



SEATTLE CITY COUNCIL

Transportation Committee

Agenda

Tuesday, August 6, 2024

9:30 AM

Council Chamber, City Hall
600 Fourth Avenue
Seattle, WA 98104

Rob Saka, Chair
Joy Hollingsworth, Vice-Chair
Robert Kettle, Member
Dan Strauss, Member
Tanya Woo, Member

Chair Info: 206-684-8801; Rob.Saka@seattle.gov

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SEATTLE CITY COUNCIL

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August 6, 2024 - 9:30 AM

Meeting Location:

Council Chamber, City Hall, 600 Fourth Avenue, Seattle, WA 98104

Committee Website:

<https://www.seattle.gov/council/committees/transportation-x154110>

This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business.

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

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

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

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

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

Pursuant to Council Rule VI.C.10, members of the public providing public comment in Chambers will be broadcast via Seattle Channel.

Submit written comments to Councilmembers at Council@seattle.gov

Please Note: Times listed are estimated

A. Call To Order**B. Approval of the Agenda****C. Public Comment****D. Items of Business**

1. [CB 120826](#) **AN ORDINANCE relating to grant funds from non-City sources; authorizing the Director of Transportation to accept specified grants and execute related agreements for and on behalf of the City; amending Ordinance 126955, which adopted the 2024 Budget; changing appropriations to the Seattle Department of Transportation and various Budget Control Levels, and from various funds in the Budget; and ratifying and confirming certain prior acts.**

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

Briefing, Discussion, and Possible Vote

Presenters: Chris Godwin and Armand Shahbazian, Seattle Department of Transportation

2. **Transportation Funding Task Force**

Supporting Documents: [Presentation](#)

Briefing and Discussion

Presenters: Francisca Stefan, Deputy Director, and Bill LaBorde, Seattle Department of Transportation

E. Adjournment



Legislation Text

File #: CB 120826, Version: 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to grant funds from non-City sources; authorizing the Director of Transportation to accept specified grants and execute related agreements for and on behalf of the City; amending Ordinance 126955, which adopted the 2024 Budget; changing appropriations to the Seattle Department of Transportation and various Budget Control Levels, and from various funds in the Budget; and ratifying and confirming certain prior acts.

WHEREAS, on February 28, 2024, the Washington State Department of Natural Resources awarded 2024 Community Forestry Assistance Grant funding to one City of Seattle (“City”) project; and

WHEREAS, on March 28, 2024, the Washington State Department of Transportation (WSDOT) awarded Multimodal Transportation Account - State Appropriation funding to one City project; and

WHEREAS, these grants require immediate execution of agreements contingent on acceptance of the grants on an expedited schedule in order to deliver on grant obligations by state imposed deadlines for spending the funds or reporting back to the State Legislature; and

WHEREAS, pursuant to RCW 35.22.570 and 35A.11.040, the City’s legislative body has the power to accept grants; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Director of the Seattle Department of Transportation is authorized to accept the following non-City funding from the grantors listed below, and to execute, deliver, and perform agreements for the purposes described. The funding, when received, shall be deposited in the receiving fund identified below to support, or as reimbursement for, the corresponding appropriations set forth in Section 2 of this ordinance.

Item	Department	Fund	Grantor	Purpose	Accept
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1.1	Seattle Department of Transportation	Transportation Fund (13000)	Washington State Department of Natural Resources (WA-DNR)	This grant funds the identification of opportunities, barriers, and public investments needed to support street tree planting in four census tracts apart from those identified under the U.S. Climate & Economic Justice Screening Tool (CEJST)	\$302,278
1.2	Seattle Department of Transportation	Transportation Fund (13000)	Washington State Department of Transportation (WSDOT)	This grant funds the creation of a digital conflict area awareness management program under the Digital Conflict Area Awareness Management Program (dCAAMP)	\$500,000
					\$802,278

Section 2. Contingent upon the execution of the grant or other funding agreement and receipt of the grant funds authorized in Section 1 of this ordinance, the appropriations for the following items in the 2024 Budget are increased from the funds shown, as follows:

Item	Department	Fund	Budget Summary Level	Amount
2.1	Seattle Department of Transportation	Transportation Fund (13000)	Maintenance Operations (BO-TR-17005)	\$302,278
2.2	Seattle Department of Transportation	Transportation Fund (13000)	Mobility Operations (BO-TR-17003)	\$500,000
Total				\$802,278

Unspent funds so appropriated shall carry forward to subsequent fiscal years until they are exhausted or abandoned by ordinance.

