.

Section 2. SDOT will report to the Council's Transportation and Utilities Committee, or its successor committee, on all future service change proposals contemplated under section 2.7 of the interlocal agreement. SDOT will report the initial service change proposal at the same time such a proposal is submitted to King County Metro and will report on King County Metro's subsequent acceptance or revisions to the proposal.

Section 3. Any act consistent with the authority of this ordinance taken after its passage and 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 _____ day of _____, 2021, and signed by me in open session in authentication of its passage this _____ day of _____, 2021.

President _____ of the City Council

Approved / returned unsigned / vetoed this _____ day of _____, 2021.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2021.

Monica Martinez Simmons, City Clerk

(Seal)

Attachments:

Attachment A - Transit Service Funding Agreement by and Between King County and The City of Seattle

**TRANSIT SERVICE FUNDING AGREEMENT
BY AND BETWEEN
KING COUNTY
AND
THE CITY OF SEATTLE**

THIS TRANSIT SERVICE FUNDING AGREEMENT ("Agreement") is made by and between King County, a political subdivision of the State of Washington and home rule charter county with broad powers to provide public transportation within the County's geographic boundaries, by and through the King County Metro Transit Department ("County" or "Metro Transit") and the City of Seattle, a Washington municipal corporation, by and through the Seattle Department of Transportation ("City" or "SDOT") both of which entities may be referred to hereinafter individually as "Party" or collectively as the "Parties."

RECITALS

- A. As a result of a voter-approval of the 2020 Proposition 1 transit funding measure, authorizing a 0.15% sales and use tax increase for six (6) years, the City has identified additional funds that can be used to purchase service hours from the County according to the two priorities of centering equity and ensuring transit works for those who need it most; and the City and County have successfully partnered through multiple agreements, including the 2008 Transit Service Speed and Reliability Partnership Agreement and 2014 Transit Service Funding Agreement, to meet the demands of Seattle's rapid growth and increasing demand for frequent, all-day, 7-day per week transit service.
- B. The City has identified specific routes and times where it desires service hours to be retained or increased to attain transit service goals in the Seattle Transit Master Plan ("Transit Master Plan").
- C. Strategies 3.1.1 and 6.3.1 of the King County Metro Transit Strategic Plan for Public Transportation 2011-2021 ("Strategic Plan") identify partnerships with local jurisdictions and businesses as a potential source of the revenue necessary to provide transit service in support of economic recovery and sustainability.
- D. The King County Metro Mobility Framework identifies guiding principles for how Metro Transit and partners can achieve a regional mobility system that is innovative, integrated, equitable, and sustainable, including:
 - 1. Invest where needs are greatest
 - 2. Innovate equitably and sustainably
 - 3. Encourage dense, affordable housing in urban areas near transit
 - 4. Improve access to mobility
 - 5. Provide fast, reliable, integrated mobility services
 - 6. Align investments with equity, sustainability, and financial responsibility; and

- E. The County and City will work together to deliver City-purchased transit service that meets the following goals of the City’s voter-approved transit funding program:
1. Provide safe and efficient transit for all Seattleites, particularly our essential workers fighting against this global pandemic;
 2. Preserve a robust, connected transit system in Seattle that centers equity by ensuring access no matter the time of day or where you live;
 3. Make transit investments in underserved areas and address acute mobility needs in areas like West Seattle;
 4. Invest in ORCA Opportunity for students and Low-Income Access programs; and
 5. Ensure continuity of critical transit services and transportation investments despite financial restrictions caused by I-976 and COVID-19.

NOW, THEREFORE, IN CONSIDERATION OF THE MUTUAL PROMISES, COVENANTS AND AGREEMENTS SET FORTH HEREIN, AND FOR OTHER GOOD AND VALUABLE CONSIDERATION, THE RECEIPT AND SUFFICIENCY OF WHICH ARE HEREBY ACKNOWLEDGED BY THE PARTIES, THE PARTIES HEREBY AGREE AS FOLLOWS:

1. PURPOSE OF AGREEMENT

The purpose of this Agreement is to set forth the terms and conditions under which the County will operate City-funded transit service. This Agreement incorporates Exhibits A and B, attached hereto, as if fully set forth in this Agreement.

2. COUNTY’S RESPONSIBILITIES

- 2.1 The County will provide transit service in accordance with the service identified in Exhibit A, pursuant to which the City will pay the fully allocated cost of the service hours as defined in Section 5 of this Agreement. During the duration of this Agreement, the County acknowledges that the City may enter into regional partnership agreements with other entities to purchase additional transit service from the County. The Parties agree that transit service to be provided under this Agreement and any regional partnership agreements will be consistent with the King County Metro Transit Service Guidelines ("Service Guidelines") as may be updated from time to time by Metro Transit, and/or the City’s Transit Master Plan as may be updated from time to time by the City. Metro Transit will adhere to KCC Section 28.94.020, which requires Metropolitan King County Council (“County Council”) approval of major service changes.
- 2.2 The County will manage the service in accordance with all applicable laws, labor agreements, administrative rules, and internal procedures including, but not limited to, those related to managing daily operations and workforce to deliver service, and as may be further specified in this Agreement. The Parties understand and agree that the transit service referenced herein will be open to the general public.

- 2.3 The County will include the transit service provided for under this Agreement in its ongoing and annual route performance monitoring, consistent with Metro Transit's Strategic Plan and Service Guidelines.
- 2.4 In addition to Section 2.3, the County will compile the following service data for routes serving Seattle, including routes on which the City is purchasing service:
- a. Revenue hours;
 - b. Platform hours;
 - c. Average boardings by trip;
 - d. Load factors by trip, including minimum of maximum, average of maximum, and maximum of maximum;
 - e. Capacity information, including crowding thresholds and seats by typical coach type
 - f. Annualized platform and revenue hours by trip; and
 - g. Trip start and end times.

This data will be reported to the City at least annually, and in the same format for which it is compiled for the County's service planning needs, or otherwise already reported to the City pursuant to the prior existing transit service funding agreement. Upon request by the City, the County will make a reasonable effort to provide route travel time data for routes on which the City is purchasing service, and service data for routes not directly serving Seattle as defined in items (a.) through (g.) above.

2.5 Service Management

- 2.5.1 While both Parties acknowledge that the County does not have authority to direct City investments, the County retains responsibility for scheduling, managing and operating the service funded by the City under this Agreement. The County will:
- a. For fixed-route, scheduled service, include specific identification of those services that are being funded by the City in printed and electronic schedule information; and
 - b. Notify the City's representative (as listed in Section 19 of this Agreement) in writing of:
 1. Any major changes to City-funded services (notification within ninety (90) days);
 2. Incidents of extended (five (5) days or more) non-operation of City-funded services (notification within forty-eight (48) hours);
 3. Occurrence of major accidents or incidents on City-funded services involving multiple injuries, fatalities or extensive physical damage (notification within twenty-four (24) hours); and
 4. Planned changes in fare policies or levels (notification within ninety (90) days).
- 2.5.2 The service hours for each route specified in Exhibit A are estimates only. The County will use these estimates to invoice the City for City-funded transit service provided, and the City will pay for service hours in accordance with Sections 5 and 6.1 of this

Agreement. Any major changes to the service hours purchased by the City for the routes in Exhibit A shall be subject to the City's consent and approval by the County Council consistent with KCC Section 28.94.020 as now codified or hereafter amended, which requires the County Council approval of major service changes. For purposes of this Agreement, "major changes" are:

- a. any change to a service schedule that affects the established weekly service hours for a route by more than 25%; or
- b. any change in route location that moves the location of any route stop by more than one half mile.

2.6 Investment Data Tracking

The County will provide the following service data for routes on which the City is purchasing service:

- a. Route
- b. Identification of associated, through-routed, or co-scheduled routes
- c. Platform hours funded by STBD, by day & period, with periods defined as: Peak (6 a.m. – 9 a.m.); Midday (9 a.m. – 3 p.m.); PM Peak (3 p.m. – 6 p.m.); Evening (6 p.m. – 12 midnight.); and Night (12 midnight – 6 a.m.)
- d. Service change start (and end, if relevant)
- e. Estimate of trips funded by period
- f. Supplantation eligibility

The City and County will jointly identify and maintain a shared tracking document or system for STBD investments. Following each of Metro Transit's major service changes, this shared tracking document or system will be updated with the service information listed in this section 2.6.

2.7 Changes to Service

2.7.1 The City acknowledges that the County routinely implements transit service changes. For 2021 and subsequent years, it is expected that service change dates will be scheduled to occur in March and September. If additional service change dates are implemented by the County, the provisions of this Agreement will also apply to any additional service change(s). The Parties agree to coordinate changes to service in conjunction with the County's scheduled service change dates.

2.7.2 Metro Transit also routinely makes small, limited-scope service increases between service changes to respond to emerging conditions. These service increases are not published in route schedules. At its discretion, Metro Transit may implement small City-funded service increases between service changes if deemed operationally feasible and advisable.

2.7.3 For fixed-route service changes not requiring County Council approval, the City agrees to initiate a coordinated working process with the County to develop a list of service

investments two hundred (200) days prior to the applicable service change date. Initiation of this work process will include presentation of an initial list of potential investments developed by the City, and joint development of a process timeline and scope of work by the City and County. The County and City will work to refine the City's proposal with the County confirming a final list of investments with final hours estimates and supplementary information provided in the tracking document referenced above no later than one hundred seventy (170) days prior to the applicable scheduled service change date. After one hundred seventy (170) days and before one hundred thirty-five (135) days in advance of the applicable service change date, any already-identified draft investments should be finalized (if needed), and any new investments or substantive changes to the investment package are at Metro Transit's discretion. Neither Party may make any changes to the list of investments within one hundred thirty-five (135) days of the applicable service change date.

- 2.7.4 For fixed-route service changes that require County Council approval, an additional one hundred thirty (130) days should be added to the milestones set forth in Section 2.7.3. If extraordinary circumstances arise after the three hundred (300)-day milestone that results in the need for changes that may require County Council approval, Metro Transit and SDOT will work together to identify a mutually agreeable course of action.
- 2.7.5 If Metro Transit proposes to restructure or make changes to multiple routes along a corridor or within an area so as to reduce or eliminate any existing City-funded transit service in a manner not already captured under paragraphs 2.7.1 through 2.7.4, the Parties will work together to identify replacement investments on the resulting service network. Metro Transit may exercise its discretion to consider a service restructure for a variety of reasons including, but not limited to, Sound Transit or Metro Transit investments, existence of corridors above or below All-Day and Peak network frequency (as reported in the annual Service Guidelines Report), services that compete for the same riders, a mismatch between service and ridership, major transportation network changes, and major development or land use changes. Metro Transit will restructure service in a manner consistent with the service design criteria found in its Service Guidelines.
- 2.7.6 If Metro Transit proposes new or substantially revised Service Guidelines, Metro Transit will consult and collaborate with the City, along with other County jurisdictions through the Regional Transit Committee (RTC) process on the changes. To the extent that new or revised Service Guidelines affect City-funded service, the Parties will meet before those changes go into effect and negotiate resulting changes to this Agreement through an amendment as described in Section 10 of this Agreement.
- 2.7.7 If, in the County's determination, the City proposes a significant change or restructure to a route or corridor, such as (by way of example only) the 2016 City service investment that separated the RapidRide C and D lines, then the City will, if requested by the County, participate in an interagency team to evaluate and/or plan for the proposed change. Prior to committing resources to such an effort, the Parties will negotiate team composition and allocation of additional costs related to planning and implementation of such changes or restructuring. If the Parties agree on the service and capital investment needed to achieve

the service changes or restructuring, then the interagency team will be responsible to analyze and develop an implementation plan to address service pathways, facilities, buses, terminals, equipment, and any other relevant issues and support needs.

2.7.8 The Parties agree that any change to City-funded transit service to be implemented at a subsequent scheduled service change date shall be memorialized in an amendment to this Agreement, which shall be a new subpart of Exhibit A and will set forth the service description and annualized hours for that service change date (for example, modifications to the Service Description and Annualized Hours for the March 2021 service change shall be memorialized in a new Exhibit A). Except as provided in Section 2.5, the Metro Transit's General Manager ("General Manager") and SDOT's Director ("Director") are authorized to execute such amendments without additional approval by the County Council or the City Council.

2.8 Customer Marketing and Communications

For the transit service specified in this Agreement, the County will continue to follow its standard procedures for developing and distributing full service marketing and communications information such as press releases and service change notifications, to the public through its existing tools and activities. The County will provide the City with the opportunity for advance review of marketing and mass communications materials related to services provided under this Agreement. If the City determines there is an additional communication need related to its contracted service, then the City will coordinate that effort with the County through the County's transit communications and marketing staff.

3. CITY'S RESPONSIBILITIES

- 3.1 **Service Funding.** The City will pay, based on invoices from the County, the fully allocated cost of the service and fleet costs as defined in Section 5 and consistent with Exhibits A and B as may be amended from time to time as provided in this Agreement.
- 3.2 **Operating Enhancements.** The City agrees to pay for any operating enhancements that support more efficient operations of City-funded transit service beyond that which the County normally provides, such as enhanced fare enforcement or transit lane enforcement. The addition of such operating enhancements shall be addressed in accordance with Section 10.
- 3.3 **City Transit Reserves.** The maintenance and use of any reserve funds created or maintained by the City shall be solely within the City's control and are not subject to the County's reserve policies. However, pursuant to Section 11.5, the City will endeavor to maintain reserves adequate to avoid cutting more than 100,000 service hours per service change period as the County ramps down City-funded service for early termination or expiration of this Agreement.
- 3.4 **Terminal Facilities.** The City will make every effort to ensure adequate terminal facilities are available within the City limits to support City-funded transit service. The City acknowledges Metro Transit's ability to operate or to provide additional service frequency may be dependent on availability of adequate terminal facilities. Any dispute regarding the adequacy of any particular

terminal facilities shall be resolved using the dispute resolution process set forth in Section 13 of this Agreement.

4. AGREEMENT DURATION

The term of this Agreement shall commence upon full execution of this Agreement by the Parties. Services will begin as specified in Exhibits A-1 and A-2. This Agreement shall remain in effect until December 31, 2027, unless extended or earlier terminated pursuant to the terms of this Agreement. If the City desires to continue the Agreement beyond the initial term, the City will provide the County with written notice one hundred eighty (180) days prior to the expiration date of the Agreement. The General Manager and the Director are authorized to extend this Agreement for up to an additional twelve (12) months without additional approval by the County Council or the City Council.

5. SERVICE COSTS/REVENUES

5.1 Compensation

5.1.1 This Section describes how the City will compensate the County for operating the City-funded transit service. The City will reimburse the County for all Operating Expenses and Fleet Costs in excess of the Farebox Revenue, as these terms are defined in Sections 5.2, 5.3 and 5.4, respectively.

5.1.2 The County will annually update Exhibit B to reflect the rates resulting from the Budget Process, as defined in Section 5.5, which will be used for invoicing throughout the operating year. The Closeout Reconciliation, as defined in Section 5.6, will then determine the final compensation resulting from actual operating expenses and revenue.

5.2 Operating Expense & Cost Allocation Model

5.2.1 The City will compensate the County for the fully allocated operating expense for the City-funded transit service provided by the County pursuant to this Agreement. Fully allocated operating expenses include, but are not limited to, the cost of fuel, maintenance, driver wages, service supervision, infrastructure maintenance, revenue collection, scheduling, rider information, data analysis, administrative costs and management costs, unless otherwise noted in this section.

