

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, October 5, 2021 / 5:00 – 7:00 PM

Co-chairs: Rachel Ben-Shmuel, Samuel Ferrara

Location: Video Conference

Members present on the phone: Joseph Laubach, Samuel Ferrara, Vicky Clarke, Inga Manskopf, Kevin Werner, Hester Serebrin, Councilmember (CM) Alex Pedersen, Maimoona Rahim, Ron Posthuma, Rachel Ben-Shmuel, Lisa Bogardus

Members Absent: Jen Malley-Crawford, Dennis Gathard, Jennifer Lehman, Ben Noble (City Budget Office),

Guests: Sam Zimbabwe, Chris Gregorich, Kris Castleman, Chris Godwin, Katie Olsen, Matt Gemberling, Francisca Stefan, Brian Sperry (all SDOT), Elliot Helmbrecht (Mayor's Office), Gordon P (Seattle Greenways), Randy C, Tom D, Silvie Reynolds, Mike L, Ryan Packer (The Urbanist)

MEETING CALL TO ORDER: 5:05 PM

Welcome and roll call

Sam F: Conducted a roll call for committee members and an overview of the agenda. Sam Zimbabwe introduced City staff.

Public Comment:

Sam F: Asked if anyone wanted to give public comment.

Gordon P: I wanted to comment on the city's budget related to the need to have a safe city for everyone. We are on track to have one of the most deadly years in the last couple of decades. This is why I'm in support of the Mayor's Vehicle License Fee (VLF) proposal and I'm hoping you all will support that.

Silvie R: I am calling to check on the status of the projects on page 37 in the COVID assessment.

Tom D: How do we engage the local communities in the projects we are proposing? It seems many decision are made downtown.

Agenda item #1: Presentation on Transportation Budget

Sam Z: Provided introductory remarks about on the Mayor's proposed transportation budget.

Matt G: Provided an [update on the Transportation Budget](#). The update focuses on the final three years of the levy and has about \$47M more in the baseline budget compared to the 2021

budget. About \$19.6M of this \$47M is in new local investments into the Move Seattle Levy portfolio. \$14.2M of this \$19.6M is from the new \$20 Vehicle License Fees and will be invested into these levy programs: Safety Corridors, Markings, Sidewalk Safety Repair, Curb Ramps & Crossings, Traffic Signal Timing Improvements, and the Bridge Repair Backlog.

Joe L: How does the 2022 total SDOT budget compare to the pre-pandemic SDOT budget?

Kris C: It's about the same but a little less than the 2020 budget.

Inga M: Would CM Pederson like to talk about the Mayor's proposal and if the Transportation Committee is looking at different ways to spend the \$20 VLF?

CM Pederson: We just received the budget from the Mayor's office and I'd like to have more time to analyze what's in the budget, it's 1,500 pages. It's too early to talk too much about it. I'd like to see more money for bridges and I'm not a big fan of the city center connector street car project. One of the themes of the transportation budget should be to support the Move Seattle Levy projects. I sponsored the ordinance to increase the VLF. I fully support using the VLF as a source of Levy project funding and want to increase it more in the future.

Agenda item #2: Levy portfolio update and fall budget preview

Matt G: Provided an [update on the Levy portfolio update process](#). A key element of our portfolio status update has been a focus on achieving more progress towards our 2015 Levy ordinance goals as well as safety, equity, and climate change. Three programs are not on track to meet the 2018 Workplan Report goals and five programs are not on track to meet the original Levy ordinance goals. We used several factors to identify the recommended project list, including: project status, grants or local partnerships, equity focused location, equity focused benefit, safety, climate change, and urban village focus.

CM Pedersen: On Slide 13, the levy promised 16 seismic bridge upgrades. SDOT chose to remove five projects from the list of 16. You mentioned that there was some project savings in the program that would be reinvested into other levy projects. Can you explain this?

Matt G: Yes, we are talking about \$3M and the lowest cost of the five bridges that were removed from the program are the Fremont and Ballard bridges (basculer sections). Seismic reinforcements for each of these projects is estimated to cost \$30M.

Kevin W: On Slide 6 can you explain how you applied the criteria?

Matt G: We used the criteria in two ways, one to rank within each program and then compared between programs.

Kevin W: I am concerned about equity. I really encourage SDOT get away from a yes or no and address equity as more of a continuum.

Ron P: On Slide 8, that's a good matrix. It doesn't show where we are not investing like bridge seismic and multimodal corridor programs.

Joe L: I want to commend SDOT for keeping the 2015 Levy ordinance goals on the radar.

Vicky: I want to echo Joe's comment about SDOT staying focused on 2015 goals.

Sam F: Thanks SDOT for maintaining a focus on equity.

Lisa B: Do you have a slide for the multimodal corridor program that shows how we are doing relative to the 2018 Workplan Report goals?

Matt G: We can provide that.

Lisa B: Is there a plan for more funding for bridges?

Matt G: The council has some ideas on how to fund bridge work that they will be exploring in that in their budget deliberations.

Agenda item #3: Committee business

Board discussion of budget and possible actions

Sam F: I wanted to get your thoughts on the budget and new mayor coming in soon.

Joe L: I see the proposed budget has the biggest increase for Safe Routes. I don't have any specific concerns about the budget.

Vicky C: The budget is aligned with the committees values of safety and equity.

Kevin W: I agree with Vicky. I think this is an impressive piece of work from SDOT.

Ron P: I think the projects recommended are good. Could O&M funds reallocated in 2020 be returned to levy projects?

Kris: Levy proceeds were not directed away from levy projects.

Vicky C: I suggest we get something to council soon on the budget. There's a longer timeline for the recommended projects and the levy successor.

CM Pederson: A letter to council now makes sense. With the new revenue forecast that comes out at the end of October, there's discussion about which council amendments make it in the budget. You can also follow up with a phone call to council members.

Elliot H: We are still discussing internally the recommended projects and we would like your feedback.

Vicky C: What's the timeline of getting the LOC's feedback on the project list?

Elliot H: We plan to come back to you in December so you have a good month to discuss your feedback.

Joe L: It would be helpful to see the top projects that were not recommended as well.

Meeting minutes for approval (September 7, 2021) – Sam Ferrara

Sam F: Let's have SDOT revise the September minutes to reflect that the Green Lake Way project is not levy funded.

November meeting date

Sam F: It will be on November 9.

Adjourn: 7:10 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 |
|--------------------------------------------------------------------------------------------|--------------|--------------------|--------|----------|
| Look into the language "to minimize harm" used in the draft principles of success | June 1, 2021 | Elliot H | | |
| Follow up on public comment about NSF project #2019-160 | June 1, 2021 | Kristen S, Chris G | | |
| Follow up on public comment about Green Lake Way project | Sept 7, 2021 | Chris G | | |
| Revise the September minutes to reflect that the Green Lake Way project is not levy funded | Oct5, 2021 | Chris G | | |

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