Section 3. Any action 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 as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

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

President _____ of the City Council

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

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2024.

Scheereen Dedman, City Clerk

(Seal)

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
Seattle Dept of Transportation	Maja Stamenkovska	Aaron Blumenthal

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to grant funds from non-City sources; authorizing the Director of Transportation to accept specified grants and execute related agreements for and on behalf of the City; amending Ordinance 126955, which adopted the 2024 Budget; changing appropriations to the Seattle Department of Transportation and various Budget Control Levels, and from various funds in the Budget; and ratifying and confirming certain prior acts.

Summary and Background of the Legislation: This legislation would authorize SDOT to execute agreements for state funds awarded to the City by the Washington State Department of Natural Resources (WA-DNR) on February 28, 2024, and by the Washington State Department of Transportation (WSDOT) on March 28, 2024.

The first grant awarded by WA-DNR constitutes Urban and Community Forestry Grant funding for a project that will identify opportunities, barriers, and public investments needed to support street tree planting in high priority areas as ranked by the City's Race and Social Equity (RSE) Index. The terms of the grant award specify that the funds must be expended by June 1, 2025. As such, the grant agreement for these funds must be executed as soon as possible to enable SDOT to commence and complete the project within the required timeline.

Additionally, the grant awarded by WSDOT via a State Senate-sponsored appropriation in the 2023-25 Supplemental State Transportation Budget, is awarded for a project that will create a digital conflict area awareness management program for transportation operators, such as autonomous vehicle fleet operators. The culmination of this program is a final report, due to WSDOT on June 30, 2025. As such, SDOT must execute a grant agreement for these funds as soon as possible in order to procure a consultant to help SDOT complete the project within the required timeline. Due to the accelerated timelines of these projects and the need for swift agreement execution, the ordinance includes a ratify and confirm clause.

There are no match requirements for either grant.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project?

Yes No

3. SUMMARY OF FINANCIAL IMPLICATIONS

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

Expenditure Change (\$); General Fund	2024	2025 est.	2026 est.	2027 est.	2028 est.
Expenditure Change (\$); Other Funds	2024	2025 est.	2026 est.	2027 est.	2028 est.
	\$802,278				

Revenue Change (\$); General Fund	2024	2025 est.	2026 est.	2027 est.	2028 est.
Revenue Change (\$); Other Funds	2024	2025 est.	2026 est.	2027 est.	2028 est.
	\$802,278				

3.a. Appropriations

This legislation adds, changes, or deletes appropriations.

Fund Name and Number	Dept	Budget Control Level Name/Number*	2024 Appropriation Change	2025 Estimated Appropriation Change
Transportation Fund – 13000	Transportation	BO-TR-17005 - Maintenance Operations	\$302,278	
Transportation Fund – 13000	Transportation	BO-TR-17003 - Mobility Operations	\$500,000	
TOTAL			\$802,278	

*See budget book to obtain the appropriate Budget Control Level for your department.

Appropriations Notes: None.

3.b. Revenues/Reimbursements

This legislation adds, changes, or deletes revenues or reimbursements.

Anticipated Revenue/Reimbursement Resulting from This Legislation:

Fund Name and Number	Dept	Revenue Source	2024 Revenue	2025 Estimated Revenue
Transportation Fund – 13000	Transportation	WA-DNR – Washington State Department of Natural Resources	\$302,278	
Transportation Fund – 13000	Transportation	WSDOT – Washington State Department of Transportation	\$500,000	
TOTAL			\$802,278	

Revenue/Reimbursement Notes:

None.

3.c. Other Impacts

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

No.

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

Without the use of these funds, the City would not be able to meet goals it shares with the state grantors, including improving tree canopy in historically underserved areas, or developing tools to allow the City of Seattle, as well as other Washington jurisdictions more safely manage a future more likely to include use of autonomous vehicle ride-hailing services.

4. OTHER IMPLICATIONS

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

N/A

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

No.

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

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

These grant funds were awarded to projects and programs that will identify opportunities, barriers, and public investments needed to support street tree planting in high priority areas and create a digital conflict area awareness management program for autonomous vehicle fleet operators.