5.2.2 For the Budget Process described in Section 5.5, the County will provide a Budget Cost Allocation Model (CAM). The CAM aggregates operating expenses into groupings of similar types, called Cost Pools, and then allocates these expenses to the modes of transportation operated by the County using Allocation Variables, which can be based on service, maintenance data, personnel counts or other methods. The Budget CAM is based on Metro Transit's adopted budget. Consistent with the rest of King County, Metro Transit is on a biennial budget cycle. Any annual budget amounts calculated pursuant to this Agreement represent an annual allotment of the adopted biennial budget for the period

under consideration. The budgeted operating cost for the planned City-funded service will be updated annually in Exhibit B.

- 5.2.3 For the Closeout Reconciliation described in Section 5.6, the County will provide an Actual CAM. Actual CAM is used to provide operating expense for National Transit Database (NTD) reporting and follows federal guidelines for reporting operating expense. Actual CAM uses actual operating data to allocate actual operating expense from the County’s financial system to the modes of transportation operated by the County. The Actual CAM determines the Operating Expense for which the City is required to reimburse the County for the actual service operated.
- 5.2.4 For purposes of this Agreement, the fully allocated operating expense does not include the AD GM GM: Metro Transit General Manager’s Office expenses Cost Pool.:

5.3 Fleet Costs

- 5.3.1 The City will compensate the County for fleet costs based on the number of buses required to operate AM and PM peak hours for the service identified in the subpart of Exhibit A in effect at the time. For purposes of this Agreement the AM peak hours are defined as 6 a.m. – 9 a.m. and the PM peak hours are defined as 3 p.m. – 6 p.m.
- 5.3.2 The County will determine the number of buses required for the City-funded transit service and the fleet cost based on the following:

AM & PM Peak Annual Hours = one (1) bus per	1,000	Annual Hours
Financing Period (Diesel/Hybrid buses)	12 Years	FTA minimum
Financing Period (Trolley buses)	15 Years	FTA minimum

- 5.3.3 Exhibit B will be updated annually to reflect the annual fleet cost per bus by type of bus. This annual cost will be based on the assumed full price of a bus for the period from the County’s budget process divided by the financing period as shown in the table above.

5.4 Farebox Revenue

- 5.4.1 The City will receive a credit towards the County's operating costs of providing the City-funded transit service based on the system-wide farebox recovery ratio (farebox revenue divided by operating cost).
- 5.4.2 For the Budget Process described in Section 5.5, the farebox recovery ratio will be based on the County’s adopted budget. The Closeout Reconciliation described in Section 5.6 will use actual system-wide farebox revenue and operating cost for the year of operation.

5.5 **Budget Process**

- 5.5.1 By October 31 of each calendar year, the County shall prepare and deliver to the City an estimate of Operating Expense, Fleet Costs, and Farebox Revenue for the planned City-funded transit service for the upcoming year based on the proposed County budget. The County will provide a preliminary Budget CAM representing the annual allocation of the County's proposed biennial budget using estimations of inputs. The City will review and provide comments to the County on the financial estimates and the CAM within ten (10) business days.
- 5.5.2 By December 15 of each calendar year, the County shall prepare and deliver to the City the Operating Expense, Fleet Costs, and Farebox Revenue for the planned City-funded transit service for the upcoming year based on the adopted County budget. The County will provide a final Budget CAM representing the annual allocation of the County's adopted biennial budget using estimations of inputs. Exhibit B will be updated annually in January, based on this Budget Process to reflect Operating Expense, Fleet Costs, and Farebox Revenue for the Invoicing and Payment Procedures detailed in Section 6.

5.6 **Closeout Reconciliation**

- 5.6.1 On an annual basis, based on the information developed annually by Metro Transit required for reporting to the NTD, the Parties will reconcile the actual City-funded hours delivered and fully allocated costs of the City-funded transit service against the invoiced amounts paid by the City.
- 5.6.2 For purposes of this Agreement the method of reconciliation will use Operating Expense as allocated for the actual City-funded transit service through the Actual CAM defined in Section 5.2.
- 5.6.3 Farebox recovery will use actual farebox revenue and operating cost for the year of operation.
- 5.6.4 Fleet costs will be based on the type of buses scheduled to provide the City-funded transit service.
- 5.6.5 By March 31 of each calendar year, the County shall prepare and deliver to the City a preliminary Closeout Reconciliation comparing what the City has paid through monthly invoices versus actual expenses and revenue collected by the County for the previous calendar year. The County will provide its CAM as detailed support.
- 5.6.7 By April 30 of each calendar year, the County shall prepare and deliver to the City a final Closeout Reconciliation comparing what the City has paid through monthly invoices versus actual expenses and revenue collected by the County for the previous calendar year. The County will provide its CAM as detailed support.

- 5.6.8 If the amount invoiced to and paid by the City for the City-funded transit service exceeds the actual costs documented in the County's financial records, the County will compensate the City for the difference pursuant to Section 5.6.10.
- 5.6.9 If the amount invoiced to and paid by the City for the City-funded transit service is less than the actual costs documented in the County's financial records, the City will compensate the County for the difference pursuant to Section 5.6.10.
- 5.6.10 The settlement of the annual reconciliation will be made by separate invoice issued prior to the end of the same year as the reconciliation. Any overcharge or underpayment of City-funded transit reconciliation for this Agreement shall be credited or paid by the responsible Party within sixty (60) days of receipt of the reconciliation invoice.
- 5.6.11 The final reconciliation after the expiration or termination of the Agreement shall take place at the next scheduled NTD report cycle described in this Section 5 and if any adjustment is necessary it shall be remitted to the appropriate Party within sixty (60) days of the reconciliation.
- 5.6.12 The provisions of this Subsection 5.6 will survive the expiration or earlier termination of the Agreement.

5.7 Periodic Review of Financial Performance

- 5.7.1 The County recognizes that operational and policy decisions can have an impact on the required reimbursement from the City for service funded through this Agreement. In committing to communicate with the City, the County's intent is to ensure that the City has sufficient information and opportunity to inform decisions on service investments.
- 5.7.2 The Parties will meet annually to review the cost and performance of the City-funded service in the previous year. The purpose of this meeting is to identify cost drivers, issues, and trends that may impact future planning. This review will take place sometime after May 1 of each year in order to allow for the Closeout Reconciliation described in Section 5.6, unless the Parties mutually agree to cancel the meeting.
- 5.7.3 Throughout the operating year, the County will provide quarterly briefings via email (or meetings if requested by the City) focused on analysis of actual vs. budgeted cost and performance for Metro Transit's enterprise operating expense, including the performance of major operating divisions supporting City-funded service, such as Bus Operations and Vehicle Maintenance.
- 5.7.4 The County will inform the City of any major changes to fare policy impacting projected revenue, including temporary suspension of fares due to public emergencies, as soon as possible in order to allow the City the opportunity to make changes in service levels to adjust for a potential reduction in farebox recovery revenue credited.

- 5.7.5 If the City determines that changes in Metro Transit’s enterprise expense or projected revenues would lead the City to reduce City-funded service then the Parties shall meet and discuss potential actions they could jointly agree to take to maintain such service or to reduce the impacts of the service reductions. Those actions could, by mutual agreement, include: service suspensions; temporary suspension or revision of the cap on total number of hours that can be reduced in one service change; or other actions that Metro Transit could take to mitigate a potential loss in service.
- 5.7.6 In the event of the need for unplanned service reductions in response to a public health or other emergency pursuant to KCC 28.94.020(B)(2)(a)¹ as now codified or hereafter amended, excluding snow emergencies, Metro Transit commits to include City staff in the process of identifying those cuts.
- 5.7.7 If, after the date the City begins to fund service under this Agreement, Metro Transit is allocated federal grant funds to support bus operations as a result of COVID-19, as with 2020 CARES Act funding, then the County will engage with the City, based on the circumstances, amount, and purpose of funds provided, to develop and implement a credit for an applicable portion of these grant funds towards the cost of bus service purchased by the City. For purposes of this Section 5, “an applicable portion of these grant funds” means the percentage of Metro Transit bus service eligible for these federal grant funds which is funded by the City under this Agreement on the date Metro Transit is allocated the funds.

5.8 Flexible Services Reimbursement

- 5.8.1 The City may choose to invest in Flexible Services, which are defined as transportation services operated by a 3rd party in contract with the County (DART, Via, Ride2, etc...). These services could include pilot programs, as well as service that has transitioned into permanent programs. The County’s budget process and adopted service plans will determine when pilot service has transitioned into permanent service. If the Parties wish to implement a pilot project operated by Metro Transit, an amendment to this Agreement shall be required. Flexible Services expense and revenue projections for invoicing will be included in Exhibit B. Flexible Services investments will be subject to the Closeout Reconciliation language in Section 5.6 and Invoice/Payment Procedures in Section 6.
- 5.8.2 Pilot Program Reimbursement: The City will reimburse the County for the direct costs of service from the contractor for the agreed upon level of service, as well as any direct costs related to service implementation and support. Incremental overhead costs will not be allocated to these direct service and support costs for pilot program reimbursement. The

¹ https://aqua.kingcounty.gov/council/clerk/code/38_Title_28.htm#_Toc468864549 “...if, in the opinion of the director, an emergency exists that requires any change to established routes, schedules or classes of service, the director may implement such a change for such a period as may be necessary in the director's judgment or until such a time as the council shall establish by ordinance otherwise. Such changes that the director intends to be permanent shall be reported in writing to the chair of the council.”

City will receive a credit towards the costs of this service based on the farebox recovery ratio of the specific funded service (not the system-wide ratio for fixed route bus service), as well as any external funding sources, such as federal, state or local grants specifically designated for this service.

- 5.8.3 Permanent Program Reimbursement: The City will reimburse the County for the fully-allocated cost of the agreed upon level of Flexible Services provided. This includes direct costs for service from the contractor, as well as any direct costs related to service implementation and support, as well as overhead costs as allocated through the CAM as described in Section 5.2. The City will receive a credit towards the costs of this service based on the farebox recovery ratio of the specific funded service (not the system-wide ratio for fixed route bus service), as well as any external funding sources, such as federal, state or local grants specifically designated for this service.

6. INVOICES/PAYMENT PROCEDURES

- 6.1 The County will submit an invoice to the City quarterly, no later than March 31, June 30, September 30, and December 31, for Metro Transit's costs to provide City-funded transit service in accordance with Exhibits A and B for each 3-month period leading up to each invoice date. These quarterly invoices will be based on the Service Description and Annualized Hours, the fully allocated operating expense, fleet costs, and farebox recovery ratios developed in the King County budget process. Quarterly invoice amounts will each reflect one-fourth of the total annual budgeted operating expense and fleet expense, less the farebox recovery.
- 6.2 The estimated fully allocated Operating Expense, Fleet Costs and Farebox Recovery ratios are provided in Exhibit B and will be updated by the County in January of each year in the form of a new subpart to Exhibit B sent to the City. The Budget Process defined in Section 5.5 will determine the updates to Exhibit B that will be used for invoicing.
- 6.3 The City shall make payment within forty-five (45) days after receipt of an invoice. Should the City fail to pay the County the amount due within forty-five (45) days of receipt of a billing invoice from the County, a late payment assessment in the form of interest shall be applied to any outstanding balance due for that invoice. The late payment assessment shall be fixed at the maximum interest rate allowable under Washington state law on the date the payment was initially due.

7. NO SUPPLANTING OF TRANSIT SERVICE

- 7.1 The Parties agree that the transit service funded by the City under this Agreement shall not supplant other service on routes partially or completely operating within the City that the County would otherwise provide in accordance with the Service Guidelines.
- 7.2 The transit service funded by the City under this Agreement will be included in Metro Transit's annual System Evaluation Report as part of its route service level and performance assessments.

The entirety of any route in which the City purchases service hours will be evaluated as a whole without separating out or otherwise distinguishing between “Seattle hours” or “King County hours.”

- 7.3 Metro Transit’s service investments, reductions, reinvestments, and restructures of bus routes will be based on Metro Transit’s policies including the annual System Evaluation Report and the Service Guidelines in effect in each year the system is evaluated. Metro Transit will be guided by the Report and its priorities, which apply systemwide. The City acknowledges that Metro Transit has the sole authority to interpret the Service Guidelines and make changes to the transit network based on implementation of the Service Guidelines.
- 7.4 At the initiation of any City-funded transit service and through at least the next evaluation period, Metro Transit will continue its current number of bus trips, not including service funded by others, on any route and in any period for which the City has purchased service hours, subject to the service change process set forth in Section 2.7 and subject also to Section 7.5. If, in accordance with Sections 2.7 and 7.3, a Service Guidelines-based evaluation identifies any of these such routes as an investment or reduction priority, Metro Transit may increase or reduce service hours on a route(s) based on that evaluation and shall notify the City of its determination. Based on that determination, or based on implementation of the City’s Transit Master Plan, the City may reduce or increase its purchase of additional service in a route(s) at any time, consistent with the service change notification provided under Section 2.7 of this Agreement. The County acknowledges that the City has the sole authority to interpret the City's Transit Master Plan and to make changes in the allocation of its City-funded transit service based on implementation of its Transit Master Plan.
- 7.5 Before any service restructure, as defined in the Service Guidelines, is implemented on routes on which the City has purchased service hours, Metro Transit will identify as a baseline the Seattle hours and King County hours invested in the affected routes prior to the implementation of the restructure. Except as provided in Section 7.4, after such a restructure, Metro Transit's net investment of King County hours will remain the same as identified in the baseline. Provided however, if a future Metro Transit budget establishes the need for system reductions, then a service restructure may result in Metro Transit’s net investment being reduced from the baseline.
- 7.6 If during the duration of this Agreement, growth in current revenues or new revenue sources enable the Metro Transit system to grow, then the City will be credited for service investments made after Metro Transit’s March 2021 service change. The City will be credited for new investments consistent with Metro Transit’s top three investment priorities (1. crowding, 2. reliability, 3. system growth) in the following manner:
- 7.6.1 Based on the annual System Evaluation, current service hours investment needs for priorities 1 to 3 will be calculated and Metro Transit will identify the percentage of total system service hours need that applies to “Seattle routes.” Seattle routes are defined as those with 65% of their stops within the city of Seattle and/or current and future RapidRide routes that serve Seattle.
- 7.6.2 Metro Transit will replace current City-funded transit service in this Agreement that is identified and prioritized as an investment need by Metro Transit’s System Evaluation, up

to the percentage of new service hours growth equal to the percentage of service hours investment need identified in 7.6.1 above that applies to Seattle routes.

7.6.3 The replacement investment that Metro Transit would make under Section 7.6.2 of this Agreement will be capped at the total number of hours the City has purchased via this Agreement that also fall within Metro Transit's top three investment priority categories. Subject to that cap, Metro Transit will replace eligible City investments in Service Guidelines priority order: 1. crowding, 2. reliability, and 3. system growth in the corridor priority identified in the most current System Evaluation. Any other Metro Transit investments would be consistent with the Service Guidelines prioritization and order of investment that the County would otherwise apply.

