

# 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, March 3, 2020 / 5:30 – 7:30 PM

**Co-chairs:** Rachel Ben-Shmuel, Ron Posthuma

**Location:** Seattle City Hall, Room 370

**Members Present:** Ron Posthuma, Rachel Ben-Shmuel, Inga Manskopf, Joseph Laubach, Samuel Ferrara, Patrick Taylor, Alex Rouse, Nick Paranjpye, Kevin Werner, David Seater, Council member Alex Pederson

**Members present on the phone:** Hester Serebrin, Vicky Clarke, Lisa Bogardus

**Members Absent:** Todd Biesold, Ben Noble

**Guests:** Rachel McCaffrey, Nick Makhani, Lorelei Williams, David Conway, Kristen Simpson, Michele Domingo, Chisaki Muraki, Belén Herrera, Brian Sperry, Anya Pintak, Julius Rwamashongye (all SDOT)

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

## Public Comment:

Ryan Packer (The Urbanist): Given the number of pedestrian serious injuries and fatalities in 2019, he suggested that the Committee look into how the Vision Zero corridors and projects are selected and prioritized.

## Agenda item #1: Welcome and Introductions

Each person in the room introduced themselves by stating their name, organization if applicable, and their role or position related to the Move Seattle Levy.

## Agenda item #2: Approval of Meeting Minutes

Ron P: Introduced February 4, 2020 meeting minutes. David S moved to approve the minutes. Rachel B seconded. The minutes were unanimously approved.

## Agenda item #3: 2020 Levy Delivery: Spend Plan and Planned Accomplishments

Rachel M presented the [2020 planned accomplishments document](#). 2019 was the first year that SDOT produced a planned accomplishment report to provide transparency with project scopes, schedules, and budgets. And to be accountable to the 2018 Workplan Report. We continued this process for 2020 planning.

Lorelei W: For example, the 15<sup>th</sup> NE paving project has a bike project (PBL) won't be done until 2021 due to elongated paving project schedule, which is noted in the paving program details in this document.

Inga M: Does that project have a Vision Zero (VZ) component?

Jim C: The 15<sup>th</sup> paving project is a long corridor and there are several locations where we have crash issues and there are several Vision Zero projects that are outside the limits of the 15<sup>th</sup> paving project limits.

Lorelei W: For the paving program, some adjustments to schedule were needed since the 2018 Workplan. We have a large AAC project that includes work on 40<sup>th</sup>, 50<sup>th</sup>, 80<sup>th</sup>, and Greenlake Way. Two of these streets are scheduled to finish this year, and the other two are scheduled to finish next year. The Madison BRT project is taking more time and carries higher risk. We are starting to work on the 45<sup>th</sup>

multi-modal improvement project. The E. Marginal Way project has 3 phases and some shifting of the schedule has occurred due to funding.

Council member Pedersen: What is the status of the 45<sup>th</sup> Ave project, from 8<sup>th</sup> Ave into Wallingford?

Jim C: We are working with the University on adding leading pedestrian intervals, a new crosswalk @ 9<sup>th</sup> Ave, and possibly NE 45<sup>th</sup> overpass bike improvements which would most likely be done as part of Route 44 transit project, but we may advance this work faster.

Inga M: What are the four Vision Zero Projects in 2020?

Jim C: 35<sup>th</sup> Ave SW, SW Roxbury St. which we coordinate with King County, and a new signal at Roxbury and Olsen Place. There is a Lake City Way project in partnership with WSDOT that is starting. \$8.5M is going towards sidewalks, curb ramps, and paving. There is a road diet on Rainier Ave and 60 blocks of red bus lanes. This is a 2 mile stretch & should enhance conditions for everyone out there.

Lorelei W: Explained how Vision Zero is a program where we have nearly met our 9-yr deliverables and will be coming back to LOC to explain the “programs helping programs” concept. For example, Vision Zero could provide funding for bike master plan projects. This program has been over delivering and we want to come to you to talk about how we address this issue for the remaining levy years.

Council member Pedersen: Asked for clarification on SDOT’s methodology to re-allocate funding.

Jim C: Explained that Jose Rizal bridge to King Street was born as a Vision Zero project and will address numerous issues, including building protected bike lanes (which technically is also a VZ investment).

Lorelei W: Reiterated that SDOT will be very clear about reallocations of funding to adhere to spirit of LOC responsibilities.

Jim C: Beacon Ave is a good example, which spawned a Vision Zero project that includes bike facilities from 12<sup>th</sup> where there is a neighborhood greenway to the Jose Rial Bridge. And on Martin Luther King protected bike lanes from North of I-90 to the Mt. Baker Link Light rail station.

David Conway presented on the [2020 Levy spend plan](#). We are wrapping up a 2.5-month process from start to finish to provide a spend plan along with the planned accomplishments for 2020. Projects are organized into 5 different risk categories and into contractor projects and crew projects. We estimate a range of spending between \$250M and \$303M for 2020. Its \$30M lower than shown in 2018 Workplan Report due to the Madison BRT project schedule delay. It’s important to note that crew priorities can change due to unforeseen work like snow events.

Alex R: Given that crews were less available during last year’s snowstorms and the Seattle squeeze, did anything change in your workplan assumptions?

Lorelei W: The crews made up for extra snowstorm work and were able to complete all their Levy work in 2019.

David S: What are the risks to PMP projects?

Lorelei W: The volume of sidewalk projects, temporary construction easements, property rights, and grant funding are all risks to these sidewalk projects.

David S: Can the specific project names be included in the planned accomplishment report?

