

## **Levy to Move Seattle Oversight Committee Meeting Minutes**

**Date/Time:** Thursday, October 4, 2018 / 5:30 – 7:30 PM

**Co-chairs:** Betty Spieth-Croll

**Location:** City Hall, Room L280

**Members Present:** Rachel Ben-Shmuel; Lisa Bogardus, Joe Laubach, Hester Serebrin, Betty Spieth-Croll, Emily Paine, Erin Tighe (substitute for Ron Posthuma); Blake Trask, David Seater,

**Members Absent:** Brian Estes, Nick Paranjpye, Todd Biesold, Ron Posthuma, Councilmember Mike O'Brien, Ben Noble

**Guests:** Mark Bandy, Chris Svolopoulos, Dusty Rasmussen, Monica DeWald, Elliot Helmbrecht, Linea Laird, Nick Makhani, Rachel McCaffrey, Lorelei Williams, (all SDOT)

### **MEETING CALL TO ORDER: 5:30 PM**

#### **Introduction of new board members**

Betty introduced new board members Hester Serebrin, Policy Director of Transportation Choices Coalition, and Lisa Bogardus, Assistant Executive Secretary for the Seattle Building Construction Trades Labor Council.

Elliot also introduced Rachel McCaffrey who will take on the staff liaison role moving forward.

Betty opened the meeting to the public for a public comment period, 2-minutes per person.

Jenny Ring-Perez, a resident of the Wallingford-Green Lake neighborhoods, introduced herself as the Wallingford Community Council Transportation Chair. She noted she can be a point of contact for the Committee for transportation related issues in this community.

Doug MacDonald commented that some of the things in the report are really gratifying, especially to see that some of the fractures and hurdles seem to be getting straightened out. He noted that as we are now looking into year four, the single subprogram that seems to have the greatest promise are the transit mobility improvements. However, this is also the subprogram that seems to be most problematic because the cost estimates were difficult. After four years, he is wanting to see where these projects end up.

#### **Co-chair report**

Betty explained that the Committee is still looking for a new co-chair to be appointed at end of year. Betty serves on the SDOT Director search committee and shared a brief update. She has asked that the letter the Committee wrote regarding the assessment be forwarded to the search committee.

Rachel B. asked about the timing of the search. Betty responded that the group is collecting applications and will likely continue doing so until November.

Betty shared the 2019 meeting schedule, suggesting that the committee shift to monthly meetings and shift the day of the week to Tuesday. January and July formal meetings will be cancelled, but July will include a site visit to a levy project. Rachel B. expressed support for meeting monthly.

## **Interim Director's report**

Linea Laird introduced herself and her appointment by Mayor Durkan to lead as the interim director while they continue the search for a new director. She explained her background and career with WSDOT and expressed support for the work former Interim Director Goran Sparrman did to look at department leadership. She noted that the Mayor asked her to look at a few priorities: the Levy to Move Seattle, and the period of maximum constraint when the viaduct comes down. Linea provided an update on the Period of Maximum Constraint and noted the City is doing what needs to be done to keep things moving.

A member of the public asked when the tunnel is opening. Linea explained that the process will begin with ramp closures in January, followed by the permanent closure of the viaduct, and followed three weeks later by the tunnel opening.

Linea also thanked the Committee for their work reevaluating the progress of the Levy. She acknowledged the next five years will be challenging as the City implements its projects.

Rachel B. asked if the City is considering any changes to a contractor's ability to rent a piece of right-of-way to construct projects during this period of maximum constraint.

Linea explained the different areas the City is working on, including:

- Monitoring and measuring congestion, including making necessary adjustments, as needed
- Managing the right-of-way, includes reviewing all issued permits and determining if any permits could be better served at a different time
- Managing parking
- Improving transit loading/unloading, such as adding sidewalk ORCA card readers along 3rd Ave

David asked what SDOT will be doing to encourage people walking and biking downtown.

Linea responded that some signals have been updated downtown. She noted that some of the changes are related to operations, and how to move traffic in a way that is safer for people biking. She noted the City has a goal of reducing 3,000 single-occupancy vehicles during this timeframe.

Betty asked if the tunnel is anticipated to be at capacity once it opens. Linea responded that it will take about three to six months for traffic to adjust after the tunnel is opened. The expected volume through the tunnel is about 50,000, meaning that more vehicles will travel on city streets.