SDOT intends to use these grant funds to identify opportunities, barriers, and public investments needed to support street tree planting in four census tracts ranked as “Highest” or “Next Highest” priority in the City’s Race and Social Equity (RSE) Index that also have less than 25% tree canopy coverage, in keeping with the Tree Protection Ordinance and the One Seattle Tree Plan. SDOT’s preliminary analysis for this project indicates that RSE Priority census tracts often have low tree canopy cover due to a historic lack of public investment. By prioritizing these census tracts for mitigation tree planting, the Street Tree project will comply with the Tree Protection Ordinance and the One Seattle Tree Plan Executive Order. This project will identify obstacles and document them to inform future discussions around public investment as well as public outreach efforts, ultimately leading to the canopy coverage improvement in historically under-invested areas.

Furthermore, SDOT intends to use these grant funds to fund the creation of digital conflict area awareness management program to provide machine-readable information for transportation operators to be aware of conflict areas where vulnerable road users may be present. Autonomous vehicles can negatively impact communities already disadvantaged by poor transportation planning (e.g. blocking public transit routes). This Digital Conflict Area Awareness Management Program (dCAAMP) will promote geofencing autonomous vehicles outside of transit lanes, school zones, and other areas of high value to promote safety where vulnerable road users may be present. This work will enable the City to allow oversight and preserve transportation access without creating negative traffic impacts.

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

This grant funding will fund the Street Tree Plan project, which used the City’s Race and Social Equity (RSE) Index to select priority census tracts that represent an array of different urban conditions from residential neighborhoods, industrial areas, and denser urban neighborhoods. In addition, the project considered data from the 2021 Tree Canopy Assessment Report, the Washington State Health Disparities Map, and the federal government’s Climate and Economic Justice Screening tool.

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

The state DNR’s Urban and Community Forestry Grant funding is intended to increase awareness and support for public street tree planting programs in four census tracts ranked as “Highest” or “Next Highest” priority in the City’s Race and Social Equity (RSE) Index that also have less than 25% tree canopy coverage. Effective outreach to these areas will require materials to be translated into nine different languages to lower barriers to engagement for residents, who may not speak English as their first language. Staff will attend community meetings and share outreach materials with community groups and leaders. While the Digital Conflict Area Awareness Management Program supported by these grant funds is actively working is more of a data collection exercise, the project team is working with SDOT Communications on how to actively manage provide information to the public by tools such as the SDOT Blog and post-study materials that could be translated for various audiences interested in the study’s findings.

d. Climate Change Implications

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

Acceptance of the Urban and Community Forestry Grant funding will help increase the reach of to Seattle’s Urban Forest Management Plan, which identifies the need to increase Seattle’s tree canopy to mitigate the impacts of climate change. Street trees absorb and sequester carbon, lower urban temperatures, and reduce pollutants in the air to make neighborhoods more livable and healthier. Lowering urban temperatures in neighborhoods reduces energy use from buildings to lower carbon emissions. Cooler temperatures and cleaner air also make walking and cycling safer and more comfortable, encouraging people to use active transportation, instead of motorized vehicles, for travel in the city..

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

This legislation will increase Seattle’s resiliency to climate change by identification of barriers and opportunities for increasing tree planting to cool neighborhoods, absorb stormwater, and sequester carbon. It will also support the City’s goal of providing additional transportation options.

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

The legislation will identify locations where trees can be planted in census tracts identified as “Highest” or “Second Highest” priority in the City’s Race and Social Equity (RSE) Index that also have less than 25 percent existing tree canopy coverage. Trees planted as a result of this project will be reported to the Office of Sustainability and Environment in keeping with the One Seattle Tree Plan executive order and to the Seattle Department of Construction and Inspections in keeping with the Tree Protection Ordinance. This legislation will also further the ongoing work of SDOT’s New Mobility team, which manages autonomous vehicles. By automatically creating and issuing geofences and other digital policies that can be utilized by autonomous vehicle fleets, this work will enable the City to create digital tools needed to guide their safe and successful operation.

5. CHECKLIST

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

6. ATTACHMENTS

Summary Attachments: None.



Seattle City Council

Transportation Committee

SDOT Grant Acceptance Ordinance

Our Vision, Mission, Values, & Goals

Seattle is a thriving equitable community powered by dependable transportation. We're on a mission to deliver a transportation system that provides safe and affordable access to places and opportunities.

Core Values & Goals:

Equity, Safety, Mobility, Sustainability, Livability, and Excellence.

