

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 1, 2022 / 5:00 – 7:00 PM

Co-chairs: Inga Manskopf, Samuel Ferrara

Location: Video Conference

Members present on the phone: Samuel Ferrara, Inga Manskopf, Kevin Werner, Councilmember (CM) Alex Pedersen, Rachel Ben-Shmuel, Geri Poor (Freight Advisory Board), Emily Percival (Transit Advisory Board), Jennifer Lehman (Pedestrian Advisory Board), Maimoona Rahim (Bike Advisory Board), Joseph Laubach, Dennis Gathard, Hester Serebrin, Saroja Reddy (City Budget Office)

Members Absent: Vicky Clarke, Lisa Bogardus

Guests: Rachel McCaffrey, Kalen Carney, Kris Castleman, Katie Olsen, Francisca Stefan, Eleen Trang, Maria Koengeter, Eric Tweit, Garth Merrill, Brian Sperry (all SDOT), Elliot Helmbrecht, (Mayor's Office), Ryan Packer (The Urbanist)

MEETING CALL TO ORDER: 5:01 PM

Welcome and roll call

Inga M: Conducted a roll call for committee members and an overview of the agenda. Rachel M introduced City staff.

Public Comment:

Inga M: Asked if anyone wanted to give public comment. No public comment.

Agenda item #1: 2022 Levy Delivery Plan

Brian S: Provided an [overview of the 2022 Delivery Plan](#). Noted that \$43M in funding is planned to be invested in five programs to enable SDOT to either achieve the original levy goals or exceed the 2018 Workplan goals for these programs. Sidewalk repair and arterial paving will be prioritized because they are crew-delivered and we need to maintain annual targets each of the remaining levy years to be able to achieve 9-year goals. All programs for these planned investments will be highlighted in the Portfolio Status Update Report. The programs are sidewalk repair, arterial major maintenance, arterial paving, new sidewalks, and bicycle safety. Reviewed planned accomplishment highlights for all three levy categories.

Rachel B: Asked if we have been replacing trees removed at 2:1 ratio.

Brian S: The tree or vegetation obstruction removed target does not always include trees. Often it is bushes, trimming, thing like that to clear sightlines and enhance safety. If we remove a tree

for any reason, for a safety reason or because it is diseased or a hazard, then we do replant at a 2:1 ratio.

Rachel B: Just wanted to make sure that it was being maintained as it is a program near and dear to heart.

Brian S: Yes, we have maintained that ratio.

Elliot H: We can share data from past reports about how we have maintained that ratio.

CM Pedersen: I know this is just the 2022 delivery plan, in terms of the bridge seismic work to be done in 2023, eager to learn more about that; know that the original list of 16 was narrowed down to 11 bridge projects. Here, we mention 4-5 projects. In terms of 2023, is there a preview for how many of the remaining ones would get done by the end of the Levy period?

Brian S: The remaining bridge project schedules will be documented in Levy Workplan Update Report. I believe we are on track to complete the 11 bridges by end of the Levy.

CM Pederson: Thank you. We are trying to get more funding for this program.

Kevin W: On program 15 stairways, why is that separated from sidewalks?

Brian S: Stairways are really a different body of work. The stairway projects are on hillsides and often require geotechnical analysis and other types of planning and design not required for planning and designing our typical sidewalks.

Geri P: Reconnect West Seattle focused a lot of attention on these kinds of projects in West Seattle. Can you give us a qualitative geographical cut? Are they distributed throughout the city, or is this work focused in West Seattle?

Brian S: There are some related to West Seattle, but the majority of the work is across the entire city.

Sam F: Is SDOT tracking any cost overruns related to the concrete?

Francisca S: Because the impacts are distributed across many different projects, we have not quantified the exact number. We will know more as time goes on. There are basic holding costs on projects that are delayed. About 30% of the jobs are experiencing either delayed starts or a pause in work.

Brian S: Highlighted Congestion Relief (program 18) highlights, including completing Delridge Way SW, continuing Madison BRT, and Route 7. Other projects are in design and moving forward. The Aurora Ave N Design Study outreach is scheduled to begin this summer.

Inga M: Can you share more information about the Aurora Ave N Design Study? What is the scope?

Brian S: We will be looking at safety, transit access, pedestrian access (some areas do not have sidewalks). These are some of the main scope elements to be looked at in planning study.

Inga M: When you say Aurora Ave N, is that all the way from Queen Anne, north? Where is that?

Brian S: The north end is at 145th St.

Francisca S: The southern border is adjacent to Queen Anne.

Rachel B: In presentations that we have gotten over the last year, it sounds like SDOT is making really concerted effort to do outreach to community groups that are not normally outreached-to. Are you keeping that up with projects like the Accessible Mt Baker project?

Brian S: I believe we are, but would need to check in with the program manager to find out what specifically we are doing for outreach if that is something you are interested in.

Rachel B: Yes, I'd like to know.

Joe L: What is the definition of the north segment of the East Marginal Way corridor project?