- **Mayor's Proposed 2019 budget**

Elliot introduced Lorelei Williams and Nick Makhani to speak. Elliot reminded the group of the October 2017 meeting when the Mayor's budget was shared with the Committee, and the request from the group to share the budget information earlier in the future. The City took the Committee's feedback and prepared the Mayor's budget information to share today.

Elliot explained the annual budget process and timeline. In the summer, departments work with the Mayor's office to propose budgets. He noted that he sent Committee members a link to the [Mayor's September 24th speech](#) where she laid out her priorities.

Nick M. introduced himself and his role on the Move Seattle financial portfolio and further explained the budget process and timeline for the 2019 cycle.

Elliot provided a summary of the Mayor's proposed 2019 budget, noting additional funds were added for Move Seattle projects and programs, including new staff resources. It also includes investing non-Move Seattle revenue in curb ramps, sidewalks, and greenways as well as non-Move Seattle funds for paving and bridge maintenance. He noted that 2019 is a key year for large capital project delivery, construction for Northgate Bridge and Fairview Bridge, for example.

Nick M. shared total SDOT funding distribution and project distribution. He also explained that Move Seattle projects needs more than just Move Seattle funds, as shown in the Project Distribution chart below.

Blake asked if the project distribution is higher than it has been historically because of the generational projects – Fairview Bridge, Northgate Bridge and Lander Street Overpass – that are included. Nick M. confirmed this and explained that in 2018, Move Seattle projects were just 36% of the SDOT portfolio and next year, are anticipated to be closer to 47% of the SDOT portfolio.

Blake asked if Nick M. expects the funding distribution to change in two or three years as projects are completed. Nick M. responded that he does expect this to change. Nick M. also noted that other non-Move Seattle expenses include the investment in the transit service program, debt service payments, street-use program, inspection program, paving and maintenance operations.

Betty asked why the additional four full-time employees were listed as \$0 in the presentation. Lorelei explained that these four staff members don't need additional funding as they are billing directly to projects that already have funding. The reflection in the budget is to just note that it would be a permanent staff addition. Lorelei also reminded the committee that this budget is currently proposed but that funding is not guaranteed until it is formally adopted in the budget in November.

Hester asked for clarification on the budget numbers shown in the presentation. Nick M. explained that the \$19M total budget request is broken down into the three categories shown in the presentation (New staff resources, pedestrian safety/accessibility improvements, and enhancing basic services).

Elliot detailed what the \$19M will provide.

Blake asked how SDOT plans to inform the Committee of any future changes to the budget and how SDOT plans to deal with the Committee's and Council's recommendations. Elliot explained that the team has been discussing internally the possibility of providing the Committee with a yearly workplan looking ahead each year. The workplan for 2019 will be provided, as requested, to Council by December 1. Over the course of the next six years there will be more changes, and the team will provide the Committee with an updated work plan moving forward every year.

Erin asked if specific projects have been identified for the lane-miles of paving. Elliot explained that there is a priority list for paving projects, but that the team also reacts to emerging issues as they come up.

Hester asked if the \$19M is newly-generated. Nick explained that the Budget Issue Papers (BIPs) are new allocations of funds. They may be new revenue or a different allocation of sources of new partnership money (i.e. Sound Transit money for the Northgate bridge).

Nick M. explained that the \$148M of Move Seattle funds is not in addition to the revenue forecasts, it's included in that amount. The \$19M is new to those programs, either from new sources of funds or reallocated from other sources.

Elliott introduced a few programs that have the biggest budget impact next year, including Safe Routes to School, Bicycle Safety, Vision Zero, Arterial Roadway Maintenance, Fairview Bridge Replacement, Northgate Bridge, New Sidewalks program, and Lander Street Bridge.

Nick M. reiterated the budget process and timeline for budget adoption in late November. Betty noted the committee will not meet again before the budget is finalized and welcomed feedback from attendees on a potential recommendation to the Council.

David asked how best to share concerns or provide feedback on the budget. Betty explained that for those on modal boards, the modal boards may also make comments on the budget. Any comments this Committee would make would be related to Move Seattle. David expressed concern about the increase for adaptive signals considering his experience with these on Mercer St as detrimental to those not in cars. He explained he was cautious of additional funding being spent on this without any solutions to his concerns for people walking. Emily seconded his concern.

