

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
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1. BILL SUMMARY

Legislation Title: A RESOLUTION approving the Seattle Transportation Plan and superseding the Transit, Bicycle, Freight, and Pedestrian Master Plans.

Summary and Background of the Legislation:

This legislation states the City Council’s intent to approve the Seattle Transportation Plan (STP). The STP is a 20-year plan that will directly support implementation of the guiding policies contained in the Comprehensive Plan and its Transportation Element. The STP plan has two parts. Part I contains the overarching STP vision, goals, and key moves and is organized around six goals: safety, equity, sustainability, mobility and economic vitality, livability, and maintenance and modernization. Each plan goal is supported by three to six “key moves” (strategies). In turn, each key move has a series of implementing actions identified. Also, there is an Implementation Strategy chapter.

Part II contains a chapter on network integration along with eight chapters for each functional element, including four that supersede previous modal master plans: Transit; Bicycle and E-Mobility; Freight and Urban Goods; Pedestrian; People Streets and Public Spaces; Curbside Management; New and Emerging Mobility; and Vehicle elements. Network maps are included in Part II. The STP also offers a project list that can serve to inform future transportation funding tools, including, but not limited to a transportation levy.

The Mayor and City Council, advisory boards, and commissions worked with SDOT to develop the Seattle Transportation Plan, including joint workshops that brought together representatives from different advisory and planning boards to discuss how the city could achieve its goals, along with members of the public who were able to attend and observe. The STP was co-created through robust and extensive involvement with community and stakeholders starting in May 2022, including three inclusive phases of engagement that resulted in over 78,000 individual data points from over 9,000 people; more than 130 community events attended; nearly 100 meeting and briefings; over 60,000 visits to an online engagement hub, and over 170 social media posts.

Implementation of the plan goals will be determined, in part, by available funding through the annual budget process and 6-year CIP.

2. CAPITAL IMPROVEMENT PROGRAM

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

Yes No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation have financial impacts to the City?

Yes No

3.d. Other Impacts

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

No direct financial impacts from the STP Resolution itself though the Plan will set the context and shape future funding decisions by Mayor, Council, and voters.

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

N/A

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

The state Growth Management Act requires periodic major Comprehensive Plan updates, which is why the One Seattle plan is due by the end of 2024. The Comp Plan must include several “elements,” including a Transportation Element. The STP will meet the requirements of that state mandate, and it will also inform upcoming Council deliberations on a new transportation levy to submit to voters to succeed the current Levy to Move Seattle, which expires on December 31, 2024, as well as annual budget priorities,. The current levy provides roughly 1/3 of City transportation revenues.

4. OTHER IMPLICATIONS

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

Office of Planning and Community Development as the Seattle Transportation Plan will serve as the Transportation Element for the One Seattle Comprehensive Plan currently in final phases of development by OPCD.

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.

N/A

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

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

The Seattle Transportation Plan, as set forth for City Council approval, conducted a Racial Equity Toolkit and identifies specific key moves and actions for implementation to advance transportation equity. The plan acknowledges the past harms, burdens and impacts upon people and communities from the transportation system and seeks to address and reverse damage from historic racism and other discriminatory practices. Seattle's Transportation Equity Framework (TEF) and Implementation Plan was directly built upon and is noted throughout the STP, including references where specific TEF tactics are supported. The community engagement process centered equity and inclusiveness, and included Department of Neighborhoods community liaisons, and direct engagement with community-based organizations and native and indigenous community focus groups.

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

A Racial Equity Toolkit was utilized throughout the development of the Seattle Transportation Plan in coordination with SDOT's Change Team and Office of Equity and Economic Inclusion, and the City of Seattle Office of Civil Rights. The RET was intentionally infused into all aspects of the STP and work products. The plan itself (Attachment A) provides documentation of the various ways in which racial equity analysis was applied and considered throughout the planning process. Key examples included employing a Circle Process to convene core team members to explore and develop response to prompts from the RET steps; cross walking the key moves and actions of the STP with the SDOT Transportation Equity Framework and Implementation Plan; and investing in robust and extensive community engagement approaches to spur meaningful conversations that deepened the reach of outreach efforts. Community-based organizations and compensated Community Liaisons helped to broaden and deepen the reach of our engagement. These organizations and individuals helped us create a plan that advances the goal of a racially equitable and socially just transportation system.

Racial equity is interwoven throughout the fabric of the STP— from the stakeholder mapping and public engagement plan to the key moves and actions, as well as the prioritization framework that identifies specific equity metrics to consider and informs the projects and programs list. Analysis of several metrics evaluating performance by demographics and/or geography using the city's Race and Social Equity Index (RSEI) and/or race are built into the structure of future performance reports so that SDOT can pivot as needed to meet equity goals over the next 20 years. Rather than develop a stand-alone RET document as an outcome of conducting a racial equity analysis, the STP incorporates the RET steps into the plan itself. With

this in mind, documentation will be prepared in late Spring 2024 to document the process by which the RET steps were applied.

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

The Language Access Plan developed for the STP engagement process included implementation of best practices ranging from using language access services, integrating language access when developing social media posts, websites, blogs, fliers, advertisement materials, and multicultural media outreach materials. The Department of Neighborhood's Community Liaisons and the City's Office of Immigrant and Refugee Affairs helped ensure community's specific language group needs were met and culturally appropriate and relevant. Robust translation of materials and translation services was made available in all Tier 1-3 languages, including consideration for American Sign Language (ASL) needs. Project materials were written, when possible, at a 5th grade reading level to ensure sentences were simple and clear and could be made accessible to audiences who speak languages other than English. Document accessibility for visually impaired audiences was also addressed.

d. Climate Change Implications

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

The Seattle Transportation Plan, as set forth for City Council approval by this legislation, includes specific key moves and actions for implementation to reduce carbon emissions from transportation and supports the goals set forth by the Seattle Climate Action Plan, SDOT's Climate Change Response Framework, and the Comprehensive Plan. Implementing the Seattle Transportation Plan Sustainability key moves also advances other goals, including co-benefits for public safety, equity, community health, livability, mobility, economic vitality and maintenance. SDOT published a Draft Environmental Impact Statement in August 2023, and a Final Environmental Impact Statement in February 2024.

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

The Seattle Transportation Plan, as set forth for City Council approval by this legislation, directly addresses key moves and actions that support increased climate resiliency through actions that consider maintenance and modernization, mobility and preservation of important emergency and goods movement routes, and making it easier and more convenient for people to choose walking, rolling, biking, riding public transit, and using shared and electric mobility 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 Seattle Transportation Plan includes over-arching plan performance metrics as well as measurements within each functional element. Tracking and performance monitoring will be reported on over time in periodic progress reports. Progress reports will be prepared and submitted to the City Council every 2 years, covering the prior 2 years’ achievements and the status of plan implementation.

5. CHECKLIST

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

- 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?**
If yes, please review requirements in Resolution 31203 for applicability and complete and attach “Additional risk analysis and fiscal analysis for non-utility partner projects” form.

6. ATTACHMENTS

List Summary Attachments (if any):