7.7 If during the duration of this Agreement, reduction in revenues or loss of revenue sources require the Metro Transit system to shrink, the City will be given the opportunity to fund service that would otherwise be subject to reduction according to the Service Guidelines. The City acknowledges that City of Seattle investment in a route does not protect or otherwise insulate routes from being considered for reduction in the event that Metro Transit must reduce service.

8. RECORDS AND AUDITS

8.1 Maintenance of Records. The Parties shall maintain books, records, and documents directly pertinent to performance of the work under this Agreement for a period of at least six (6) years after the expiration or earlier termination of the Agreement.

8.2 Access for Audit Purposes. For the purpose of audit and examination, to verify the County's work and invoices, to assist in negotiations for additional work, and to resolve claims and disputes, the City shall have reasonable access to and be permitted to inspect such books, records and documents that are not privileged or otherwise exempt from disclosure under applicable law in order to monitor and evaluate the service provided pursuant to this Agreement. If an audit is performed, the County will be afforded the opportunity for an audit exit conference and an opportunity to comment and submit any supporting documentation on the pertinent portions of any draft audit report and any final audit report will include written comments of reasonable length, if any, of the County.

8.3 Disclosure of Public Records. The Parties acknowledge that all non-privileged, non-exempt records arising out of or relating to this Agreement are subject to public disclosure, including but not limited to records that may result from access to records under Section 2.6.

9. INDEMNIFICATION AND LEGAL RELATIONS

9.1 No Third Parties. It is understood and agreed that this Agreement is solely for the benefit of the Parties hereto and gives no right to any other person or entity. No joint venture or partnership is formed as a result of this Agreement. No employees or agents of one Party or its contractors or subcontractors shall be deemed, or represent themselves to be, employees, agents, contractors or subcontractors of the other Party.

- 9.2 Compliance with Law. Each Party shall comply, and shall ensure that its contractors and subcontractors, if any, comply with all federal, state and local laws, regulations, and ordinances applicable to the work and services to be performed under this Agreement.
- 9.3 Indemnity.
- 9.3.1 Each Party shall protect, defend, indemnify and save harmless the other Party, its elected officials, officers, officials, employees and agents while acting within the scope of their employment or agency, from any and all costs, claims, judgments, expenses, and/or awards of damages, arising out of or in any way resulting from each Party's own negligent acts or omissions. Each Party agrees that it is fully responsible for the negligent acts and omissions of its own subcontractors, their employees and agents while acting within the scope of their employment or agency as it is for the negligent acts and omissions of its own employees and agents. Each Party agrees that its obligations under this provision extend to any claim, demand, and/or cause of action brought by or on behalf of any of its employees or agents while acting within the scope of their employment or agency. In the event any such liability arises from the concurrent negligence of the indemnifying Party and the other Party, the indemnity obligation of this section shall apply to the extent of the negligence of the indemnifying Party and its actors.
- 9.3.2 The foregoing indemnity is specifically and expressly intended to constitute a waiver of each Party's immunity under Washington's Industrial Insurance Act, RCW Title 51, as respects the other Party only, and only to the extent necessary to provide the indemnified Party with a full and complete indemnity of claims made by the indemnitor's employees. The Parties acknowledge that these provisions were specifically negotiated and agreed upon by them.
- 9.4 Remedies Cumulative. Each Party's rights and remedies in this Agreement are in addition to any other rights and remedies provided by law.
- 9.5 Choice of Law; Venue. This Agreement shall be interpreted in accordance with the laws of the State of Washington without giving effect to its conflicts of law rules or choice of law provisions. The Superior Court of King County, Washington, located in Seattle, Washington, shall have exclusive jurisdiction and venue over any legal action arising under this Agreement between the Parties.
- 9.6 The provisions of this Section 9 shall survive the expiration or earlier termination of this Agreement.
- 10. CHANGES AND MODIFICATIONS**
- 10.1 This Agreement may be amended or modified only by a prior written amendment signed by the Parties hereto. Except as otherwise provided in this Agreement, the General Manager and the Director are authorized to execute amendments that are consistent with the intent and purpose of this Agreement without additional approval by the County Council or the City Council.

- 10.2 In particular, the City may request the County to provide transit service or operating enhancements beyond the scope specifically provided for herein. Consistent with its appropriation authority, the County may provide such additional transit service or operational enhancements at its sole discretion. The cost of such additional transit service or operating enhancement will be determined by the County and memorialized in an amendment signed by the Parties as soon as practicable when any such additional transit service or operating enhancement is identified. The General Manager and the Director may also agree to reductions in City-funded service consistent with the terms of this Agreement.

11. TERMINATION OF AGREEMENT

- 11.1 Either Party may terminate this Agreement in writing if the other Party substantially fails to fulfill any or all of its obligations under this Agreement through no fault of the other; provided, however, that, insofar as practicable, the Party terminating the Agreement will give notice of intent to terminate not less than one hundred eighty (180) calendar days prior to the County's next scheduled service change date.
- 11.2 In addition to termination under Subsection 11.1 of this Agreement, either Party may terminate this Agreement for its convenience, provided that the other Party will be given notice of intent to terminate not less than one hundred eighty (180) calendar days prior to the County's next scheduled service change date.
- 11.3 Performance of any responsibilities undertaken by either Party pursuant to this Agreement is conditional upon the appropriation by their respective legislative bodies of sufficient funds. If such an appropriation is not approved by a Party's legislative body, then this Agreement shall terminate at the close of that Party's then-current appropriation period and that Party's costs associated with such termination, if any, shall not exceed the appropriation for the appropriation period in which termination occurs; provided, however that, notwithstanding any provisions herein to the contrary, a proposed termination by the City pursuant to this Section 11.3 will not become effective until the date of the next scheduled service change upon which City-funded service can be discontinued in accordance with Metro Transit's ordinary service change process. The Parties acknowledge that King County is on a biennial budgeting cycle and appropriations end on December 31st of the last year of the biennium (even-numbered calendar years), whereas the City is on an annual budgeting cycle and appropriations end on December 31st of each calendar year.
- 11.4 If either Party terminates, the City will pay the County a pro-rated amount for services performed in accordance with the Agreement to the date of termination.
- 11.5 If the City gives notice to terminate this Agreement consistent with this Section 11 or due to expiration of this Agreement, then in addition to any other applicable requirements of this Section 11, including but not limited to the one hundred eighty (180)-day notice periods in Sections 11.1 and 11.2, the City will endeavor to maintain sufficient funding and reserves available to fund service through a ramp-down period. This ramp-down period is intended to allow Metro Transit to adjust its workforce, facilities, and resources to reflect loss of City funding; and to engage with and prepare transit customers for negative impacts of reductions. Regardless of the availability of

reserves, the City may reduce direct service funding by not more than 100,000 hours per service change, for as many service changes as it would take to fully remove the City's investments. For any reductions that would require County Council approval, the ramp-down must be phased to allow this process to take place before service is removed.

12. FORCE MAJEURE

Either Party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by a cause beyond its control, including, but not limited to: Any incidence of fire, flood, earthquake or other acts of nature, including adverse winter weather; epidemic or pandemic infectious disease; civil unrest, riots, strikes, or labor actions; commandeering material, products, or facilities by the federal, state or local government; and/or national fuel shortage; and disruption of public utilities; provided that satisfactory evidence of such cause shall be timely presented to the other Party, and provided further that such non-performance is beyond the control and is not due to the fault or negligence of the Party not performing. In no event, however, shall this provision eliminate the City's obligation to make payment to the County for services performed in accordance with this Agreement.

13. DISPUTE RESOLUTION

- 13.1 In the event of any dispute concerning this Agreement, the designated Contact Persons for City of Seattle and King County, as defined in Section 19 Designated Representatives, will confer to resolve the dispute. The designated representatives will use their best efforts and exercise good faith to resolve disputes and issues arising out of or related to this Agreement.
- 13.2 In the event the designated representatives are unable to resolve the dispute, the Deputy Director or designee for SDOT and the Mobility Division Director for Metro Transit will confer and exercise good faith to resolve the dispute.
- 13.3 In the event the SDOT Deputy Director or designee and the Mobility Division Director for Metro Transit are unable to resolve the dispute, the SDOT Director and the Metro Transit General Manager will engage in good faith negotiations to resolve the dispute.
- 13.4 In the event the SDOT Director and the Metro Transit General Manager are unable to resolve the dispute, the Parties may, but are not required to, submit the matter to a mutually agreed upon non-binding mediator. The Parties will share equally in the cost of the mediator.
- 13.5 SDOT and Metro Transit may not seek relief in a court of law until and unless each of the required procedural steps is exhausted.

14. WAIVER OF DEFAULT

Waiver of any default shall not be deemed to be a waiver of any subsequent default. Waiver of breach of any provision of this Agreement shall not be deemed to be a waiver of any other or subsequent breach and

shall not be construed to be a modification of the terms of this Agreement unless stated to be such in writing, signed by authorized Parties and attached to the Agreement as an exhibit.

15. ASSIGNMENT

This Agreement shall be binding upon the Parties, their successors, and assigns; provided, however, that neither Party shall assign nor transfer in any manner any interest, obligation or benefit of this Agreement without the other's prior written consent, which consent shall not be unreasonably withheld, conditioned, or delayed.

16. HEADINGS FOR CONVENIENCE ONLY

Section titles or other headings contained in this Agreement are for convenience only and shall not be deemed part of this Agreement or be taken into consideration in the interpretation or construction of this Agreement.

17. MUTUAL NEGOTIATION AND CONSTRUCTION

This Agreement and each of the terms and provisions hereof shall be deemed to have been explicitly negotiated between, and mutually drafted by, the Parties, and the language in all parts of this Agreement shall, in all cases, be construed according to its fair meaning and not strictly for or against either Party.

18. ALL TERMS AND CONDITIONS

This Agreement merges and supersedes all prior negotiations, representations and agreements between the Parties related to the subject matter hereof, contains all the terms and conditions agreed upon by the Parties, and constitutes the entire agreement between the Parties. No other understandings, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind the Parties hereto.

19. CONTACT PERSONS; NOTICE

19.1 The County and the City shall designate a contact person for purposes of sending inquiries and notices regarding the execution and fulfillment of this Agreement. Each Party agrees to advise the other Party in writing with updates to its contact information as needed. The initial contact persons for each Party are as follows:

	City of Seattle
Contact Name	Candida Lorenzana
Department	Seattle Department of Transportation –
Title	Transit & Mobility Division Director
Address	PO Box 34996 Seattle WA 98124-4996
Telephone	206-755-4033
E-Mail	Candida Lorenzana@Seattle.gov

	King County
Contact Name	Bill Bryant
Department	Metro Transit
Title	Manager, Service Development,
Address	201 S. Jackson St. KSC-TR-0426, Seattle, WA 98104
Telephone	206-477-6456
E-Mail	Bill.Bryant@KingCounty.gov

19.1 Notice. All notices, demands, approvals, and other communications provided for in this Agreement shall be in writing and shall be effective (1) upon receipt when personally delivered to the recipient at the recipient’s address set forth above; (2) when received by United States mail, postage prepaid, by registered or certified mail, return receipt requested, addressed to the recipient as set forth above, or when such receipt is rejected; (3) one (1) business day after deposit with a recognized overnight courier or delivery service; or (4) when electronically transmitted (including email or facsimile). If the date on which any notice to be given hereunder falls on a Saturday, Sunday or federal or state legal holiday, then such date shall automatically be extended to the next business day immediately following such Saturday, Sunday or legal holiday.

20. EXECUTION OF AGREEMENT – COUNTERPARTS

This Agreement may be executed in two (2) counterparts, either of which shall be regarded for all purposes as an original. This Agreement may also be executed and delivered in counterparts as a PDF file delivered by email, or as a facsimile copy, and each counterpart so executed and delivered is original, and such counterparts together shall constitute but one and the same instrument. It shall not be necessary that the signature of, or on behalf of, each Party, or that the signature of all persons required to bind any Party, appear on each counterpart. It shall not be necessary in making proof of this Agreement to produce or account for more than a single counterpart containing the respective signatures of, or on behalf of, each Party hereto. Any executed signature page to any counterpart may be detached from such counterpart without impairing the legal effect of the signatures thereon and thereafter may be attached to another counterpart identical thereto except having attached to it such additional executed signature pages.

21. EFFECTIVE DATE

This Agreement shall take effect on the date it is executed by the later of the two Parties to sign.

KING COUNTY

CITY OF SEATTLE

By:

By:

Title:

Title:

Date:

Date:

Exhibit A-1 Service Description and Annualized Hours for September 2020 Service Change

Route	Service Description	Peak Hours	Off Peak Hours	Annual Hours	Fleet Type
TOTAL STBD SERVICE INVESTMENT					
1	Reduction	2,249	5,807	8,056	40' Trolley
2	Reduction	0	2,152	2,152	40' Trolley
3	Reduction	0	1,434	1,434	40' Trolley
4	Reduction	0	0	0	40' Trolley
5	Reduction	0	1,505	1,505	60' Hybrid
7	Reduction	1,259	4,353	5,612	60' Trolley
8	Reduction	0	1,312	1,312	60' Hybrid
10	Reduction	0	8,073	8,073	40' Trolley
11	Reduction	1,642	3,213	4,855	60' Hybrid
12	Reduction	260	1,556	1,816	40' Trolley
13	Reduction	0	0	0	40' Trolley
14	Reduction	1,461	2,143	3,604	40' Trolley
17	Reduction	0	0	0	60' Hybrid
18	Reduction	0	0	0	60' Hybrid
19	Reduction	0	0	0	60' Hybrid
21	Reduction	0	0	0	60' Hybrid
24	Reduction	107	609	716	60' Hybrid
26	Reduction	0	0	0	60' Hybrid
27	Reduction	0	0	0	60' Hybrid
28	Reduction	0	0	0	60' Hybrid
31	Reduction	0	0	0	60' Hybrid
32	Reduction	0	0	0	60' Hybrid
33	Reduction	46	1,387	1,433	60' Hybrid
36	Reduction	0	742	742	40' Trolley
40	Reduction	231	16,552	16,783	60' Hybrid
41	Reduction	0	13,606	13,606	60' Hybrid
43	Reduction	0	2,595	2,595	60' Trolley
44	Reduction	1,212	2,866	4,078	60' Trolley
45	Reduction	0	0	0	60' Hybrid
47	Reduction	0	0	0	40' Trolley
48	Reduction	0	4,023	4,023	60' Hybrid

49	Reduction	1,234	157	1,391	60' Hybrid
50	Reduction	0	7,084	7,084	40' Hybrid
55	Reduction	0	0	0	60' Hybrid
56	Reduction	395	484	879	60' Hybrid
57	Reduction	0	0	0	60' Hybrid
60	Reduction	240	4,717	4,957	40' Hybrid
62	Reduction	0	160	160	60' Hybrid
65	Reduction	0	320	320	60' Hybrid
67	Reduction	0	0	0	60' Hybrid
70	Reduction	0	1,412	1,412	60' Trolley
73	Reduction	0	0	0	40' Hybrid
76	Reduction	0	0	0	60' Hybrid
106	Reduction	47	4,358	4,405	40' Hybrid
107	Reduction	0	485	485	60' Hybrid
120	Reduction	4,186	15,444	19,631	60' Hybrid
124	Reduction	0	61	61	60' Hybrid
125	Reduction	103	0	103	40' Hybrid
345	Reduction	0	375	375	40' Hybrid
372	Reduction	0	0	0	60' Hybrid
373	Reduction	102	317	419	60' Hybrid
673	Reduction	18,888	24,190	43,078	60' Hybrid
674	Reduction	0	0	0	60' Hybrid
675	Reduction	2,635	7,660	10,295	60' Hybrid
RUW	Reduction	2,042	4,422	6,464	Various
<i>TOTAL</i>		<i>38,340</i>	<i>145,574</i>	<i>183,914</i>	

Exhibit A-2 Service Description and Annualized Hours for Pilot Service 2020

Route	Regional Partnership	Service Description	Peak Hours	Off Peak Hours	Annual Hours	Fleet Type	Supplantation
ADDED SERVICE							
n/a	Special funding arrangement with City	Via to Transit (Pilot)	-	-	70,325	Via to Transit Vehicle	Ineligible

Exhibit B-1 Service Costs & Revenue

This appendix will be updated annually to reflect the rates resulting from the Budget Process, as defined in Section 5.5, which will be used for invoicing throughout the operating year.