Betty commented that Councilmember Rob Johnson was questioning whether the \$19M is enough to begin to deliver on the projects promised in the Levy. Lorelei responded that the \$19M is a step in the right direction. Quantifiably, it does not fill all the holes, but it does begin to address some of the challenges.

Betty commented that she hopes the Council will take action to add additional funding to the Mayor's request. Joe commented that it seems like 2019 is a big year for Move Seattle and calculated that the average spending for the Levy should be \$100M per year, but that in this year spending will be 50% more than the baseline. He asked if this is a big catch-up year. Lorelei responded that the request is higher because of the larger projects being constructed. She noted there will be additional "big" years, as other large projects continue to move forward and noted the increase in spending shows progress toward construction.

Betty noted that at almost halfway through the Levy timeline, it's a very important year to start delivering on these projects.

Joe asked why it appears that spending will increase in later years. Elliott explained that the increased spending in later years are primarily associated with AAC and Bridge Seismic programs. Those were not included in the 2016 adopted plan and are a part of corridor work. David expressed concern that it appears like projects are being delayed to the later years of the levy. Lorelei explained that the City is now aligning those paving jobs with transit-plus multimodal corridor jobs that have been delayed due to grant timing. She noted the City is looking for opportunities to push these projects to earlier years in the levy, if possible.

Blake asked if there is any document that includes all projects. Lorelei responded that the workplan will include a compiled list of all projects. Blake asked about the \$1.7M for the Fautleroy Boulevard Project. Elliott explained the City committed to doing some near-term improvements while Sound Transit decides on a preferred alignment for the West Seattle-Ballard Light Rail Extension.

Rachel B. asked if it would help if Committee members wrote to Council. Elliott responded that from a high-level perspective, the current proposal responds to the Committee's feedback. Betty added that if members are interested, they can encourage Council to continue on this path.

- **Update on Capital Project Dashboard**

Lorelei overviewed the [Capital Project Dashboard](#) is where all of the specific details of projects live and is intended to be a public-facing place where people can track what is going on with specific project. Lorelei introduced recent changes SDOT to improve accountability, transparency, and project tracking and guidelines to control changes. Now, the schedule is being set at 30% design with a substantial completion date, and the color on the dashboard will change to indicate if the set schedule is on track. Now the controls are identical for internal and external. The dashboard also posts reasons why a project might be behind schedule or over budget.

Betty asked who keeps this information maintained. Lorelei explained that project managers and project control teams keep this information updated. Betty thanked City staff for this improvement and expressed an interest in hearing if members of the public provide any feedback on the updated dashboard. Lorelei commented that SDOT has not received any public feedback yet.

- **Levy Signal & Intelligent Transportation Systems (ITS) Capital Program**

Elliot noted that the Signals & ITS subprograms have come up a few times throughout the assessment. He introduced Dusty Rasmussen and Mark Bandy from the Signals Group to share information about their work. Dusty and Mark introduced themselves and their backgrounds.

Mark explained the organization of the Signal Design & Operations group, the Traffic Operations Center, Data & Records, and ITS Program, and what type of work they do.

Erin asked if ITS policy and implementation is handled by these two teams alone. Mark responded that while ITS is mainly handled by these two groups, traffic policy has to be signed off by the City Traffic Engineer, Dongho Chang. Mark and his team would manage where the City allocates resources or picks projects.

Erin asked to understand prioritization of different modes in an ITS system, like Mercer St. Mark explained prioritization is done in the two groups he introduced. He noted that ITS does not mean adaptive. There is a broad set of things that can be done with ITS, such as fiber communications within the signals, but these things are all still bound by operations policy and practices, as well as federal standards.

Dusty explained that the keys to prioritizing their Levy work are safety and equity. Within the Levy, there is signal maintenance, signal management, new traffic signals. Within those programs, there is a priority list and he provided further detail and breakdown of program prioritization and partnership.

Mark explained that the Levy specifies that SDOT needs to optimize five signal corridors per year. Every year as the group plans ahead, they identify corridors that need work. One that was recently done this year was the MLK Jr Way corridor to review timing with the frequency of light rail. Staff figured out how to decrease the wait time for pedestrian while preserving light-rail priority. He emphasized that this example depicts the trade-offs his team evaluates. The team also has a number of operations and maintenance metrics that are covered by the O&M side of our budget.