Brian S: From Spokane St to Edgar Martinez, which is the north terminus. The Central segment is from Spokane St to Diagonal Ave S. The southern segment is from Diagonal Ave S to the 1st Ave S bridge.

Elliot H: We discussed bringing more project managers to these meetings. As there are questions about scope details, etc. it is reinforcing that. If you are getting materials and you'd like to know more, send us a note.

Inga M: This was a presentation about deliverables, and the financial section will take place next month, correct?

Brian S: The spending plan to go along with the delivery plan will be included in the 2022 Delivery report, which will be published ahead of next month's LOC meeting.

Rachel B: Responding to Elliot's comment about how we might send emails ahead of time, which I like. Who do we send them to?

Kris C: For right now, send them to me. We will share details about who will be the liaison moving forward.

Agenda item #2: Transit Plus Multimodal Program Update LOC

Maria K: Shared an [update on the Transit Plus Multimodal Program](#). The program includes seven transit corridor projects. Three of the projects are full RapidRide projects. Four of the corridors are transit plus multi modal that consist of a series of spot improvements, transit speed and reliability with safety and access improvements. There are several partner agencies including the Federal Transit Authority (FTA), Metro, and Sound Transit.

Eric T: Provided the Madison Bus Rapid Transit project update. The total budget is \$133.4M. The project includes approximately \$110M in leverage funding. Currently, drainage and watermain construction is under way on Capital Hill. The concrete strike has not impacted our completion date yet as the contractor is focusing on utility work. Substantial completion is scheduled for May of 2024.

Garth M: Provided an update on the Roosevelt RapidRide project. The total budget is \$91.2M. The project includes approximately \$80M in leverage funding. Other elements not included in this budget are street paving and a watermain replacement. A supplemental environmental assessment was published in October 2021 for the U District Option. The Draft Finding of No Significant Impact was submitted to the FTA on February 11.

Maria K: The Delridge Rapid Ride project has a total budget of \$73M and is nearly complete. The Route 44 project includes re-channelization and signal modifications to increase transit speed and reliability. The Route 7 project focuses on access to transit improvements. This project has been delayed due to the concrete strike. The Route 40 project was recently awarded a \$6.5M grant and we at 60% design. The scope includes transit signal priority upgrades and bike and pedestrian improvements. Route 48 project consists of channelization and access improvements.

Sam F: For the J Line project, is SDOT taking into account price escalation.

Garth M: As part of the Small Starts update we used the Madison St project bid items and applied future escalation and that's included in the current cost estimate.

Kevin W: Presumably these improvements will improve other bus routes and how does SDOT factor that in to the design.

Maria K: An example is Route 44 and the new link station there are many routes going through the same routing. Route 40 uses some of the same routing as the RapidRide C Line.

Inga M: What has gone well with this program and what would SDOT do differently.

Maria K: In the 2018 Workplan Report, we defined very clearly a workplan and assumptions for leveraging that has helped the success of the program. We have learned that these projects can take more time to coordinate with partner and grant agencies.

Eric T: In terms of working with the FTA, it took a long time to get through the project reviews, and we learned a lot about working with the FTA.

Agenda item #3: Committee business

2021 LOC reflection letter - Kevin W

Kevin W: Shared the status of the reflection letter and the main items in the letter.

Emily WP: Maybe we should include the Delridge Rapid Ride project?

Rachel B: The letter is organized and simple and I think it's ready to go.

Joe L: CM Pederson, is there anything that you think would make this a better letter?

CM Pederson: It's well written and clear. I think it's appropriate.

Sam F: We can move to approve it with any minor additions.

Inga M: I second the motion. The committee voted and the letter is approved.

Recruitment for vacant seat – Kevin W

Kevin W: Any comments on the direction we want to take the committee membership to be more diverse?

Rachel B: Selecting a person of color to replace Ron P is a high priority.

Elliot H: We are in alignment with you to increase diversity in our boards and committees across the board.

Emily WP: Is there a strategy to facilitate this goal?

Elliot H: We are open to feedback if you have ideas on groups to connect with let us know.

Subcommittee and modal board reports – Inga M

Emily WP (Transit board): Last month we heard from Metro on some policy updates they have made focused on equity, access and innovation. The 2040 Network is becoming the 2050 Network. We heard about a draft shared bus/freight lane policy.

Geri P (Freight board): The board is working on the comment letter for the industrial lands Environmental Impact Statement and we also heard about a draft shared bus/freight lane policy.

Maimoona R (Bike board): At the last meeting, we had a presentation about the BMP Implementation Plan. The rest of the meeting focused on board priorities for the year and we approved our introduction letter to Mayor Harrell.

Jen L (Ped board): Last month we had SDOT share information about the micro mobility program and e-scooter system. In March, we will be focusing on the Sidewalk Repair program.

Meeting minutes for approval (January, 2022) – Sam F

Sam F: I haven't seen the minutes so I think we need to defer until the next meeting.

Inga M: I second the motion.

Adjourn: 6:38 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		