2021 Fixed Route Bus Service:

<u>2021 Operating Expense</u>	Jan-March 2021 (Old Contract)	April to December 2021 (New Contract)	Total 2021
Estimated Number of Service Hours	52,500	127,500	180,000
Total Operating Expense	\$9,709,071	\$23,579,172	\$33,288,243
Budget CAM Operating Cost per Hour	\$184.93	\$184.93	\$184.93
<u>2021 Farebox Revenue</u>	Jan-March 2021 (Old Contract)	April to December 2021 (New Contract)	Total 2021
Budget Farebox Recovery %	11.8%	11.8%	11.8%
Farebox Revenue Credit	(\$1,145,670)	(\$2,782,342)	(\$3,928,013)

2021 Fleet Costs	Full Cost of Bus	Financing Period (Years)	Annual Cost per Bus	Peak Service Est.	# of Buses Required	Total 2021 Fleet Cost
40' Hybrid	\$983,557	12	\$81,963	1,837	1.8	\$150,534
40' Trolley	\$1,429,058	15	\$95,271	3,647	3.6	\$347,416
60' Hybrid	\$1,267,259	12	\$105,605	32,975	33.0	\$3,482,351
60' Trolley	\$1,841,262	15	\$122,751	6,136	6.1	\$753,139
Total				44,594	44.6	\$4,733,439

2021 Total Fixed Route Service	Jan-March 2021 (Old Contract)	April to December 2021 (New Contract)	Total 2021
Operating Expense	\$9,709,071	\$23,579,172	\$33,288,243
Farebox Revenue Credit	(\$1,145,670)	(\$2,782,342)	(\$3,928,013)
Fleet Costs	\$1,380,587	\$3,352,853	\$4,733,439
Total Reimbursement	\$9,943,987	\$24,149,683	\$34,093,670

2021 Flexible Services & Other Service:

TBD

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
SDOT	Bill LaBorde 206.484.8662	Christie Parker 206.684.5211

** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title: AN ORDINANCE authorizing the Director of the Seattle Department of Transportation to execute a Transit Service Funding Agreement with King County Metro Transit in order to implement Proposition 1 as approved by Seattle voters in the 2020 General Election; and ratifying and confirming certain prior acts.

Summary and background of the Legislation: The legislation authorizes an agreement with King County to purchase transit service from Metro Transit. Contract costs would be paid primarily by sales and use tax revenues authorized by Seattle Proposition 1 in November 2020 and imposed by the Seattle City Council in December 2020 via Ordinance 126250; the tax is effective on April 1, 2021 and revenues will be collected through March 31, 2027.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ___ Yes x No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? ___ Yes x No

Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?

Yes, execution of the agreement with King County authorized by this legislation will require the City to pay an estimated \$238 million for transit service between 2021 and 2027, including service intended to meet emerging needs for West Seattle and post COVID-19 economic recovery. Additional information is in the appropriations notes section below.

Is there financial cost or other impacts of *not* implementing the legislation?

The City would not be able to fulfill voter intent behind Proposition 1 for purchasing transit service without the predictability and protections afforded by the attached Transit Service Funding Agreement.

3.a. Appropriations

 This legislation adds, changes, or deletes appropriations.

Appropriations Notes:

This legislation does not provide appropriations. Funds for the voter approved measure were appropriated through the 2021 Adopted Budget and will also be made in future budget actions.

Annual spending for transit service through this agreement is estimated as follows (dollars in millions):

2021	2022	2023	2024	2025	2026	2027	Total
\$22.8M	\$37.3M	\$37.0M	\$39.0M	\$36.0M	\$38.0M	\$28.5M	\$238.6M

Spending from this agreement will begin with Metro’s spring 2021 service change, beginning March 20, and will continue at least through the first service change of 2027. The figures above do not include spending of reserves to ramp down the program. Contract costs could potentially be incurred through the end of 2027 to allow for reconciliation and contract closeout.

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?

No

b. Is a public hearing required for this legislation?

No

c. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

No

d. Does this legislation affect a piece of property?

No

e. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?

People of color tend to rely on public transportation more than Seattle residents as a whole. For example, through the pandemic, routes like Metro Route 7 that serve the most racially diverse parts of Seattle have retained up to 75% of their pre-COVID levels of ridership while routes serving less diverse parts of the City are generating as little as 20% of pre-COVID ridership. This legislation facilitates significantly more all-day, night owl and weekend service than would be possible with County-funded service alone, including an equitably-based emphasis on addressing gaps in existing coverage.

f. Climate Change Implications

1. Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?

4e.

Transportation is the largest source of greenhouse gas emissions generated in Seattle. While Seattle has been one of the fastest growing large US cities over the previous decade, denser development has largely allowed this growth to be served by transit, biking and walking rather than by personal vehicles. The agreement with King County will allow the City to continue to support the all-day Frequent Transit Network. This network has been a key part of allowing residents in areas with the most growth to live without a car, or at least with less day-to-day reliance on a car.

2. 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 benefits are more directly tied to reducing per capita and overall GHG emissions with than with enhancing resiliency and adaptation.

g. 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).

This legislation allows a new phase of the Seattle Transportation Benefit District transit program that began in early 2015. The goals of the program are established in Proposition 1 (Ordinance 126115), as passed by Seattle voters in November 2020.



Legislation Text

File #: Res 31986, **Version:** 1

CITY OF SEATTLE

RESOLUTION _____

A RESOLUTION relating to the City Light Department; acknowledging and approving the 2020 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 2018 through August 2020.

WHEREAS, The City of Seattle (“City”) recognizes the desire of its citizens to have adequate, reliable,

affordable, equitable, low-risk, and environmentally responsible electric power resources; and

WHEREAS, the City recognizes the need for clean and reliable electric power resources to assure the economic

well-being, health, comfort, and safety of its citizens; and

WHEREAS, the 2020 Integrated Resource Plan Progress Report continues to emphasize conservation first as

its foundation and is consistent with Seattle City Council Resolution 30144 for meeting as much load

growth as possible with conservation and renewable resources; and

WHEREAS, the 2020 Integrated Resource Plan Progress Report recognizes that the City Light Department

(“City Light”) has been a leader in reducing its greenhouse gas emissions and plans to maintain

greenhouse neutrality; and

WHEREAS, the 2020 Integrated Resource Plan Progress Report describes that City Light has a role to serve to

further advance regional greenhouse gas reductions and support leadership in the region as a model for

energy conservation, renewable energy, and electrification; and

WHEREAS, the 2020 Integrated Resource Plan Progress Report describes that City Light will in its next

Integrated Resource Plan Update develop a ten-year Clean Energy Action plan describing the steps that

City Light will take to maintain greenhouse gas neutrality and equitable access to clean and affordable

energy, and make progress towards being greenhouse gas-free by 2045 to conform with the 2019 Washington Clean Energy Transformation Act (CETA); and

WHEREAS, the 2020 Integrated Resource Plan Progress Report is intended to conform with State of Washington requirements under Revised Code of Washington (RCW) Chapter 19.280 for development of integrated resource plans or progress reports by consumer-owned utilities and approval of such plans or reports by the consumer-owned utilities' governing boards by September 1 each biennium; and

WHEREAS, the City recognizes City Light's staff has requested and received permission from the Washington State Department of Commerce ("Commerce") to delay its completion of an updated Integrated Resource Plan (IRP) and instead complete an Integrated Resource Plan Progress Report; and

WHEREAS, the City recognizes in addition to this one-time deviation from normal practice, Commerce also granted permission to extend the transmittal to City Council to December 31, 2020; and

WHEREAS, the City recognizes the decision by City Light's staff to request this change was a result of City Light's need to effectively incorporate and communicate provisions of the recently passed CETA, and the COVID-19 pandemic; and

WHEREAS, the City's Integrated Resource Plan will be revised and updated within the next two years to reflect changes to the region's and City Light's circumstances; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR

CONCURRING, THAT:

Section 1. The City Council acknowledges the 2020 Integrated Resource Plan Progress Report, as developed by the City Light Department ("City Light") and attached to this resolution as Attachment 1, and hereby approves the 2020 Integrated Resource Plan Progress Report for the biennium September 2018 through August 2020. The Progress Report complies with the public policy objectives of The City of Seattle and the requirements of the State of Washington.

Section 2. Consistent with the findings of the 2020 Integrated Resource Plan Progress Report, the City

Council expects City Light to continue to emphasize environmental leadership and compliance with the Washington Energy Independence Act and the Washington Clean Energy Transformation Act through its conservation programs, between now and the completion of the 2022 Integrated Resource Plan.

Adopted by the City Council the _____ day of _____, 2021S, and signed by me in open session in authentication of its adoption this _____ day of _____, 2021.

President _____ of the City Council

The Mayor concurred the _____ day of _____, 2021.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2021.

Monica Martinez Simmons, City Clerk

(Seal)

Attachments:

Attachment 1 - Seattle City Light 2020 Integrated Resource Plan Progress Report



**Seattle
City Light**

2020

INTEGRATED RESOURCE PLAN
PROGRESS REPORT



Overview

Clean energy policies are driving changes in regional supply and demand — and the biggest influences on this 2020 Integrated Resource Plan Progress Report are continued growth in renewable resources as well as energy efficiency, which are fast becoming centric to our energy future. As the costs of utility-scale solar and wind energy become less expensive, existing fossil fuels are being replaced with cleaner energy fuels.

This is a game changer.

Although recovery of a post-pandemic economy is still to be determined, technology innovations never took a break, and they are moving quickly — unleashing new opportunities for customer choice and participation in designing the future of our industry. Those choices, however, coupled with the rapid evolution in thinking about electrification, requires a similar focus on environmental equity and rate designs that don't leave vulnerable populations behind. In January 2020, Seattle Mayor Jenny Durkan signed an executive order committing the City to expedite Climate Action plans and reiterating the Seattle City Council's August 2019 resolution supporting a Green New Deal for Seattle. City Light's work ahead will focus on eliminating fossil fuels in the service area and improving outcomes for communities that have disproportionately shouldered the weight of environmental injustice.

As Seattle City Light continues to invest in energy efficiency, renewable resources, and grid modernization, it will partner with customers to track loads, demand response opportunities, and distributed energy resources to shift and better spread loads throughout the day. (Demand response is a change in the power consumption of an electric utility customer to better match the demand for power with the supply). Internet technology and advanced metering enable customers to have smarter homes and businesses, with more flexibility to control loads and help the grid adapt to the continued changes over the next few decades. These utility and customer relationship changes must be done without backing off the strong commitment made this past summer to address and reverse the effect of decades of racial and social inequities disproportionately borne by our environmental justice communities, which includes Black, Indigenous, and people of color as well as immigrants, refugees, persons experiencing low incomes, English language learners, youth, and seniors.



City Light is creating a smart and instructive dashboard in its Integrated Resource Plan (IRP) framework with more targeted information to enable consumers to lower overall emissions, reduce environmental impacts, and increase fairness and equity while maintaining affordability. The goal is to create more overall value in personal and city energy use and energy efficiency.

City Light has been a consistent voice for generating electricity with clean renewable resources, promoting energy efficiency with our customers, and reducing the need to build or acquire costly new power generation. Since 2005, City Light has been greenhouse gas neutral — the first electric utility in the nation to achieve that distinction. Seattle’s new homes are among the most energy efficient in the country. Our long-term emphasis on greenhouse gas neutrality has resulted in City Light being as high as 98% carbon free.

The steps to keep City Light as a forerunner in cleaner energy have many components. Determining the kinds of fuels (hydro, wind, solar, etc.) City Light will use to meet its customers’ demands is an ongoing challenge. The path to owning, producing, and purchasing energy is filled with federal, state, and local regulations, some still in the making.

The job of the IRP is a complex one: determining what resources should support our energy use. There are myriad factors that go into completing an IRP and recommending changes to the resource portfolio. Many of them are brand new and more detailed than

ever before: a groundbreaking new Clean Energy Transformation Act with an ongoing rule-making process, and new priorities for transportation electrification and decarbonization. There are newly released and evolving studies about changing weather patterns and their effects on water flows, upon which hydropower operations as well as fish and wildlife depend. Each day brings continuous improvements in wind, solar, thermal, and pumped storage. Batteries that are beyond what was imagined just last year are on the market. Plus, there is increasing regional cooperation in managing power resources, so the region can better share in overall energy efficiency. However, constant market shifts and this unusually fast-breaking recession are bringing new economic realities and making for uncertain timelines. All these factors have come together in the midst of a nine-month pandemic, the impacts of which are still uncertain.

City Light determined that producing a comprehensive resource study for a long-range IRP now would be inconclusive. Therefore, we sought and received permission from the Washington Department of Commerce to change course; recognizing the limited validity of completing and presenting a full IRP now, which would have limited durability and use in the future. Instead, we turned our attention to building a solid analytic foundation for the 2022 IRP, ensuring future resource adequacy with better evaluation of resource choices.

IRP Legal Requirements

Washington law (RCW 19.280) requires all electric utilities with over 25,000 customers to develop comprehensive resource plans that identify strategies to meet their customers' electricity needs in the short and long term. Seattle City Light is required to file an Integrated Resource Plan, which is either a Progress Report due every two years or an updated Integrated Resource Plan due every four years. Progress Reports reflect changing conditions and the progress of Integrated Resource Plans, whereas Integrated Resource Plans are comprehensive resource plans that explain the mix of generation and demand-side resources the utility plans to use to meet their customers' electricity needs over the period covered in the plan. Our change in course means that City Light last produced a full Integrated Resource Plan in 2016. We prepared an Integrated Resource Plan Progress Report in 2018. With this exception due to emergent factors in 2020, City Light will next produce a comprehensive Integrated Resource Plan in 2022.

2020 Progress Report: The New Energy Frontier

City Light has entered a New Energy Frontier, where even a pandemic could not stop the many concurrent changes that are affecting how we all will adapt to the changing reliance on renewable energy. Fleets throughout our metropolitan region are rapidly electrifying, residential customers will be asked to use advanced metering systems to strategically plan their energy usage throughout the day, and we are focusing more on providing energy efficiency programs and benefits to disadvantaged communities.

The main priority for our resource planning this past year has been to find a new and better framework for determining which resources are best for City Light's customer-owners. We are committed to making these choices in a more customer-centric manner.