Rachel M: The levy works to stay accountable for the levy outputs, which is blocks or mileages, etc. The programs are responsible for delivering certain projects and they go through Implementation Plans to show that level of detail.

David S: It's hard to compare with other documents to determine which projects SDOT is doing.

Lorelei W: The program implementation plans for bike and pedestrian show which projects we are planning to do. We can think more about how to better reference these reports with one another.

#### **Agenda item #4: Transit-Plus Multimodal Corridor (TPMC) program update**

Maria K provided an update on the [TPMC program](#). She noted that it has been about 6-8 months since the last update. Semi-regular program updates were agreed upon between the Levy Oversight Committee and SDOT during the 2018 levy assessment. Marian reviewed the current schedules for the seven projects and provided 2019 Program Updates, including: updates to outreach and communication materials, advancement of all 7 corridor projects, defined TPC program goals, and a strengthened partnership with King County Metro. In terms of the 2020 look ahead, I-976 has the potential to impact program funding. Also, regional state mobility grants Connecting WA grants are at risk.

Ron P: Asked on Route 40 and 48 projects are noted as on hold on the timeline. How much grant funding is in the scope of these projects? Ron expressed concern on the ability to get external funds. Ron is concerned that we are waiting on other people's money that may not come through, and improvements are not getting done while we wait.

Maria K: Explained that the timing of grant competitions for these projects aligns with the updated project timelines. Maria indicated that no delays would extend beyond 2020 so if we do not get grants SDOT will move forward with the secured funding.

Alex R: Noted that Maria came to the Transit Advisory Board and asked Maria to repeat for the LOC the time to implement planning for Routes 40, 44, and 48.

Maria K: Noted that those 3 projects have much smaller scopes of work than the Madison, Delridge, and Roosevelt projects. Therefore, the construction duration is much shorter.

Council member Pedersen: Is SDOT concerned about not getting many bids?

Lorelei W: We are not concerned about getting bids, but we have some concern over the bid amounts.

Kevin W: Why is there no MS Levy funding on route 48 (23<sup>rd</sup> Ave) TPMC project

Maria K: Some improvements have already been done on 23<sup>rd</sup> from Madison to Rainier, and the Route 48 electrification project was transferred to King County Metro. Keeping the TPMC program at 7 corridors was a key recommendation from the LOC during the 2018 assessment.

#### **Agenda item #5: Race and Social Justice Initiative (RSJI) Change Team**

Chisaki M: This is Part 1 of 2-part presentation on [SDOT's Equity Ecosystem change team](#). The goal of the RSJI is to end Institutionalized racism and race-based disparities in city government. The Change Team helps keep the city accountable to this goal. The Change Team has several sub-groups including: Racial Equity Toolkit, RET outcome tracking, training, communication, and workplan liaison. Past accomplishments include over 20 trainings in 2019, and over 12 RETs reviewed in 2019.

Council member Pedersen: Did the transit multi-modal projects go thru a Racial Equity Toolkit (RET) analysis ?

Belén H: It can depend on the size of the project. SDOT project managers should understand and oversee project RETs.

Patrick T: Asked if RET's are conducted on not necessarily the projects but the program prioritization list.

Lorelei W: We typically go thru the RET in the planning phase and indicated that SDOT has looked at holistic programs through RSJ lens, not just projects.

Chisaki M: Division Directors help determine if a project will have a RET analysis.

Belén H: The change team supports the divisions with advancing RSJI and holding leadership accountable.

Chisaki M: Training opportunities can be found at [The People’s Institute for Survival and Beyond](#) and [Race the Power of Illusion videos](#).

Hester S: Thank you for this, it is important work. The LOC should look more at equity.

#### **Agenda item #6: Committee Business**

The committee reviewed and discussed revisions to the Committee’s Draft 2019 reflection letter.

Rom P: Raised his concern regarding reliance on other people’s money and wants the LOC to encourage SDOT to proceed with Transit-Plus Multimodal Corridor projects, assuming grants are not received.

David S: Suggested that this is really a 2020 issue and the letter should focus just on 2019. The LOC agreed and went back to discussing other revisions to the 2019 reflection letter.

Rachel B suggested deleting the Transportation Equity Program from the TNC project list on page 4. In reference to the City’s Vision Zero goal, Joe L suggested clarifying that the goal is by 2030 on page 2. Alex R suggested that “outside the spirit” be added on page 3 in reference to the some of the larger projects considered in last year’s selection process. Nick M suggested adding “and deliverables” to increased spending in 2019 on page 4. Alex R suggested adding “Mike” after Council member and before O’Brien. Council member Alex Pedersen suggested that the letter be from the 2019 LOC and members as opposed to the current 2020 LOC members.

Alex R: Motioned to approve the letter with edits discussed.

Inga M: Seconded the motion.

The committee voted and unanimously approved the letter with edits.

Council member Alex Pedersen and new committee member Kevin W abstained from the vote.

Sam F: Agreed to make the Draft letter revisions approved by the committee.

Alex R and Nick P volunteered to join 2020 priority/transit letter committee. They will draft letter and present to Ron and the LOC for review and comment.

#### **Adjourn: 7:35 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
Identify topics and questions for follow-up Vision Zero presentation	May 7, 2019	LOC		Tracking
Develop guiding principles for the next levy	June 7, 2018	LOC		TBD: LOC to determine
Keep committee informed on Fauntleroy progress	May 24, 2018	SDOT	Rachel to keep the committee updated as the Mayor and CM Herbold continue community	Tracking

Action item	Meeting	Lead	Status	Deadline
			process to identify near-term safety improvements	
Summarize the construction cost of the 2020 TNC tax funded projects	February 4, 2020	SDOT		TBD