State funding awards

- This legislation accepts two recent funding awards from the State of Washington to the City of Seattle:
 - \$302,278 Department of Natural Resources (DNR) Urban and Community Forestry Grant
 - \$500,000 Washington State Legislature earmark in 2023-25 Supplemental Transportation Budget to a develop a model digital conflict area awareness management program for transportation operators, such as autonomous vehicle fleet operators
- Due to timing, these grants were not included with the Midyear Supplemental Budget Package
- These funding awards allow SDOT to supplement existing programs but do not require any local match and therefore do not impact the projected 2025-2026 budget deficit

Two SDOT Projects Will Receive Funding

Project Name	Brief Summary	Additional Federal Award
<p>Washington State Department of Natural Resources (DNR) Community Forestry Assistance Grant Program to SDOT's Urban Forestry Division</p>	<p>The Community Forestry Assistance Grant Program funds:</p> <ul style="list-style-type: none"> • Analysis to identify street tree planting opportunities, obstacles, and potential for public investment in four census tracts with less than 25% canopy that are also a priority in the City's Race and Social Equity (RSE) Index • Census tracts include different neighborhood types: industrial (SODO), dense urban (I-5/West Capitol Hill), neighborhood residential (Roxbury), and mixed industrial/commercial/residential (South Park) 	<p>\$302,278</p>
<p>State Supplemental Transportation Budget Appropriation to SDOT's Mobility Solutions Program</p>	<p>The Digital Conflict Area Awareness Management Program appropriation funds:</p> <ul style="list-style-type: none"> • Creation of a Digital Conflict Awareness Program (dCAAMP) utilizing Open Mobility Foundation's Mobility Data Specification (MDS). • Goal is to provide machine-readable information via the MDS Policy API for transportation operators, such as autonomous vehicle fleet operators, to be aware of conflict areas, such as emergency response zones and traffic incident areas. • The project will work to create an implementation guide for other jurisdictions 	<p>\$500,000</p>

Seattle's AV Timeline

Governor authorizes AV testing;
SDOT releases New Mobility Playbook



Zoox begins AV testing in Seattle

Seattle Department of Transportation
AUTONOMOUS VEHICLE TESTING PERMIT REQUIREMENTS

Version 1.0 (November 2022)
All Requirements Subject to Change



Seattle & Bellevue release AV Strategic Vision;
SDOT issues first AV testing permits;
SDOT joins PAVE



New and Emerging Mobility Element



2017

2019

2021

2022

2023

2024



NVIDIA publishes video of AV perception in Seattle;
SDOT joins State AV Work Group Executive Committee

