

Levy to Move Seattle Oversight Committee Meeting

[Levy Oversight Committee bylaws – adopted April 2017](#)
[Move Seattle Levy legislation, approved June 29, 2015](#)

Date/Time: Tuesday, May 4, 2021 / 5:00 – 7:00 PM

Co-chairs: Rachel Ben-Shmuel, Samuel Ferrara

Location: Video Conference

Members present on the phone: Ron Posthuma, Rachel Ben-Shmuel, Joseph Laubach, Samuel Ferrara, Patrick Taylor, Vicky Clarke, Inga Manskopf, Jen Malley-Crawford, Jennifer Lehman, Dennis Gathard, Kevin Werner, Hester Serebrin, Councilmember (CM) Alex Pederson

Members Absent: Ben Noble (City Budget Office), Lisa Bogardus

Guests: David Conway, Chris Gregorich, Kris Castleman, -Kristen Simpson, Maria Koengeter, Katie Olsen, Matt Gemberling, Eleen Trang, Garth Merrill, Brian Sperry (all SDOT), Elliot Helmbrecht (Mayor's Office), Aaron Blumenthal (City Budget Office), Ryan Packer (The Urbanist), Hannah Nelson, Alex Kiheri (King County), Derek Newbauer, Jeff Lundstrom

MEETING CALL TO ORDER: 5:01 PM

Welcome and roll call

Rachel B: Conducted a roll call for committee members. Chris Gregorich introduced City staff.

Public Comment:

Rachel B: Asked if anyone wanted to give public comment.

No public comment.

Agenda item #1: Continued reflection and discussion of Transportation Equity

Hester S: The goal is to take what we heard from Anya's presentation and reflect back on what this means for our committee work. We are going to use a Google Jamboard to discuss this issue. Please fill out the first 3 pages with your thoughts and plans in the next 10 minutes. The we can go page by page and identify themes and next steps.

Hester S: Can members volunteer to share what they wrote or themes they noticed?

Patrick T: I wrote about giving up my assumptions.

Jennifer L: I like the combination of community engagement with accountability.

Rachel B: There's the Neighborhood Street Fund Program. Chris said they are coming to talk to us next month. Maybe we can ask them to look at the transportation equity framework and respond to how they would change the program so it's consistent with that framework.

Kevin W: I have two points to make. It seems we are closer to the beginning of this than the end. And there's not a lot of solid examples of how to make transportation more equitable in other cities.

Joe L: I didn't write the comments about White Center but we have never talked about the communities boarding Seattle and how they don't have a voice in the process.

Sam F: How do we define a shared definition of equity?

Jennifer L: Let's move to the next slide. What could equity framework mean for a future levy?

Vicky C: For me this is about who is being engaged and how detailed it is when it's on the ballot, in terms of project lists, and who is part of the conversation in terms of shaping the need.

Jen M-C: I agree. It's really unclear how SDOT distinguishes the feedback from the community in terms of who it is coming from, how feedback is used, and how SDOT counters all the feedback from those that understand how to access SDOT and provide input.

Sam F: Prioritizing larger projects that span many neighborhoods is important for a future levy.

Hester S: What are some next steps that we as a committee can take to operationalize the exercise? I heard we want to define equity, make recommendations, and get some baseline data on where levy projects are implemented (baselines and performance measures).

Rachel B: I suggested tying the tree replacement program to underserved areas and having the urban forestry folks come talk to us.

Jennifer L: I can speak to the modal board aspect. In the Pedestrian Advisory Board, we are being very intentional when we establish agendas with a focus on equity and when we bring on new board members.

Rachel B: I think planning future agendas with equity in mind will be helpful. Also, let me know if you have ideas on topics that we should be hearing from SDOT about.

Jen M-C: Isn't SDOT supposed to do an RSJI analysis for every project?

Kristen Simpson: We can provide an overview of everything that's happening in the department and talk about specific projects and programs.

Jen M-C: It would be helpful for the committee to know how SDOT is completing Racial Equity Toolkits (RETs) for projects and programs.

Agenda item #2: Transit-Plus Multimodal Improvement Program Update

Maria K: Provided an [update on the Transit-Plus Multimodal Corridor Program](#). Alex Kiheri from King County Metro is here to answer questions as well. As a reminder this program includes 7 corridor projects. Three projects are Rapid Ride corridors and four projects are transit plus multimodal improvements to improve speed and reliability as well as transit amenities. We are partnering with King County on all of these projects. Two of these projects are Federal Transit

Authority (FTA) grant funded projects. All seven corridors are in design or construction now. We have refined the funding plan, scope of work, budgets and project schedules in the last year. And we have completed many grant applications and have much more clarity about expected leverage funding.