The primary catalyst for the change in course is Washington's Clean Energy Transformation Act (CETA), passed by the legislature in 2019. It is the most significant mandate to-date addressing how we will reduce greenhouse gas emissions while transitioning to renewable energy resources. New regulations enforcing its provisions are being written and are expected to go into effect in 2021. The new rules will change decades of reliance on fossil fuels, replacing them with renewable resources and distributed energy resources. The benefits of energy efficiency allow City Light to offer programs that save energy so that new, more costly resource acquisitions and generation are not necessary. In addition, new tools like demand response and battery storage will fill voids where hydropower and new renewable energy sources cannot.

Today's Progress Report also introduces a new framework incorporating resource adequacy. With the increasing renewable resource markets growing more competitive, City Light can rely on short-term market purchases to fill customer demand, with an overall energy supply that is greenhouse gas neutral and as high as 98% greenhouse gas free – for at least the next five years.

New Framework

As City Light began our 2020 integrated resource planning efforts, we quickly saw efforts across the region and the energy economy that would reduce greenhouse gas emissions faster than outlined in the 2018 IRP Progress Report. We determined that new resource choices, investments in energy efficiency, renewable generation and demand response would emerge as important resource choices for the future. We made a commitment to stakeholders to expand our evaluation of energy efficiency resources to include the added value and benefits of each option. Additionally, as the new requirements of the CETA were being written, City Light focused on testing reliability



metrics used in the electric utility industry to find a metric well-matched to a flexible hydropower utility like City Light.

The new framework we developed will better answer the question of how much of each energy resource we need to meet demands each year. Previously, potential energy shortages were tracked only in the winter months when peak seasonal loads required large amounts of energy. The new framework provides evidence that summer months need to be tracked, as water supply resources may be stressed if water levels drop. The utility may need to maintain higher-level water for fish runs, recreational needs, and unseasonably long periods of high temperatures, meaning we must find other means to meet demand.

New Directions to Cleaner Seattle Power Mixes

The 2020 IRP Progress Report shows City Light's power supply is built on a robust hydropower portfolio that will meet our power supply needs for several years to come. City Light's existing short- and long-term plans include new investments in energy conservation while continuing to evaluate investments in new renewable energy.

But resource adequacy priorities are changing. Summer emerges as the primary season to watch for the possibility of needing new resource adequacy investments. A proposed new Northwest Power Pool Resource Adequacy Program has the promise of helping the region create a more transparent, dependable, affordable, and clean generating mix.

We identified another new tracking need: gauging how City Light's hydropower resources would respond to adding variable renewable energy resources to the mix across all hours. We also developed more metrics to help determine if advising customers to change their own energy patterns can save energy and costs. Most customers now have advanced meters, which will allow them to track their energy use.

With solar and wind growing as a significant share of the power supply, Seattle must start planning for greater uncertainty in wholesale market supply conditions throughout the year, due to the variability in production of hydro, solar, and wind. New studies also will help produce more in-depth water resource and operations information, identifying the hours when City Light might change hydropower operations to better meet local and regional goals of reducing greenhouse gas emissions.

Perhaps the largest addition to this 2020 Progress Report is a new scientific standard on how City Light gauges hydro resource adequacy so that we can better prepare for when hydro runs low, as in the late summer. Both wind and solar energy supplies are more available in the summer months. The research and testing of our metrics referred to as the "new framework" have spurred changes in when, how much, and how often we chart hydro supply and energy needs. Ongoing energy complexity meets new technology to deliver both a pathway to conserving more water when it runs low in late summer and meeting new energy need with contracts for solar and wind, which are more abundant in summer.

As City Light forges ahead in creating our 2022 IRP, we will align information from our 2022 Conservation Potential Assessment, new Transportation Electrification Strategic Investment Plan, and other electrification work to inform Seattle’s future power mix.

Premises for the 2022 Integrated Resource Plan

Conservation investments continue to outpace growth in customers’ use of power. Conservation investment remains the first and best resource choice as the most environmentally responsible way to meet growing energy demands, resource adequacy, and 100% carbon-free regulations. It also provides a low-cost way to meet the Washington Energy Independence Act requirements.

City Light expects to add new clean fuels (wind and sun) to our power mix, starting with customer programs. New alternative renewable energy investments through customer-centric programs and utility choices reduce City Light’s market reliance and help City Light customers achieve their goals to reduce their carbon footprint.

Cost should not be the only consideration when picking an alternative energy resource. The IRP framework shows comparing resources on cost alone will not lead to the most value. A higher-cost energy efficiency resource path that provides reductions in power use at the right time must be considered for all its merits. The IRP analysis shows that increasing spending on energy efficiency could provide additional value by reducing City Light’s Bonneville Power Administration (BPA) purchases now.

New power supply costs are declining, but caution should be taken, as adding too much new renewable power generation too soon could add costs to customer bills. Most new utility-scale clean power supply, customer solar generation, energy efficiency, and demand reduction options continue to decrease in price. Use of these products has increased due to tax incentives, rigorous energy efficiency codes and standards, net metering policy, and renewable

portfolio standards. This has created a viable market for these new technologies and has led to faster installation. However, what works today may not endure through the life of the project, which is usually about 30 years due to the speed of technology change. Lower-cost customer demand response options and energy storage options such as batteries could be on the horizon. Future IRPs are likely to see expanded use of these technologies because they can provide important targeted reductions in power use.

Transmission and distribution investments will be needed to support 100% greenhouse gas-free power and electrification. Regional and local cooperation will be important to deliver increasing amounts of renewable power supplies. City Light’s analysis projects possible limitations in delivering that power without changes in transmission policy or new investments. Going forward, regional and local discussions about alternatives to new electric power lines, which power lines are necessary to build, and how to pay for investments will be as important as evaluating power supply options.

Past IRPs concluded BPA preference power meets City Light goals — that has not changed. Going forward, the Progress Report continues to rely on the BPA contract beyond 2028 to keep City Light’s power supply dependable. BPA provides over 40% of City Light’s power supply, and a future contract is expected to provide clean energy to meet demand during the winter and provide supplemental summer power when we have the highest energy needs. The analysis also shows that City Light is steadily reducing our BPA purchases and saving money now because of our investments in conservation. Our future use of BPA will be influenced by our load growth, BPA’s available power supply and viability of reliable alternatives. City Light expects to engage BPA during the lead up to the new regional cooperation contract to ensure availability of products and contract structure that support the emerging needs of our utility, and the region as a whole.

Work continues to mitigate the impacts of climate change. Through policies supporting energy conservation, renewable energy, and greenhouse gas neutrality as well as rigorous building codes,



the City of Seattle and City Light have been leaders. City Light is well-prepared to address the new greenhouse gas neutral and greenhouse gas free mandates of the CETA. The 2020 IRP analysis finds City Light today is close to a 100% greenhouse gas-free standard with 91% to 99% carbon-free energy. Additional renewable energy and City Light's newly adopted Transportation Electrification Strategic Investment Plan will further support carbon neutrality and advance City Light's ability to meet Seattle's Green New Deal objectives.

Customer-centric energy efficiency programs have been the go-to resource for the last decade, keeping electricity demand stable even with the region's economic growth. The New Energy Frontier and innovative technology are opening new opportunities for customers to help reduce the need for utility-scale investment and keep costs down. The utility's challenge is to teach our customers about their own energy consumption and how to help us reduce greenhouse gas emissions. We look forward to the day when customers know this information just like they know the cost of a latte or a tank of gas.

Key Definitions

Resource Adequacy refers to having sufficient resources, generation, energy efficiency, storage, and demand-side resources to serve loads across a wide range of conditions.

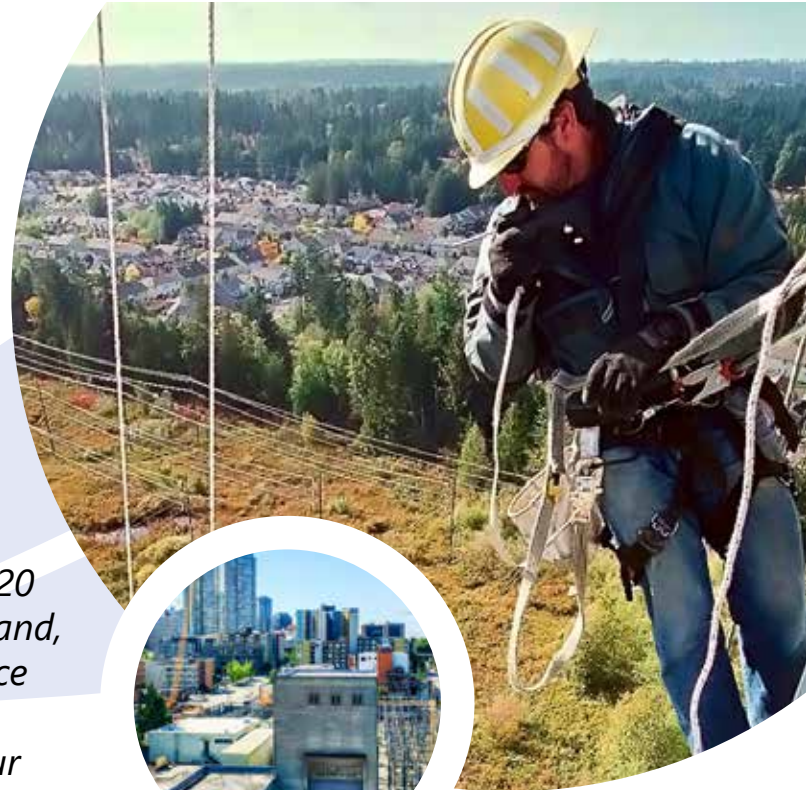
Resource Needs translate local, state, and federal regulations into defined minimum or maximum thresholds for having a certain type and amount of resources to meet demand or a portion of demand.

Resource Choices refers to the kinds of programs and fuels chosen to meet demand, like energy efficiency (conservation), alternative energy like wind and solar, renewable energy, fossil fuels, storage and battery capacity, hydro and others.

Demand Response is a change in the power consumption of an electric utility customer to better match the demand for power with the supply.

Planning A Cleaner Energy Future

As part of the IRP process, City Light identifies supply needs for the next 20 years based on the ability of existing supply to meet future forecast demand, regulatory requirements, and uncertainty in supply and demand. Resource choices must correspond to City Light's goals of reliability, affordability, and environmentally responsible service. We must forecast and define our resource adequacy — having sufficient resources to serve loads across a wide range of conditions — and clean energy needs.



The selection of future portfolios meets requirements such as City Light's current standards for greenhouse gas neutrality, Initiative 937 mandates (Washington State Energy Independence Act) and the Washington State Clean Energy Transformation Act (SB5116) requirements. The following table highlights the legislative goals of these major policies enacted to combat climate change. In all cases there are alternative compliance mechanisms to prevent intolerable cost increases. These mechanisms include provisions for no load growth and capping costs at a percentage of all capital and operating expenditures we must make to provide service to our customers (revenue requirement).

"Resource choices must correspond to City Light's goals of reliability, affordability and environmentally responsible service."





Clean Energy Transformation Act (2019)

- All cost-effective and feasible conservation
- 2026 — No coal
- 2030 — 100% greenhouse gas neutral; at least 80% renewable and non-emitting resources
- 2045 — 100% greenhouse gas free with renewable and non-emitting resources

Energy Independence Act "I-937" (2006)

- All cost-effective conservation
- 2020 — 15% renewable generation (excludes hydro)

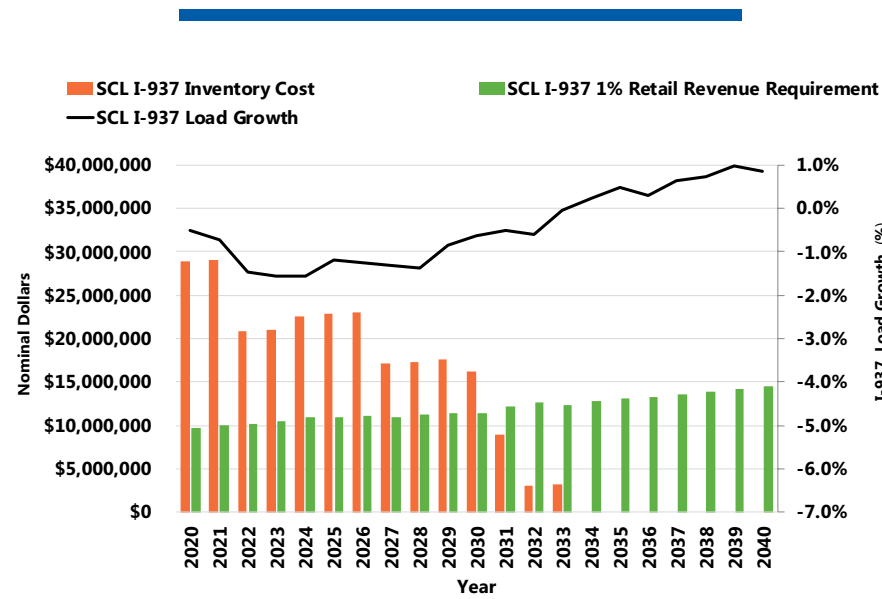
Seattle City Light Carbon Neutrality (2000)

- Greenhouse gas neutral
- Load growth met with cost-effective conservation and new renewable energy

I-937 Energy Independence Act 2006

In 2006, Washington voters approved Initiative 937 (I-937), which requires major utilities to invest in all cost-effective energy efficiency measures and sets targets for adding Northwest renewable energy as a percentage of load. Eligible renewable resources include water, wind, solar energy, geothermal energy, landfill gas, wave, ocean or tidal power, gas for sewage treatment plants, bio-diesel fuel, and biomass energy. In 2020, the target increased to 15% of load. This target does not increase beyond the current level.

The law also includes provisions to keep costs affordable for utilities. Today, City Light can comply under the “no load growth” option. This option is available when a utility’s weather-adjusted load average did not increase over the previous three years. In choosing this compliance option, City Light is required to demonstrate that we invested at least one percent of our total annual retail revenue requirement that year on eligible renewable resources.



City Light’s Progress Report finds that our continued investment in the current conservation path from the 2020 Conservation Potential Assessment delays load growth until 2033. With our current inventory of eligible renewable resources, we do not project adding renewable resources for I-937 compliance until 2031. In the chart below, the black line represents the measurement of load growth. In 2030, the black line shows that City Light will be measuring half a percentage of load decline. The 2030 orange bar shows that City Light’s eligible renewable resource expenditures are over \$15 million. The 2030 green bar shows the one percent of revenue requirement threshold is just over \$10 million dollars. This indicates City Light’s one-year cost for renewable resources is about 1.5%, exceeding the 1% threshold for costs.

Clean Energy Transformation Act 2019

The Clean Energy Transformation Act (CETA) provides electric utilities in Washington a clear mandate to phase out greenhouse gas emissions. CETA requires utilities eliminate the use of coal-fired resources after Dec. 31, 2025. Additionally, all electricity sold to customers must be greenhouse gas neutral starting Jan. 1, 2030, and greenhouse gas free by 2045. To be greenhouse gas neutral, a utility must supply at least 80% of its load with a combination of renewable and non-emitting resources. Utilities may use alternative compliance options during the greenhouse gas neutral period for no more than 20% of load.

CETA establishes that a utility must incorporate a social cost of greenhouse gases in making resource decisions. CETA sets a minimum cost that a utility must use from a technical study published in August 2016 by the Interagency Working Group on Social Cost of Greenhouse Gases, United States Government. A utility is allowed to use a higher cost if it can establish a reasonable basis for doing so. City Light will use the social cost of greenhouse gases when evaluating conservation programs, developing IRPs, and evaluating mid- to long-term resource options during resource acquisition.