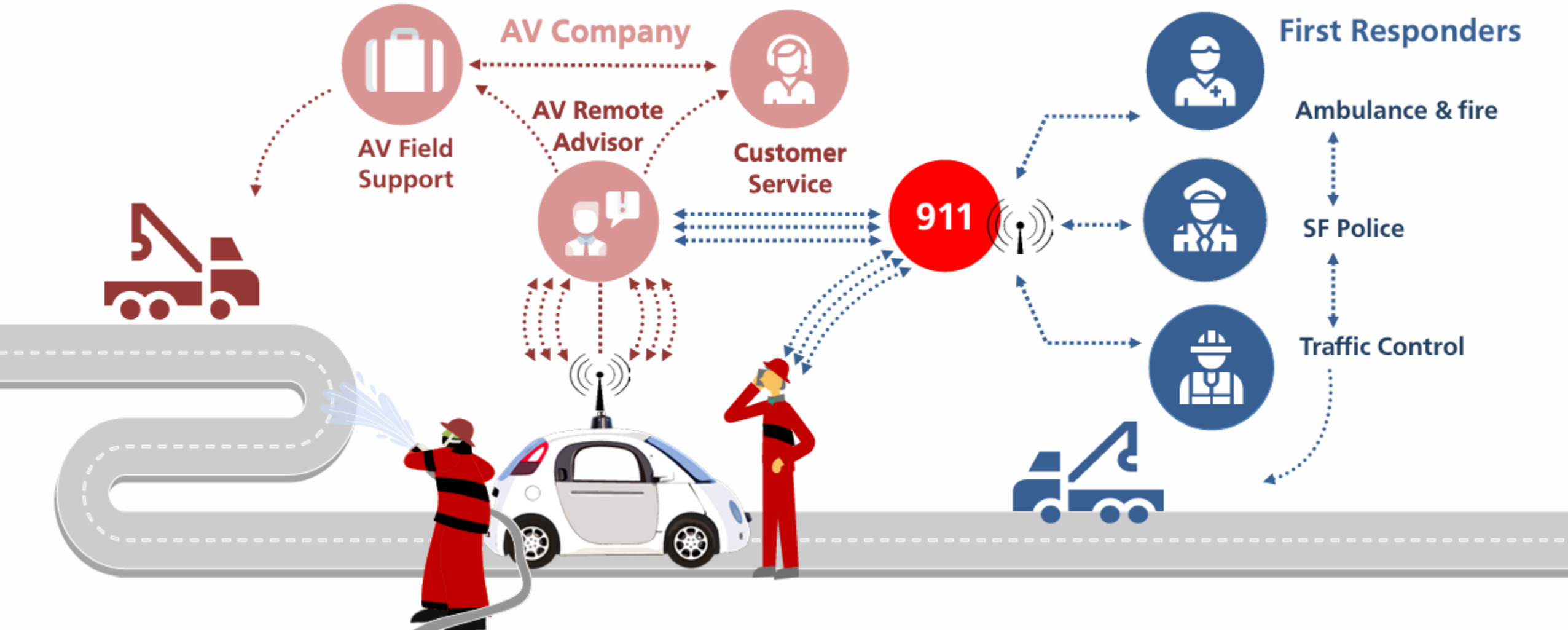
ZOOX

SDOT launches AV testing permit



STP released with New & Emerging Mobility element;
SDOT launches AV Inclusive Planning;
SDOT begins DATA project

Lessons from Peer Cities: San Francisco, CA



Digital Conflict Awareness System

Implementation Steps

1. Intake real-time data (911, construction, traffic incidents, etc.)
2. Translate data into Mobility Data Specification (MDS) standard
3. Create geofences (no-go, slow zones, etc.) for transportation operators with connected fleets, including AVs
4. Monitor feed use, engage with operators to understand impact (reduction in interventions by remote operators, successful re-routes by AV, etc.)
5. Create implementation guide for other cities

Outcome: AVs and other connected fleets will be aware of and able to automatically avoid conflict zones and the downstream impacts caused by these interactions.

Thank you!





Legislation Text

File #: Inf 2518, **Version:** 1

Transportation Funding Task Force

Transportation Funding Task Force Proposal



Seattle City Council
Transportation Committee
August 6, 2024

Transportation Funding Task Force Origins

- Stakeholder input
- Longstanding structural challenges
- Bridge and Sidewalk Audits
- Insights from Move Seattle Levy Oversight Committee
- Input from Councilmembers (Resolution 32137)