Joe L: I want to congratulate SDOT on Delridge Rapid Ride H project progress. It's great to see this much construction progress while the car traffic in the area is reduced due to the West Seattle Bridge closure.

Kevin W: How would SDOT characterize equity in this program?

Maria K: We have tried to utilize the RET. Each project has its own toolkit. We have tried to be responsive to community priorities as well as partnering with the Vision Zero program.

Kevin W: What about equity at a program level and the level of investments for projects?

Maria K: The projects were defined in the original levy and I don't have the background on that.

Patrick T: If an infrastructure bill is passed would the Rapid Ride projects be able to get more funding?

Maria K: We are working with FTA to leave that possibility open but Metro would need to contribute more for the operation so there are some constraints beyond the capital side.

Sam F: If a project extends beyond the 9-year levy period is the project at risk of losing funds?

Maria K: The main project that is scheduled to go beyond the 9-year levy duration is the Rapid Ride J project, which is scheduled to start construction in 2023. Typically, we are able to work with funding partners to make this work.

Ron P: I'm glad to see we are moving ahead on the smaller projects and not waiting for larger grants to complete a full scope of work. I think the decision to move ahead quickly on Delridge shows an example of the program being equitable.

Vicky C: What's the status of the bike lanes and can they be finished before construction ends in 2026?

Garth M: It's unlikely that the bike lanes would open up early, before the rest of the project is fully constructed.

Rachel B: How do you use a RET?

Maria K: The toolkit tries to tailor the project scope based on who is served by the project and what their needs are.

Rachel B: Can you give an example?

Maria K: One example is the approach to community outreach where we go out to where folks are instead of holding an open house and asking them to come to us.

Garth M: We use demographic information to determine what languages are spoken in the populations served and affected by the project. If we don't see the representation in engagement, we take extra steps like advertising to connect with those community members.

Agenda item #3: Committee business

Q1 2021 Levy Report Q&A - Sam Ferrara

Katie O: We have launched a new levy dashboard for accountability and transparency. All of the data in our online levy materials library is now on the dashboard.

Katie O: Provided a summary of the [2021 Q1 Quarterly Report](#).

Jennifer L: Do the 2021 deliverables in the dashboard include some 2020 carryover?

Matt G: Yes, there is carryover included and you can see this in the Safe Routes to School Program. A portion of these projects were not delivered in 2020 due to the pandemic and now we are catching up.

Jennifer L: What factors affect the spend for Q1 2021? Spending in Q1 seems high to me?

Matt G: Material purchases on larger projects could be the reason why we are seeing a spike in spending.

Vehicle License Fee (VLF) \$20 update - Sam Ferrara

Sam F: SDOT conducted outreach and developed a spend plan for the VLF \$20 revenues. Now the City Council subcommittee are proposing an amendment to sell bonds and use most of the funds for bridge repair and they are set to vote tomorrow. If it passes, council will ask SDOT to investigate this option.

Jen M-C: Which committee members participated in the original VLF \$20 spend plan process?

Rachel B: Four committee members participated.

Ron P: I think that the city completed a community engagement process to create a spend plan and they should honor the spend plan that was developed but I like the idea of bonding.

Joe L: The committee and the City has spent a lot of time talking about how to spend the VLF \$20 funds. Is it really important how this pot of money is spent? It's not a large amount of money.

Alex P: SDOT was asked to conduct a process and I appreciate the time and effort they put into it. I think this is a model for how SDOT should put together their entire \$700M budget. We are trying to get SDOT to look more at bridges. The bridge audit showed neglect, and the West Seattle Bridge is closed. We are trying to leverage more money to get more done. Interest rates are low. This is all part of the process. I think the results of the process will be a positive thing.

Subcommittee and modal boards reports - Inga Manskopf

Jennifer L: In April the Pedestrian Board had a meaningful discussion about vision zero, enforcement and how that could facilitate equitable outcomes. In May we'll be talking about the Pedestrian Master Plan Equity Toolkit.

Patrick T: The bike board is going to get the same vision zero briefing. We had an update on the implementation plan at our last meeting. There's several project in the out years planned for delivery and it was good to see that.

Ron P: Vicky joined the finance subcommittee. We talked about the bond issue because cash needs of the program are not as high, as some schedules have slipped.

Vicky C: Covid impacted delivery in 2020 and we have an aggressive spend plan in 2021. How is SDOT going to deliver the aggressive spend plan for 2021?

Meeting minutes for approval (April 6, 2021) – Rachel Ben- Shmuel, Sam Ferrara

Rachel B: We don't have minutes from the April 6 meeting.

Adjourn: 6:55 PM

Action items

Action items below capture tasks from previous meetings. Completed items will remain on action item tracker for one additional set of meeting minutes to capture “complete” status and will then be removed.

Action item	Meeting	Lead	Status	Deadline