

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, September 10, 2024 / 5:00 – 7:00 PM

Co-chairs: Geri Poor, Kevin Werner

Location: Video Conference, in-person at Seattle Municipal Tower - Room 3832

Members Present: Rachel Ben-Shmuel, Samuel Ferrara, Lisa Bogardus, Inga Manskopf, Jessica Nguyen, Kevin Werner, Delaney Lind (Pedestrian Advisory Board), Geri Poor (Freight Advisory Board), Ashwin Bhumbala (Transit Advisory Board), Donna McBain Evans (Bike Advisory Board), Dan Eder (City Budget Office Acting Director), Saroja Reddy (City Budget Office Delegate), Ian Griswold (Councilmember Rob Saka Delegate)

Members Absent: Clara Cantor, Councilmember Rob Saka, Tyler Blackwell, Alex Bejaran Estevez, Dennis Gathard

Guests: Francisca Stefan, Kris Castleman, Serena Lehman, Kalen Carney, Katie Olsen, Margo Iniguez Dawes (all SDOT)

MEETING CALL TO ORDER: 5:01PM

Welcome and roll call

Geri P. Conducted roll call for committee members.

Katie O.: Introduced City staff.

Public Comment

Geri P.: Asked if anyone wanted to give public comment.

Agenda Item #1: Introduction of Acting City Budget Office Director Dan Eder

Dan E. introduced himself and thanked everyone for their work.

Kevin W.: Curious how you are thinking about the budget proposal for next year in light of the levy proposal before the voters. Is there a contingency for a yes or no vote?

Dan E.: I can share how we've considered levies in the past to tell you what our options are, but I can't say what we are doing in this budget. It is up to the voters to decide whether there is a new levy. In the past, the City has taken different tracks. In some years, we have assumed the levy is going to continue and we have included the levy dollars that would be on the table if voters say

yes. In other years, we have used a different approach; we've assumed there will be no levy and presented what we will be able to do with no levy. The budget will be released on September 24.

Agenda Item #2: Levy Program Status Update

Serena L.: Project and Portfolio Manager at SDOT, previewed agenda. Green box chart shows where we are in the levy portfolio as of the end of Q2. Light green shows programs that have met 2015 minimum commitments, dark green shows programs on track to meet 2015 commitments. "Meeting" means in construction by the end of 2024. Orange boxes show programs that will not meet the original 2015 commitments.

Agenda Item #3: Levy Q2 Report

Serena L.: Many construction projects active citywide. In Q2, we saw the highest spending of any quarter in the levy. Bridge seismic, East Marginal Way, and RapidRide. On average, we deliver 12 capital projects per year, but this year we are starting construction on a record 35 projects.

Moving on to financials, record spending in Q2 due to many large projects being in construction and receiving grant funding. We're on track to spend the most in any year of the levy to date. We expect to see this high spending continue into the fall. We had a very ambitious spend plan going into the year; we're a little behind on that. We spent \$100.2M in Q2. Underspend can be attributed to project delays from partner agencies

Katie O.: Looking ahead, we will continue quarterly reporting on the Move Seattle Levy through the end of 2024, and then we will provide annual reports.

Inga M.: Clara sent several questions over that I want to enter into the record. What is being included in the bike facility mile totals? Are upgrades to existing bike lanes counted?

Serena: No, these aren't counted toward total mileage in the Bicycle Safety program, but are counting as spot improvements.

Inga M. [reading Clara C's question]: Do you have an update on current/expected construction for the rest of the year?

Serena L.: We're not going to hit the total mileage from 2015, but we will complete some additional NGW miles, perhaps up to 10. We're on track to deliver over 90 miles.

Inga M. [reading Clara C's question]: We've heard a lot over the last several years about the bicycle program being behind and needing to catch up. What can we do to ensure this does not happen in the future?

Francisca S.: We've leveraged the levy dollars a lot. We've taken the funds we have to complete contractor-delivered projects, which introduce delays. Other agencies have different expectations and specifications that get updated midstream. We are continually improving project development, risk assessment, consistent review at known milestones, and working with

community on crew-delivered work—improving and streamlining. NGWs are awesome and really tailored. As we've done a summer surge, Summer Jawson and her team have been working closely with community. [Applying learnings] Change is real, good for us to leverage other funds when we have the opportunity.

Inga M.: We've received several updates where there was a plan in place to allow SDOT to build 91-107 miles of bike facilities (October 2022 presentation). What happened between then and now?

Serena L.: We are on track to hit the 91-107 miles. We're comfortably over 91. Many of those miles are contractor-delivered projects that will be finished in 2025.

Inga M.: We've only completed 1.8 miles in the first half of this year and we're supposed to be finishing strong. I think you answered my question about that.

Donna M. E.: Want to echo as someone who cares about the bike program, it has been difficult to understand and track the projects and what's included (greenways, Safe Routes to School). Hope there can be an improved way to communicate between people who care about it and people who know about all the details (e.g., a spreadsheet). All these big projects are scheduled to happen soon, but are there any rules about what counts by the end of the year?