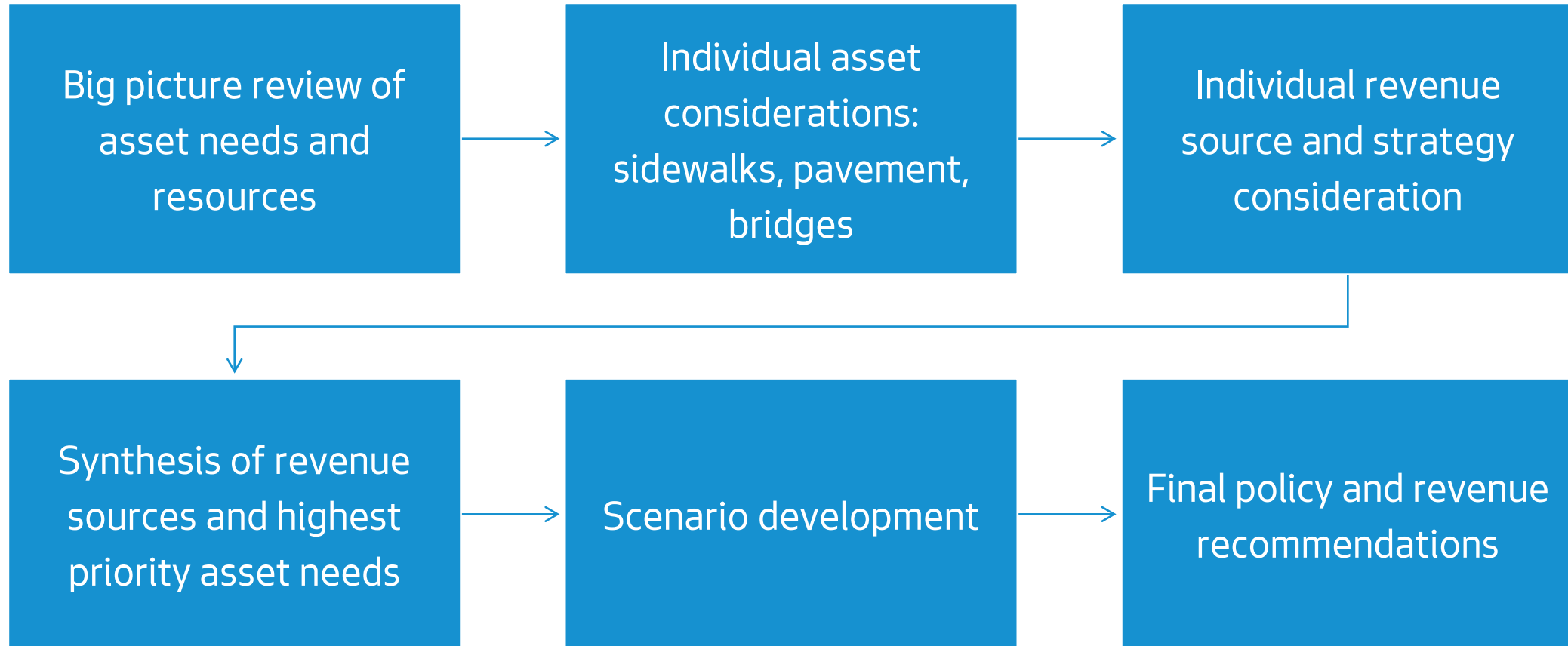


Task Force Scope



- Review contextual and background materials to inform recommendations (Audits, asset management approach, etc.)
- Assess SDOT's current funding sources and ability to sustain transportation operations, maintenance and preservation
- Explore delivery strategies to improve the condition of Seattle's transportation assets
- Explore funding strategies that could allow the City to more sustainably meet long-term infrastructure goals
- Recommend funding and policy strategies to the Mayor and City Council

Significant Ask of Task Force Members:



Example Scope - Sidewalks

Key Issue: Strategies to increase sidewalk repair

- Review current City sidewalk repair policies, Sidewalk Audit, Transportation Asset Management Strategy
- Explore potential new strategies (e.g. repair when you sell; city-resources to match repair and/or supplement for low-income households)
- Recommend funding and policy strategies

Key Issue: Strategies to increase new sidewalk construction

- Grounded in STP commitments on new sidewalks
- Review City development & land use policies on who is required to build new sidewalks
- Explore strategies for how the City could build sidewalks more efficiently (e.g. bid limits, state regulation)
- Develop and review scenarios aligning revenue resources with the commitments
- Recommend funding and policy strategies

Outcome - Interim and final recommendations to the Mayor and City Council to:

- Identify predictable, dedicated funding through consideration of the proportion of city funds dedicated to transportation and within the context of identifying predictable, dedicated funding for SDOT's principal lines of business, informed by the department's asset management strategy
- Pursue funding to address sidewalk, bridge and paving condition needs through grants, city sources, and future ballot measures, including but not limited to the Seattle Transportation Benefit District, bond measures and future levies
- Change city policies to increase sidewalk repair and new sidewalk construction

Key Task and Membership Perspectives

- Transparently incorporate multiple community and technical perspectives
- Build consensus among stakeholders on policy and funding strategies that may be controversial
- Review and recommend funding strategies to address funding stabilization and asset management needs
- Provide updates to City Council and the Mayor at six-month intervals

Examples of Representation

- Community organizations (neighborhoods without sidewalks; rely on bridges for access to services)
- Business perspectives
- Representatives from City Transportation Boards and Transportation Equity Workgroup
- Labor and Building Trades
- Development community - market rate and affordable housing developers
- Transportation and Accessibility advocates

Technical support:

- External professional facilitation
- Expert consultant support re: bonding, finance, engineering and construction management
- Technical support from SDOT, SDCI, SPU, Law, FAS, City Finance and City Budget Office



Schedule & Next Steps

- Finalize and transmit Mayor's proposed resolution
- Anticipated Council consideration in September
- Resolution activated upon approval of Levy by voters in November
- Q1 2025: consultation with Council and stakeholders on appointments
- Q2 2025: first Transportation Funding Task Force meeting called to order
- Updates to Mayor and City Council every six months; with final report to Mayor and City Council (2027 per Resolution 32137)

A blue-tinted photograph of a sidewalk and street. In the foreground, a paved sidewalk runs from the bottom center towards the right. To the left of the sidewalk is a wooden utility pole with a white sign that reads "HERE FOR" with a pedestrian icon and an arrow pointing left. Above this sign is a yellow rectangular sign that says "CROSSWALK". Further down the sidewalk, there is a yellow diamond-shaped sign with a black pedestrian icon and a black arrow pointing left. In the background, a street with cars and a bus stop is visible. To the right of the sidewalk is a chain-link fence with dense foliage behind it.

Questions and Discussion