The social cost of greenhouse gases represents the monetized damages associated with an incremental increase in carbon emissions in a given year. This cost is expected to increase over time as future emissions are expected to produce larger, incremental damages in response to climate change. The table below shows the costs being used.

Year	Social Cost of Greenhouse Gases <i>(in 2019 dollars per metric ton of carbon dioxide)</i>
2020	\$75
2025	\$83
2030	\$89
2035	\$95
2040	\$102
2045	\$108
2050	\$115

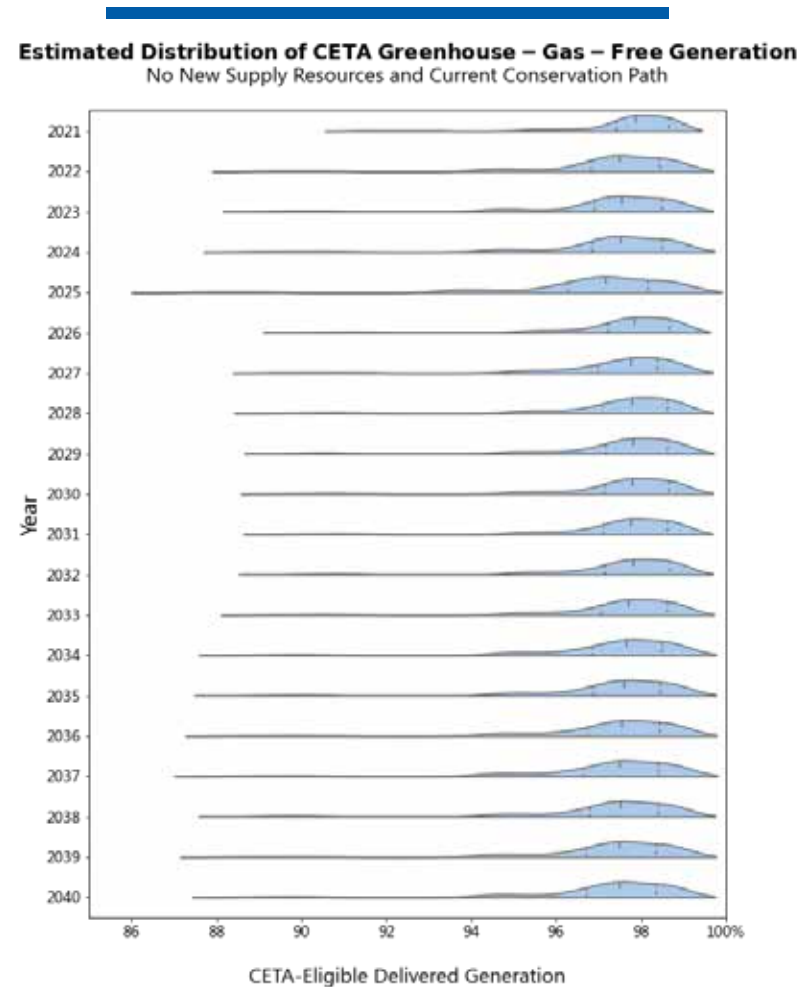
For CETA, emissions fall into two categories: known sources and unknown sources. City Light's sources of emissions are unknown; they come from wholesale market transactions where the delivered power source is not always identified.

In our IRP analysis, City Light has implemented CETA rules by adding the social cost of greenhouse gases as a penalty to market purchases in months that City Light has a deficit. Additionally, City Light assumes that 3% of its BPA power deliveries are from unspecified market purchases, which is consistent with a recent historical average.

To calculate the penalty, City Light uses the CETA default emission rate for unspecified electricity, which is 0.437 metric tons of carbon dioxide equivalent per megawatt hour. City Light assumes this rate is constant through all future years studied.

City Light conducted a review of our existing supply portfolio and current 2020 Conservation Potential Assessment plans. Even without new resources, we find City Light can achieve 91% to 99% greenhouse gas neutrality across the anticipated range of hydro and temperature conditions we expect to experience.

The next chart shows the projected distribution of our greenhouse gas-free generation as a percentage of customer load. To better understand the chart, focus in on 2025, which has the largest tails. On the right tail of the distribution, the chart shows that under some conditions, City Light can be close to 100% greenhouse gas free. On the left tail, the chart shows that there is a condition, although unlikely, of coming in at 86% greenhouse gas free. The height of the blue shaded area indicates the frequency of the distribution. In 2025, under most conditions, City Light expects to be between 96% to 98% greenhouse gas free.



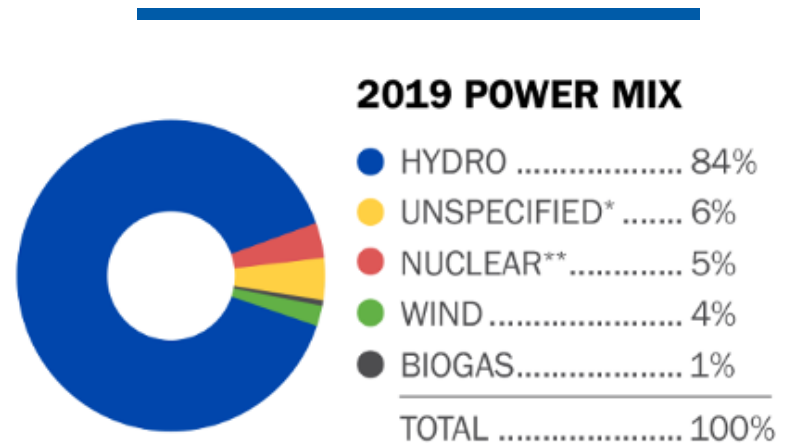


Our Existing Resources

The cornerstone of City Light’s energy is hydropower: a clean, renewable resource that has always been the region’s most reliable, affordable, and climate-friendly power source. City Light prioritizes environmentally responsible hydropower operations. Our power mix starts with our Skagit and Boundary hydropower projects on the Skagit and Pend Oreille Rivers, which in 2019 provided 40% of the power customers use today. The remainder comes from long-term contracts with the BPA and from other renewable sources. Purchases from the wholesale market fill the gaps when City Light’s and BPA’s water levels are low.

Since 2005, City Light has been greenhouse gas neutral, demonstrating commitment to mitigation of carbon emissions. If short-term energy needs require purchase from the wholesale

markets, there may be fossil fuel resources like natural gas or coal in the purchase. To be true to our commitment, City Light purchases emission offsets, which are reductions in emissions in one place that can be used to compensate for emissions elsewhere. Offsets are usually denominated in metric tons of reduced emissions or megawatt hours of renewable energy.



*City Light does not have coal or natural gas resources in its power supply portfolio. It does make market purchases to balance or match its loads and resources. These purchases, along with market purchases made by Bonneville Power Administration (BPA), may incidentally include coal or natural gas resources, which are assigned to the utility. Any emissions associated with unspecified market purchases are offset through our greenhouse gas (GHG) neutrality policy.

**This fuel represents a portion of the power purchased from BPA.

Determining Load

Energy efficiency programs encourage customers to use power more efficiently and allow the utility to defer the acquisition of expensive new resources, including those that negatively affect the environment. Integral to developing the IRP, energy efficiency programs will help City Light maintain our status as a greenhouse gas neutral utility, support the City's environmental and climate change policy goals, and meet the requirements of I-937.

For example, the average City Light residential customer today uses less than 8,000 kilowatt hours of electricity per year, compared to over 10,000 kilowatt hours per year in 2000.

The 2019 retail load forecast (most recent available for the IRP) is expected to decline from 1,026 aMW (average megawatts) in 2020 to 999 aMW in 2040, or by about 0.1% per year over the next 20 years, after accounting for the impacts of energy efficiency programs and a softening Seattle economy with slower growth in future commercial square footage. There is, however, slight growth after the first 10 years, as energy efficiency tapers off and transportation electrification ramps up. City Light worked with King County Metro and the Washington State Ferries to reflect their electrification plans in this forecast.

City Light is completing a new load forecast that will be part of the 2022 IRP. We have the difficult task of identifying how load will change and for how long as a result of the pandemic-induced recession. City Light's annual 2020 retail load is expected to end the year 4% lower than forecasted in 2019.

Load and energy efficiency programs impact City Light's BPA power contract deliveries. As load declines, City Light receives less BPA power. The ability to add energy efficiency creates a choice for City Light that gives us some control over how much BPA power we receive. It is a complex but important relationship. As electrification grows, City Light's customers will use more of our existing surplus energy. Demand side choices of energy efficiency (and potential

demand response) will allow City Light to get the highest and best use of our energy supply and the wholesale market.

Resource Adequacy

Resource Adequacy (RA) refers to having sufficient resources, generation, energy efficiency, storage, and demand-side resources to serve loads across a wide range of conditions. City Light reviews a wide range of water and demand conditions to determine whether it has sufficient resources. In our 2018 IRP, City Light conducted an RA Assessment using an established winter-focused metric, and determined we had no need for new supply resource additions to meet resource adequacy for 20 years.

In gearing up for the New Energy Frontier, City Light is transforming our future to accommodate increases in solar and wind energy. We have updated our RA research to track all hours of the year for stressed circumstances that might prompt resource additions.

City Light's new RA study adopted a "Loss of Load Event" (LOLEV) resource adequacy metric, which measures the frequency of deficit events. City Light selected this metric because it better evaluates energy limitations that City Light could experience and identifies the value of resources such as battery storage and demand response.

City Light defines the duration and magnitude of a deficit event as greater than four hours and more than 200 megawatts (MW) per hour once a day, respectively. This means that deficit events of less than four hours and 200 MW per hour, or up to 800 megawatt hours once a day, can be easily covered by City Light's hydropower flexibility and are not considered an event. City Light also established a LOLEV standard of RA that means events cannot occur more than two times every 10 years for the months January, July, August, and December in order to stay within our portfolio resource adequacy. This standard yields the same RA needs as the previous winter metric but introduces summer RA needs. City Light's research and analysis identified these four critical months for setting RA targets based on

the concurrence of risks for City Light and the region that should be monitored into the future.

For its regional assessment, City Light relies upon the Northwest Power and Conservation Council (NW Council). NW Council’s most recent study (October 2019) and our own analysis show concurrent regional and City Light RA risks occur in December, January, and August. The most likely changes to risk are for calendar year 2024 or later. The regional analysis also describes capacity shortfalls or shorter duration events whereas City Light’s risks occur when the region still has available energy surplus. City Light’s hydropower flexibility and capacity surpluses can leverage regional energy surpluses to fill voids. Additionally, anticipated new regional energy resources can reduce energy shortage risks when fossil fuel plants close. City Light decided to add July and August for its study because of the variability of water levels we can experience during July and the dry and restricted operating conditions we have in August. Additionally, climate change can exacerbate the severity of low water conditions in the summer; this will be well-monitored along with all months.

City Light also reviewed to what extent wholesale market reliance could be used as a backup in these critical months. City Light’s analysis studied multiple years and determined that for the long-

term, market reliance of about 200 MW is appropriate for short-term market purchases. However, we concluded that any projected energy shortages can be covered by City Light’s hydro flexibility and our mid-term and short-term purchases following our wholesale hedging practices before 2026. City Light will continue to monitor regional markets for energy shortfalls that could lead City Light to change its LOLEV standards or market reliance levels.

City Light translates this RA information into a target amount of energy we need each month to meet the energy standard. With these guidelines and our new models, the utility stays ahead of its worst case scenarios by tracking where and when there may be shortages, so we are prepared for stressful conditions.

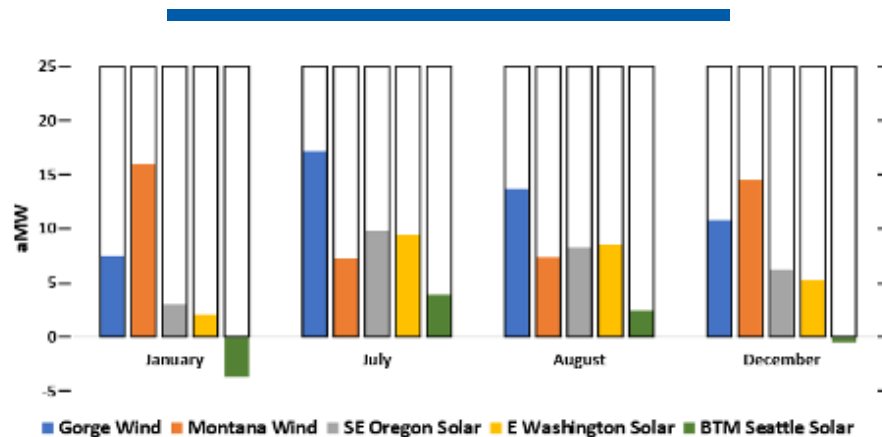
The following table shows the targets City Light’s analysis established for near-term and long-term RA, assuming our existing conservation path from the 2020 Conservation Potential Assessment. In 2021, City Light will update this study with a new demand forecast and evaluate its market reliance in preparation for the next Conservation Potential Assessment. City Light will also continue to monitor regional market conditions.

Resource Adequacy Energy Need <i>(Average Megawatts)</i>	2022	2024	2026	2030	2034	2038	2040
December	27	38	13	20	5	3	10
January	-	-	-	-	-	-	-
July	156	134	137	146	159	165	177
August	39	25	113	122	147	146	161

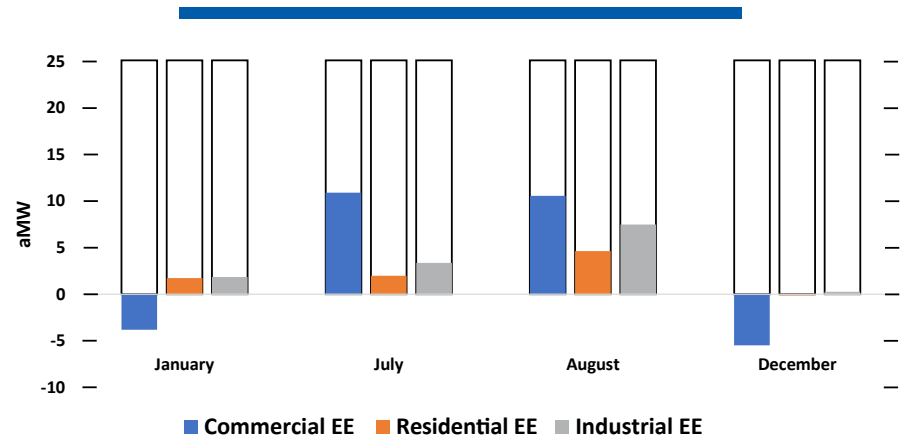
Resource Choices

City Light's new approach matches new resource choices to both the region's and our own RA deficits across the different months. The analysis targets resource choices that complement City Light's existing resource mix and changing demand. It better informs about the capability of City Light's hydro fleet to respond to variability in generation from wind and solar resources, and to changes in demand from weather. Monthly RA targets allow City Light to select resources based on their contributions to the most critical time periods.