Dusty explained that ITS is anything that runs off electricity and is connected to the citywide system. Of the city's 1,121 signals, there are 500 signals that are offline and not connected to the system. If a signal goes out, staff have to go out in the field to evaluate or make repairs. The existing assets are estimated to

be worth \$400M. The maintenance budget is \$5.2M per year. 89% of signals are in fair or poor condition, meaning they are between 30-100 years old. Over \$150M of improvements are needed.

Dusty explained that over nine years, the levy provides \$17M to implement Next Generation ITS Improvements; \$13M for traffic Signal Timing Improvements; and \$15M for Signal Maintenance and Operations. Mark added that this includes staff time to go out into the field and make these signal improvements.

Blake asked how non-Levy and Levy funds work together, for example on the 2nd Ave project. Mark responded that the group did contribute some major maintenance funding towards the 2nd Ave project. Blake followed up asking if there are trends, and how other subprogram buckets relate to this work. Dusty responded that it is a huge help to work with partners to address maintenance issues through the Levy. He explained they partner with many internal and external groups when there are efficiencies.

Blake commented it is difficult to understand how much of a crisis or shortfall there is. Mark responded that the Levy is going to take care of some expenditures that the group would otherwise have to make. Mark also walked through next steps for his group.

Emily asked for a 30-second synopsis around adaptive signals. Mark explained the City received a federal grant to update some of the antiquated infrastructure in the University District to a more modern system. As a part of the grant, the City is also testing passive pedestrian detection, and a software for bicyclists passing through signals. He noted this is the only thing in the budget specifically related to adaptive signals. There is also an added signal crew in the budget to help the group address things better and more quickly.

Erin asked if there is any discussion about a policy for signals that give pedestrians a phase even when the walk button is not pushed. Dusty responded that they are working on a framework to do this in the urban core.

- **Neighborhood Street Fund (NSF) update, 2019-2021 program**

Rachel M. provided an update on current NSF program project status before Elliot introduced Monica Dewald and Chris Svolopoulos to speak about the new NSF cycle, 2019-2021.

David asked how long the 15th Ave and S Columbia Way project is expected to be on hold. Elliot responded that there is ongoing coordination with this neighborhood but that he would need to check in with the project team to provide more details. David noted he was concerned about crosswalks in the design. Elliot responded that he has heard this concern before, but that this topic would need to be discussed at length at another time.

Monica introduced herself and explained that the team has updated the process based on feedback from several groups. Chris explained the three major focus areas for the new cycle and new approach: equity, transparency, and community.

He then walked through the proposed process. Idea collection phase begins in October and the team will invest in more outreach to gather more proposals. Then, the team will take projects that are within the scope of NSF into the district council for the project's area. From there, the team hopes for about 20 projects per district. Those projects will be selected by an online and in-person vote, to get to either three

or five per district, with 21-35 total. The last step is project selection and that the best option to select the final projects is to come back to the committee for final decision.

Elliot asked the members if they were open to the idea of selection. Members agreed they could be open. Rachel B. expressed support for the improved and more consistent process. Betty suggested this be continued via subcommittee.

David expressed concern that the idea collection stage is very short for projects that require a lot of work community. Chis responded that the team has made improvements since the last application cycle, including longer timeline and more support for community during idea collection stage.

Elliott asked if anyone had edits to the summary of the last meeting. Rachel B. asked that they be more concise. Elliott responded that the team can make this change to shorten the summaries. The group tabled the review of the last meeting's minutes and action items for the next meeting.

- **New business**

Rachel B. shared that Pike/Pine protected bike lane was having a single-day community design workshop and offered to share information with anyone interested in going.

**Levy Oversight Committee 2019 meeting dates:**

**Monthly meetings every first Tuesday, skipping January and July, 5:30-7:30 PM**

January  
February 5  
March 5  
April 2  
May 7  
June 4  
July  
August 6  
September 3  
October 1  
November 5  
December 3

**Action items**

Action items below capture action items from previous meetings, beginning with the February 2018 meeting. Complete items will remain on action item tracker for one additional meeting minutes to capture "complete" status and then be removed.