Serena L.: We've held ourselves to the standard of getting projects in construction by the end of 2024, but once the money is collected from the taxpayers, it's committed to those given projects, even if something gets started late. Revenues will continue trickling in through beginning of 2025.

Inga M.: \$5.2M spent on bike facilities in Q2, can you talk about what that was spent on? Was that \$5.2M on 1.8 miles of bike lanes?

Serena L.: \$5.2M includes local dollars, not just levy dollars. Pike/Pine corridor, MLK safety project hit substantial completion.

Geri P.: Quarterly reports underway and continuation of annual reports in 2025 and 2026. Clarity on role of this committee. We know if the new levy passes, there will be a new LOC. Do you anticipate that this committee will terminate as the new LOC gets started?

Katie O.: Per the legislation, we are expecting the last meeting of the current LOC to be December 2024. Our responsibility is to continue publicly reporting on levy spending, which allows any member of the public to review, including former LOC members. Current LOC met for the first time in spring 2016, so we expect there to be a similar ramp-up for new LOC.

Agenda Item #4: Snapshot of Levy Delivery in August & What's Ahead for September

Serena L.: We are continuing construction on many projects (highlights in slide). In September, Madison RapidRide G Line is opening, as is McGraw St Bridge (additional highlights in slide).

Agenda Item #5: 2024 Seattle Transportation Levy Update

Francisca S.: We've come a long way, and the LOC was a critical partner working on the letter, answering questions at the Transportation Committee meeting, thank you. We had unanimous approval from the council, materials have been transferred to the clerk, and now we are in campaign season. SDOT is committed to being ready in anticipation of a positive result. We're doing pre-planning on spend planning, 2025 plans, reasonable roll-out (e.g., can't build all AAC projects in the third year), resources needed in terms of people, contracts, processes for new programs (e.g., NISP), etc. It's exciting for a lot of people to have this generous investment from the community. We heard loud and clear the desire for greater clarity and transparency. We're also working on being responsive to the requests in the resolution.

We're proud of what proposed investments ended up in the levy proposal, including continued investments, increased investments in new sidewalks, new programs including People Streets and Public Spaces, which includes an early investment in 3rd Ave pre-FIFA, and good governance, which includes the transportation funding task force.

The new Levy Oversight Committee will be established by the Mayor and City Council. There will be some changes to the composition, including that some people will have to wear two hats. There will be a representative from each council district, representatives from priority census tracts under the Racial and Social Equity Index, representatives with auditing experience, etc.

For more information, a new website has lots of resources and will be continuously updated.

Agenda Item #6: Committee Business

Kevin W.: Geri and I were approached to write an op-ed on the oversight function of this LOC, so we are working on that. Not sure it will go anywhere, but we will share it.

We typically write an annual letter. We don't necessarily have to do that, given the recommendation letter, but we talked through this as an executive committee, and we do have an opportunity to write another letter if there's anything else we would like to say. These letters are one of our main vehicles of input.

Inga M.: Who asked you to write the op-ed and what's the goal?

Kevin W.: There was an op-ed in the Seattle Times a couple months ago asserting there was minimal oversight in the current levy and the future proposal, and we want to set the record straight.

Geri P.: We were approached by someone from the Chamber, but I'm not clear on who is staffing that effort. It's in response to the letter to the editor that there wasn't oversight. Oversight was something important to the committee

Donna M. E.: We are writing an op-ed? Are we drafting that?

Kevin W.: The person who reached out to me and Geri from the Chamber is helping us with that. Again, not clear that it will go anywhere.

Geri P.: It would be signed by us as chairs, but not necessarily by other members of the committee.

Committee updates:

Donna M. E. (Bicycle Advisory Board): Interesting report from automated enforcement cameras – since 2006, 30 locations (?), average number of traffic violations per day has been going down. School zones and other locations with high collision rates. 90% of people get only one ticket, seems effective. City wants to double number of cameras. Biggest pushback is implications for inequitable placement.

Delaney L. (Pedestrian Advisory Board): Last month, group came to discuss ad kiosks going in downtown ahead of FIFA. Many questions, going through design committee. Next meeting is tomorrow, will be inviting new members and focused on orientation. Council will be moving into budget, want to coordinate.

Geri P. (Freight Advisory Board): trying to limit truck parking in residential neighborhoods.

Ashwin B. (Transit Advisory Board): Had informative reports on fall 2024 service change, Metro rider surveys. Upcoming meeting: Update on STM and SDOT Transportation Equity Monitoring Tool.

Geri P.: Let's consider the minutes from our last meeting. There is a typo—"WASKA" should be spelled "WOSCA"—otherwise, no remarks. Is there a motion to approve?

Kevin W.: Move to approve

Inga M.: Second

[All approved]

Geri P.: Next meeting TBA?

Katie O.: We aren't planning to change the date, but are planning a potential site visit for RapidRide G.

Geri P.: Let's adjourn. Thanks to the staff for preparations.

Adjourn: 6:08

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
What's the Pavement Condition Index (PCI) range we are trying to achieve?	March	SDOT	Working	TBD