These next two charts show how each type of resource contributes relative to a measure of the maximum amount of output the resource can produce. As an example, the first blue bar shows that for Gorge Wind, the reliable contribution to RA is about 8 aMW of energy for every 25 MW of capacity. The green bar for "Behind the Meter Solar" produces what may be viewed as an unexpected result. It shows negative impacts in January and December because solar resources installed by customers (i.e., "behind the meter") have the same impact as energy efficiency by reducing City Light's load. Load reductions decrease the amount of BPA power that City Light receives. In the winter, the reduction in BPA is greater than the decrease in load.



The next chart shows how City Light's conservation programs contribute to RA. The blue bar, representing commercial energy efficiency, shows that it adds 10 aMW for every 25 aMW increase in energy efficiency in July.



Resources also gain additional benefits for being able to supply energy in periods when wholesale market prices are higher and helping City Light shape our hydro to market conditions. This year with new RA modeling and the addition of summer months changing resource needs, the IRP moves into a phase of evaluating whether our past resource choices will continue to prevail or if new options are in order.

For the 2020 IRP, City Light opted to focus on resource choices that were examined in the 2018 IRP to test the new framework. Some differences included the additions of behind-the-meter commercial solar, expanded review of energy efficiency, and the omission of natural gas-fueled power plants.



The resource choices studied are:

- 360 different energy efficiency combinations
- 360 different BPA purchase levels to correspond with the desired energy efficiency path
- Southeastern OR Solar
- Eastern WA Solar
- Gorge Wind
- Montana Wind
- Commercial Customer Behind the Meter Solar
- Wholesale Market Reliance

No fossil fuel resources, such as natural gas simple-cycle plants, “peakers,” or combined cycle plants, were considered. We acknowledge that market reliance is a source of greenhouse gases for City Light. This CETA-required assessment compares the value of renewable resources to market reliance and its impact to the environment.

Other resource choices that may increase reliability and lower cost are demand response (customers respond to a request by the utility to reduce their demand), and customer-owned and utility-scale storage resources (e.g., batteries, pumped storage hydro, and compressed air storage).

As the scale of wind and solar energy generation surpasses fossil generation, hydro flexibility may not be sufficient to take care of all deficit hours, and new storage may be the best current option to fill

in that gap. City Light’s 2022 IRP will focus on these technologies to add more resource adequacy at lower cost. Other renewable energy technologies that may play a role are geothermal, landfill gas, and biomass energy, if higher-cost resources are needed.

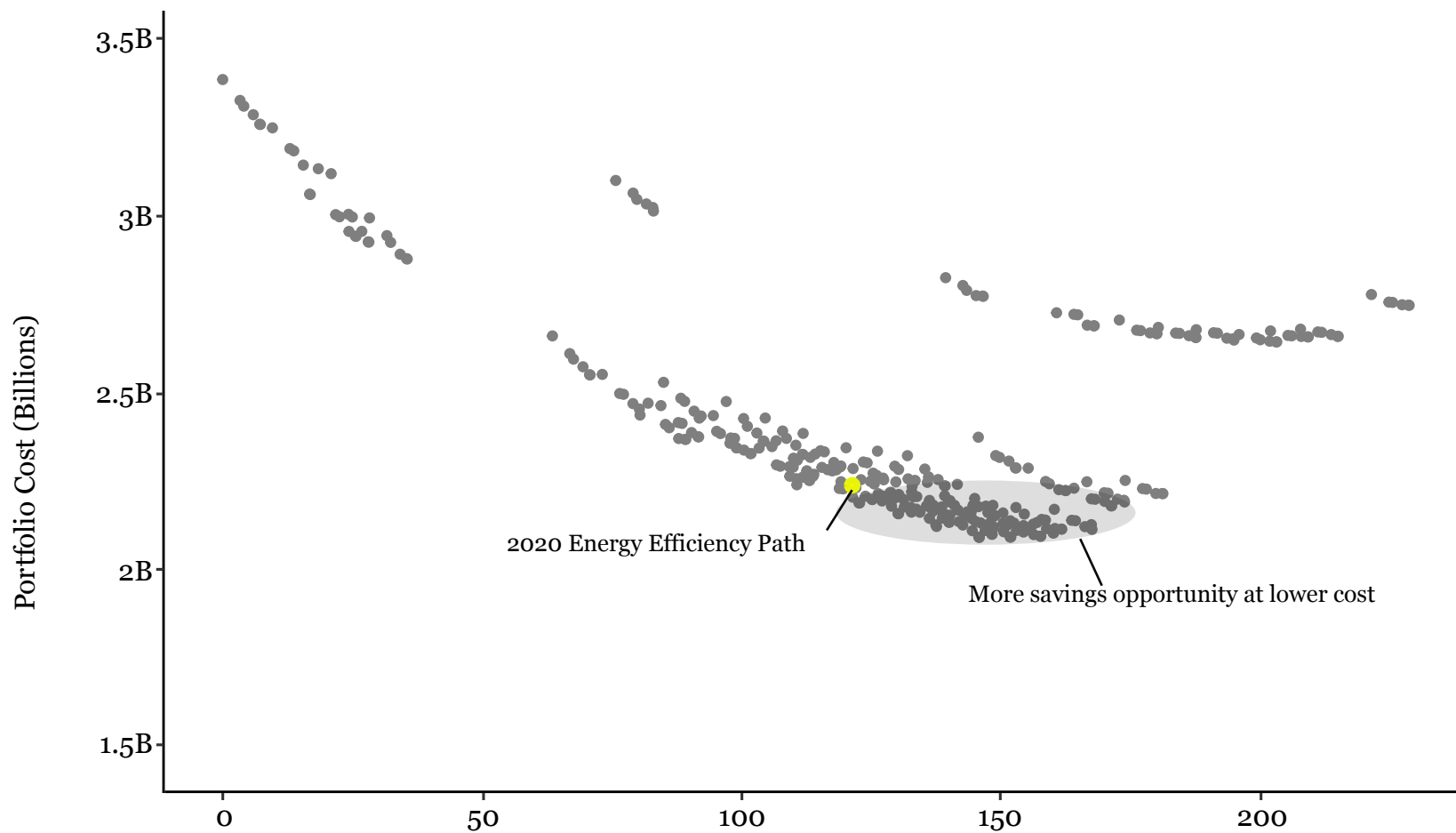
Resource Choices through the New Framework

- The new framework shows increased and more targeted energy efficiency could be beneficial.
- Solar is becoming an appealing resource for City Light but has potential drawbacks like lack of resource diversity due to the significant solar growth that is happening across the West.
- Gorge Wind is like solar because it provides more energy in the summer. With a different generation pattern than solar, it is anticipated to have even more value as solar power becomes saturated in the West.
- Montana Wind is more expensive than Gorge Wind and solar. It appears to be one of the most promising wind supply resources if resource needs increase in the winter from a large growth in electric vehicles and heating loads. However, delivering Montana Wind may prove challenging without regional investment in new transmission capacities.

The following chart shows the results of the analysis of 360 conservation paths. The gray shaded area identifies combinations of conservation programs (other paths) that are different from the approved 2020 Conservation Potential Assessment and result in lower cost for City Light with more savings. The 2020 approved path

is indicated by the yellow dot. City Light will review and update these findings when we conduct our 2022 Conservation Potential Assessment. City Light will also include a Demand Response Potential and Customer-Installed Solar Potential assessment, the former of which is now explicitly required by CETA.

Total Portfolio: Net Present Value Cost vs 2040 Energy Efficiency Achievement





Action Plans

The utility is already making plans for the next year, next two years and next 10 years to meet federal and state regulations. Our plans include forward-thinking transportation electrification strategies, time-of-day pricing to improve energy efficiency, and more commercial customer energy efficiency through updating older buildings.

City Light will be evaluating both new demand response programs and new large customer renewable energy tariff offerings to complement programs for residential and commercial solar as well as adding more community outreach/proposed partnerships for new and existing energy services and plans. For our existing resources, City Light's efforts include steps for relicensing the Skagit River Hydroelectric Project, BPA engagement for a post-2028 contract, and leadership in efforts to develop organized regional market concepts and collaborate on regional resource adequacy.

City Light's intends to determine what roadblocks exist and what options need more research. All City Light performance objectives call for buy-in from both internal and external stakeholders and the public to conduct transparent evaluation of the alternatives, including those that result in more equitable outcomes for customers at reasonable costs and risks.

The cornerstone of City Light's energy – 85% of the power mix in 2019 -- is hydropower: a clean, renewable resource that has always been the region's most reliable, affordable and climate friendly resource.





Next Steps: Building the 2022 Integrated Resource Plan

Today, the forecasts show that City Light's energy supply benefits from continued investment in customer energy efficiency programs, which enable our hydropower dams to support more alternative energy sources. We forecast that our energy supply is as high as 98% greenhouse gas free with long-standing and intensive focus on energy efficiency programs and procuring long-term energy supply from only clean and renewable sources.

City Light's work begins with gathering inputs, stakeholder and public engagement, ensuring alignment with plans for clean energy services, and more study, research, and analysis.

The steps include:

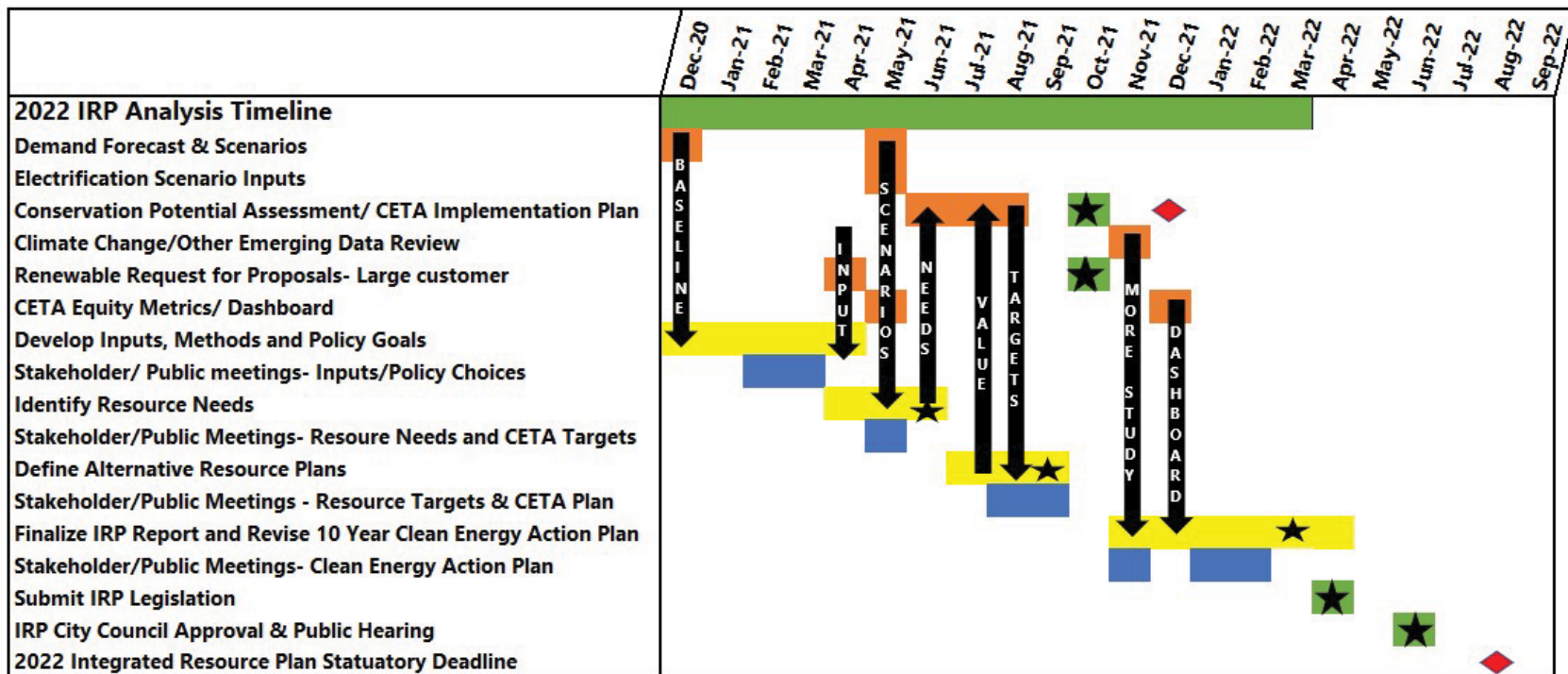
1. An updated demand forecast that reflects trends from the pandemic and City Light's Transportation Electrification Strategic Investment Plan.
2. Refinements to City Light's framework following the first complete and adopted set of CETA rules.
3. More insight into current renewable resource costs and delivery possibilities as City Light completes its first Renewable Resources Request for Proposals that will support a large customer renewable energy program.

4. Continued engagement with stakeholders and the public to gather input along the way.
5. Final review of new NW Council and Northwest Power Pool Resource Adequacy data to update our RA market reliance study in the second quarter of 2021.
6. Refined Conservation and Demand Response Potential Assessments focused on what City Light can do to target demand-side resources to be even more complementary with our hydro resources.
7. New research into how customer-owned generation, demand response, and storage resources fit into the plan.

2022 IRP Work Plan

Integrated Resource Plans are ambitious undertakings that must lock in inputs early while at the same time support and align with other consequential activities. The work is to develop a resource strategy that aligns with City Light’s new Transportation Electrification Strategic Investment Plan and the 2022 Conservation and Demand Response Potential Assessment, and that considers the potential for building electrification – all while exploring options for other distributed resources such as battery storage and additional “behind the meter” solar. The work will prioritize identifying racial, social, and economic equity metrics. City Light will evaluate new climate change research but may be limited in the range of information that we can include in time for producing a 2022 IRP.

The following chart shows a high-level timeline with connection points between interrelated processes, important milestones and statutory deadlines, including required City Council engagement and desired stakeholder and public engagement. Stakeholder and public input will inform and improve City Light’s recommendations. City Light endeavors to build an ambitious, customer-centric plan that brings affordability and better outcomes for those in our communities who have shouldered the weight of climate change.



Legend

- Process to Align with IRP ■
- 2022 IRP Activity ■
- Stakeholder/ Public Meeting ■
- City Council Activity ■
- Milestone ★
- State Statutory Deadline ◆

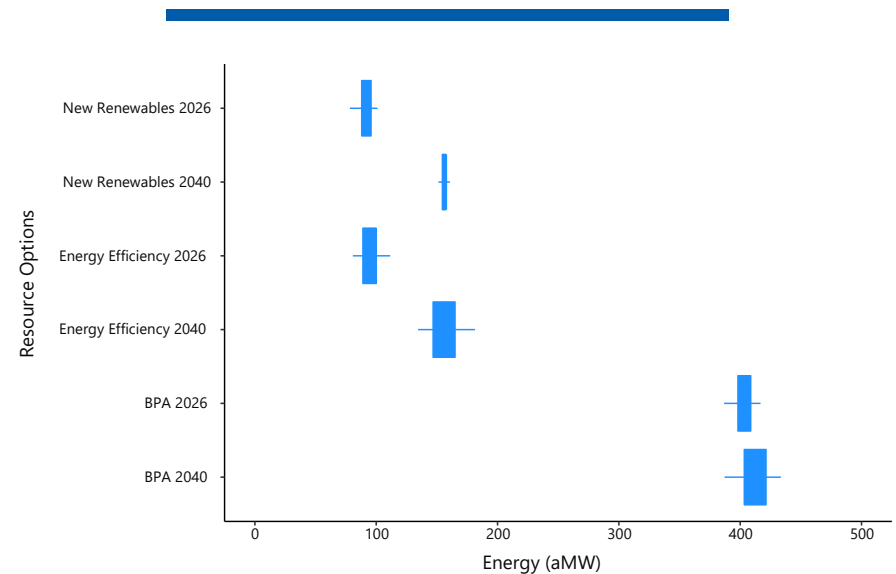


The 4-Year and 10-Year Long Range Plans

In accordance with the CETA, City Light will prepare two new plans. By Jan. 1, 2022, City Light will complete its first four-year Clean Energy Compliance Plan, required by CETA, to explain the steps City Light is taking between 2022 and 2026 to comply with CETA. Additionally, as part of the 2022 IRP, City Light will prepare a 10-year Clean Energy Action Plan. The Clean Energy Action Plan will benefit from new research as part of CETA to be better able to stress equitable access to clean energy and the benefits provided by same. It will examine supply and demand, and articulate choices City Light must make to ensure environmentally responsible, reliable, and affordable energy paths. These plans will have the benefit of a thorough and open approach to new ideas, technological innovations, regional cooperation, and the best minds of the region. They will expand on the foundations of the 2020 Progress Report and test plans.