**Action item tracker "Status" and "Complete" columns have been annotated as of October 2018. To be approved at November 29, 2018 Levy Oversight Committee meeting.**

Action item	Meeting	Lead	Status	Deadline
Provide a more comprehensive update on the Green Lake Paving Project from the project team	Aug. 23	Rachel	Google Group account is set up to facilitate email subscriptions to SDOT projects. Committee members can elect to subscribe to Google Group to receive SDOT project email updates.  <a href="mailto:MoveSeattleLOC@googlegroups.com">MoveSeattleLOC@googlegroups.com</a>	Complete
Provide unit cost of curb ramp installation	Aug. 23	Elliot	According to a survey commissioned by SDOT in 2016, the average cost of a curb ramp in Seattle is approximately \$13,000. The assessment noted costs that were higher in some cases due to increased construction prices, the condition of the ramp being replaced, and ground slope, among others.	Complete
Request to examine in further detail: <ul style="list-style-type: none"> <li>Updated leverage numbers</li> <li>How the leverage numbers are different than the 2015 numbers</li> <li>The distinction of certainty vs. uncertainty within those leverage numbers</li> </ul>	Aug. 23	Elliot	This request will be addressed in SDOT's Updated Levy Workplan	October 4
Request for bike project list to be clear about which projects will be counted in the levy BMP deliverable commitment of 110 miles vs. which projects may be in other subprograms (i.e. Northgate Bicycle/Pedestrian Bridge)	Aug. 23	Elliot	This request will be addressed in the 2019-2024 BMP Implementation Plan tentatively schedule for completion in spring 2019.	Ongoing
Request for the Madison project budget estimated cost through 2019 (prior to construction)	Aug. 23	Elliot	Information is available at <a href="http://capitalprojects.seattle.gov">capitalprojects.seattle.gov</a>	Complete
<b>All subprograms:</b> Note assumptions in one-pagers (for example: if we are assuming inflation at	Aug. 2	Elliot	This request was incorporated into the Updated Levy Workplan and will be addressed for key programs at the	Complete



Action item	Meeting	Lead	Status	Deadline
2-3% moving forward in estimates)			11/29 Levy Oversight Committee meeting	
<b>AMM:</b> Establish a new estimate, including the assumptions to establish new estimates and factors for how many lane-miles of arterial streets can be delivered with available funds including benchmark goals by August 2018.	Aug. 2	Elliot	This request was incorporated into the Updated Levy Workplan	Complete
SDOT staff to give a briefing on the traffic signalization program for context	Aug. 2	Elliot	Briefing provided at 10/4/18 Oversight Committee meeting	Complete
<b>Bike Master Plan:</b> Document how SDOT will fully fund and complete a proportional share of the BMP network and programs each year	Aug. 2	Elliot	This request was incorporated into the Updated Levy Workplan	Ongoing
Provide data on how the construction costs have increased (example: how much the cost of concrete has increased since the beginning of the levy) to add to AMM recommendation	June 21	Elliot	This request was incorporated into the Updated Levy Workplan and will be addressed for key programs at the 11/29 Levy Oversight Committee meeting.	November 29
Develop a separate one-pager re: consent decree with more information to link to in the LOC AMM findings	June 21	Elliot	Provided at 10/4/18 meeting	Complete
Develop guiding principles for the next levy	June 7	LOC	Tracking	TBD; LOC to determine
Keep committee informed on Fauntleroy progress	May 24	SDOT	<b>In progress:</b> Rachel to keep the committee updated as the Mayor and Councilmember Herbold continue	Ongoing

Action item	Meeting	Lead	Status	Deadline
			community process to identify near-term safety improvements	
2017 Move Seattle Report	April 24	SDOT	Available as of 11/29	Complete
Data on how SDOT tracks cumulative progress or delay for projects	Feb. 22	Elliot	This request was incorporated into the Updated Levy Workplan and quarterly reports to the Levy Oversight Committee.	Complete
Data with breakdown of striping and how SDOT determines whether to stripe or restripe a road	Feb. 22	SDOT	This request was incorporated into the Updated Levy Workplan	Complete
Further discussion about SDOT responses to the CDM Smith Report and follow-up in 2018 and when the committee can expect an update	Feb. 22	SDOT	This has been added to the March 5 Oversight Committee meeting agenda.	Complete
Add cumulative deliverable count to SDOT annual report	Feb. 22	Rachel	Reflected in 2017 annual report and quarterly reports. Cumulative deliverables are also documented in the Updated Levy Workplan	Complete
Add discussion to future agenda regarding performance measures on the levy dashboard	Feb. 22	Rachel	Added to February agenda	Complete
Review policy regarding posting meeting materials online	Feb. 22	LOC co-chairs Elliot	Meeting materials to be posted Friday before Oversight Committee meeting	Complete

**MEETING ADJOURNMENT: 7:38 PM**