

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.