City Light’s Progress Report identifies a potential resource adequacy need that could be filled with the addition of more renewable energy and energy efficiency and fewer BPA resources. Therefore, the 2022 IRP will study this potential need and determine what solutions can address it, if needed. The chart below shows that by 2026, approximately 100 aMW of additional renewable energy would fill a resource adequacy void. Aligning new research in 2021, about

the impacts of COVID, electrification potential, and Regional RA studies will help us determine whether these long-term resources are required for RA. City Light will also include demand response and battery storage options to see how these options can increase reliability and potentially lower costs.



City Light's other action plans to support the advancement of safe, reliable, affordable, and environmentally responsible energy services include:

Existing Resources and Enhancing Market Practices

- Ensure a well-functioning wholesale market that can enforce the provisions and rules of CETA with continued engagement in the Carbon Markets Workgroup in 2021. (two-year action).
- Sponsor and complete a proposed design for a Resource Adequacy Program with Northwest Power Pool members, increasing electric system reliability and affordability by pooling supply and demand to assist during stressed conditions.
- Relicense the Skagit River Hydroelectric Project by April 2025 and the South Fork Tolt Hydroelectric Project by 2027.
- Advocate for the US delegation to negotiate a new Columbia River Treaty seeking a fair distribution of benefits from treaty storage and operations.
- Collaborate in 2021 with the public power community and BPA on a post-2028 BPA contract, with a proposed final contract in late 2025 for a new contract starting Oct. 1, 2028.

Equitable Distribution of Energy and Non-Energy Benefits

- Prepare and review the City of Seattle's Racial Equity Toolkit with internal and external stakeholders. Use the toolkit to inform measures of social equity in the IRP process.
- Build a new team to identify impacted populations and develop metrics to track the distribution of the benefits of CETA.
- Launch a new public engagement campaign prioritizing impacted communities.

Resource Acquisition

- Implement a demand response program pilot, and update City Light's large commercial solar tariff by 2022.
- Early in 2021, conduct a Request for Proposals process for renewable energy to support a large customer renewable

energy program that would deliver new renewable energy to those customers in 2024.

- Develop a tariff and rate for the new large customer renewable energy program.
- Investigate future BPA product options.

Modeling and Analysis

- Update and refine modeling of clean energy policies in City Light's electric power price forecast.
- Include transportation and building electrification scenarios being developed by a separate City-wide electrification study process.
- Coordinate consistent inputs for evaluation of demand side resource potential at the distribution system level.
- Endeavor to include climate change sensitivity in the 2022 IRP with a plan to fully examine climate change in the 2024 IRP.

10-Year Clean Energy Action Plan/CETA compliance/ I-937 Compliance

- Complete, before Jan. 1, 2022, a conservation and demand response potential assessment that provides targets for I-937 and the CETA compliance.
- Identify resource adequacy metrics and targets.
- Identify the use of social cost of greenhouse gas in the analysis.
- Develop metrics to understand impacts on vulnerable communities.
- Include how City Light will ensure coal is not included in our portfolio.
- Include how City Light plans to meet 2030 to 2045 greenhouse gas neutrality.
- Identify any transmission limitations preventing an affordable CETA compliance.



Partnering in Public Engagement

City Light will be tasked with building its 10-year plan toward a greenhouse gas-free future, which will include valuable public input, Stakeholder Advisory Committee discussions, use of technology to make public engagement more convenient, and simpler information on how we can all access cleaner energy options and prepare for the future in (hopefully) a pandemic-free environment.

Plans call for the public to help contribute to a cleaner environment, not just in helping City Light make resource choices but making energy benefits more equitable for all.

In working with the Mayor and City Council, City Light wants to invite innovative new partnerships to help inspire our customers to become more active in creating a clean energy future. We want to support them in our mutual goals for a more sustainable and socially equitable future. By arming the public with basic information about City Light's existing supply and the types of resource choices ahead, everyone can be a conduit to a shared understanding and an active player toward a better quality of life.

When you talk with people about our energy future, these are the kinds of questions that will help us start the greater conversation:

- Are you considering changes in the fuels you use? Why?
- Where do you go for information about your energy use today?
- What information will help you understand more about your own energy use?
- Are you taking steps to be resilient to power outages?
- How do you feel you are being impacted by climate change?
- Have you been impacted by service interruptions in the past year? How did they disrupt your life?
- What suggestions do you have for City Light to help low-income and vulnerable customers?
- Do you want to be part of planning for our future energy supply?
- What can we do to get you to be involved?

Our energy future will directly influence everyone's lives. Help us get ready.

Ask them to join the efforts by emailing us at SCL.IRP@seattle.gov



Seattle City Light provides our customers with affordable, reliable, and environmentally responsible energy services.

**CUSTOMERS FIRST • ENVIRONMENTAL STEWARDSHIP • EQUITABLE COMMUNITY CONNECTIONS •
OPERATIONAL AND FINANCIAL EXCELLENCE • SAFE AND ENGAGED EMPLOYEES**



Seattle City Light

700 5th Ave, Seattle, WA 98104 **Tel:** (206) 684-3000
seattle.gov/light

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Seattle City Light	Aliza Seelig/ 684-8458 Joy Liechty/ 615-1102	Greg Shiring /386-4085

** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title: A RESOLUTION relating to the City Light Department; acknowledging and approving the 2020 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 2018 through August 2020.

Summary and background of the Legislation: City Light’s 2020 Integrated Resource Plan (IRP) Progress Report continues to emphasize “conservation first” as its foundation. The Progress Report states that investments in conservation remain the first and best resource choice as the most environmentally responsible way to meet growing energy demands, resource adequacy and 100 percent carbon free regulations. It also provides a low-cost way to meet the Washington Energy Independence Act. For the 2022 Integrated Resource Plan Update, City Light will develop a 10-year Clean Energy Action Plan that outlines the steps the utility will take to maintain greenhouse gas neutrality, maintain equitable access to clean and affordable energy, and make progress towards being greenhouse gas free by 2045 to conform with the 2019 Washington Clean Energy Transformation Act. The 2020 IRP Progress Report was informed by the participation of internal and external stakeholders. The proposed Resolution approves the 2020 Integrated Resource Plan Progress Report for the biennium September 2018 through August 2020.

The 2020 IRP Progress Report was developed under the Code of Washington (RCW), Chapter 19.280 which mandates Integrated Resource Planning every two years. City Light has requested and received permission from the Washington State Department of Commerce to delay its completion of an updated IRP and instead complete an IRP Progress Report (the IRP would have been due on September 1, 2020). In addition to this one-time deviation from normal practice, the Department of Commerce also granted permission to extend the transmittal to City Council until December 31, 2020. City Light’s decision to request this change was due both to the need to effectively incorporate and communicate provisions of the recently passed Clean Energy Transformation Act, and to the impacts of the COVID-19 pandemic.

Utilities within the state of Washington must develop comprehensive resource plans that meet their customers’ electricity needs in the short and long term. Seattle City Light is required to file an Integrated Resource Plan, which is either a Progress Report, due every two years, or an updated Integrated Resource Plan due every four years. Progress Reports reflect

changing conditions and developments, whereas Integrated Resource Plans are comprehensive resource plans that explain the mix of generation and demand-side resources that the utility plans to use to meet their customers' electricity needs over the period covered in the plan.

In accordance with RCW 19.280, the 2020 IRP Progress Report requires the approval by the consumer-owned utilities' governing board after public notice and hearing and subsequent filing with the State of Washington Department of Commerce by March 31, 2021. A resolution to adopt the 2018 Integrated Resource Plan Progress Report was passed by the Seattle City Council in September 2018.

2. CAPITAL IMPROVEMENT PROGRAM

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

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? Yes No

Does the legislation have other financial impacts to The City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?
No.

Is there financial cost or other impacts of *not* implementing the legislation?
The adoption of this resolution ensures that City Light meets the requirements of RCW 19.280.

4. OTHER IMPLICATIONS

- a. Does this legislation affect any departments besides the originating department?
No.
- b. Is a public hearing required for this legislation?
Yes. RCW 19.280.050 requires the utility's governing body to approve the Progress Report after it has provided public notice and hearing.
- c. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?
No.
- d. Does this legislation affect a piece of property?
No.

- e. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?**

This resolution describes a path for how City Light plans to meet its future power generation needs over the next 20 years and explains recent changes in conditions. When deciding how to implement plans City Light will continue to organize its plans and offer services to vulnerable or historically disadvantaged communities consistent with City policy.

f. Climate Change Implications

- 1. Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?**

This resolution does not materially change Seattle's carbon emissions. City Light is explaining its plans to continue to serve customers with greenhouse gas neutral power, and how it will be developing a new plan to describe progress towards providing greenhouse gas free power by 2045.

- 2. 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 resolution does not materially change Seattle's ability to adapt to climate change.

- g. 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)?**

This is not a new initiative or major programmatic expansion; this effort is consistent with Seattle City Light's commitment to serve our customers with safe, reliable, affordable, and environmentally responsible electric service.

List attachments/exhibits below:



Legislation Text

File #: Res 31993, **Version:** 1

CITY OF SEATTLE

RESOLUTION _____

A RESOLUTION endorsing the creation by the State of Washington of the Rainier Valley Creative District. WHEREAS, the State of Washington has created a Creative Districts program to help Washington communities thrive, and to support communities turning cultural activities into economic growth; and

WHEREAS, stakeholders from the various cultural communities of Southeast Seattle have been meeting and organizing for five months in order to submit an application to the Creative Districts program; and

WHEREAS, the mission of the Creative District would be to build out an active arts and culture coalition that advocates for Rainier Valley's artistic and cultural community by fostering collaboration, boosting collective visibility, and addressing economic inequity; and

WHEREAS, the short-term goals of the Rainier Valley Creative District are to build deeper arts connections, revive and draw more events into the district, and establish a thriving creative hub; and

WHEREAS, the long-term goals of the Rainier Valley Creative District are to foster economic stabilization for the district, preserve the area's legacy, and inform future policy and development in the region; and

WHEREAS, the Rainier Valley and its many neighborhoods represent some of the greatest racial and economic diversity in Seattle, and face some of the greatest development pressures and displacement risks in Seattle; and

WHEREAS, the Rainier Valley is home to a City of Seattle Arts District in the Columbia City and Hillman City neighborhoods, as well as many cultural institutions, including Adefua Cultural Education Workshop, the Columbia City Theater, Ark Lodge Cinema, the Columbia City Gallery, the Rainier Arts Center, Hillman City Collaboratory, Black & Tan Hall, Seattle World Percussion Society, the Northwest Tap

Connection, South Seattle Emerald, SEED Arts, Rainier Beach Action Coalition, Urban Impact, Communities Rise, Queen Care, InterAfriKan Connections, and many others; and

WHEREAS, Adefua Cultural Education Workshop, which has provided Cultural Arts programming in South Seattle for 36 years, is overseeing the application process and will be the administrator of the program; and

WHEREAS, The City of Seattle fully supports all neighborhoods who wish to self-identify and self-actualize their cultural and creative identities; NOW, THEREFORE,

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

Section 1. The City Council supports the organizing efforts of the various cultural partners who have come together to unite around an application to the State of Washington's Creative Districts program, and endorses and welcomes such designation, should the State choose to act on the application.

Adopted by the City Council the _____ day of _____, 2021, and signed by me in open session in authentication of its adoption this _____ day of _____, 2021.

President _____ of the City Council

Filed by me this _____ day of _____, 2021.

Monica Martinez Simmons, City Clerk

(Seal)

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
LEG	Venkataraman/4-5382	

* Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.

1. BILL SUMMARY

Legislation Title: A RESOLUTION endorsing the creation by the State of Washington of the Rainier Valley Creative District.

Summary and background of the Legislation: Stakeholders from the various cultural communities in Rainier Valley have been meeting and organizing in order to submit an application to the Washington State Creative Districts program. This resolution supports that effort and endorses the creation of a Rainier Valley Creative District by Washington State.

2. CAPITAL IMPROVEMENT PROGRAM

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

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? ___ Yes No

Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?

If so, describe the nature of the impacts. This could include increased operating and maintenance costs, for example.

No

Is there financial cost or other impacts of *not* implementing the legislation?

Estimate the costs to the City of not implementing the legislation, including estimated costs to maintain or expand an existing facility or the cost avoidance due to replacement of an existing facility, potential conflicts with regulatory requirements, or other potential costs or consequences.

No

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?

If so, please list the affected department(s) and the nature of the impact (financial, operational, etc.).

No

b. Is a public hearing required for this legislation?

If yes, what public hearing(s) have been held to date, and/or what public hearing(s) are planned/required in the future?

No

c. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

For example, legislation related to sale of surplus property, condemnation, or certain capital projects with private partners may require publication of notice. If you aren't sure, please check with your lawyer. If publication of notice is required, describe any steps taken to comply with that requirement.

No

d. Does this legislation affect a piece of property?

If yes, and if a map or other visual representation of the property is not already included as an exhibit or attachment to the legislation itself, then you must include a map and/or other visual representation of the property and its location as an attachment to the fiscal note. Place a note on the map attached to the fiscal note that indicates the map is intended for illustrative or informational purposes only and is not intended to modify anything in the legislation.

No

e. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?

If yes, please explain how this legislation may impact vulnerable or historically disadvantaged communities. Using the racial equity toolkit is one way to help determine the legislation's impact on certain communities. If any aspect of the legislation involves communication or outreach to the public, please describe the plan for communicating with non-English speakers.

Many members of BIPOC communities live in South Seattle and the Rainier Valley, which are areas at high risk of displacement and gentrification. Creation of a creative district could help these communities thrive and stay in the Seattle.

f. Climate Change Implications

1. Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?

Please provide a qualitative response, considering net impacts. Are there potential carbon emissions impacts of not implementing the proposed legislation. Discuss any potential intersections of carbon emissions impacts and race and social justice impacts, if not previously described in Section 4e.

No

2. 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.

Describe the potential climate resiliency impacts of implementing or not implementing the proposed legislation. Discuss any potential intersections of climate resiliency and race and social justice impacts, if not previously described in Section 4e.

No

g. 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).

This answer should highlight measurable outputs and outcomes.

NA

List attachments/exhibits below: