

PSRC's 2025-2026 FTA Earned Share and Equity Formula Allocation

Will the project be programming Earned Share or Equity Formula Allocation?

Equity Formula Allocation

General Project Information

Project Title	RTP ID#	Sponsor
Maintenance for the First Hill Streetcar Line (2025-2026)	N/A	Seattle
Co-Sponsor	Certification Acceptance?	CA Sponsor

Is the sponsor a designated recipient for FTA funds?

No

If you select "no" above, please select the description below that most accurately reflects the status of coordination with a designated recipient of FTA's 5307 funds for this project.

Have discussed the project with a designated recipient and have documented concurrence.

Project Contact Information

Name	Phone	Email
Sarah Strand	206-348-0917	sarah.strand@seattle.gov

Project Description

Project Scope: Please provide a clear and concise description of the project scope. Within the project description, verify what component of the project is proposed for each FTA funding source (i.e., number of vehicles, hours of maintenance, capital scope, etc.). This information is necessary so we can verify the eligibility of those funding sources for the project, especially in regards to 5337 and 5339 funding.

This project includes 5307 funds for vehicle and facility preventive maintenance, corrective maintenance, expected vehicle overhauls and other defects as may occur in the 2025-2026 timeframe for the First Hill Streetcar line. Typical work includes, but is not limited to, routine inspections and maintenance of track, landscaping, overhead contact system, power substations, platform and maintenance facilities, and streetcars. For example, keeping the overhead contact system free and clear of trees or debris, replacing broken glass or signs at streetcar platforms, streetcar vehicle service overhauls, and routine maintenance such as truing the streetcar wheels or landscaping upkeep around the tracks and platforms. Federal funds represent an estimated 30% of the total preventative maintenance budget.

Project Location

Location	County/Counties
First Hill Streetcar Line	King

Beginning Landmark	Ending Landmark
Occidental Mall	Broadway & E Denny Way

Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

The Seattle Comprehensive Plan (Seattle 2035) is available to reference at:

<https://www.seattle.gov/opcd/ongoing-initiatives/seattle-2035-comprehensive-plan#projectdocuments>.

Seattle 2035 contains numerous policies that both directly and indirectly reference the First Hill Line and streetcar in general. The Growth Strategy and Transportation elements promote development that will make walking, biking, and public transit, like streetcar, viable options for more people so that they can be less reliant on automobiles—a major source of carbon emissions in this region.

- GS1.6 Plan for development in urban centers and urban villages in ways that will provide all Seattle households, particularly marginalized populations, with better access to services, transit, and educational and employment opportunities. (Page 24)
- LU-G8 Allow a variety of housing types and densities that is suitable for a broad array of households and income levels, and that promotes walking and transit use near employment concentrations, residential services, and amenities. (Page 53)
- T1.2 Improve transportation connections to urban centers and villages from all Seattle neighborhoods, particularly by providing a variety of affordable travel options (pedestrian, transit, and bicycle facilities) and by being attentive to the needs of vulnerable and marginalized communities. (Page 74)
- T1.5 Invest in transportation projects and programs that further progress toward meeting Seattle’s mode-share goals and reduce dependence on personal automobiles, particularly in urban centers. (Page 74) The mode share targets listed for the First Hill area are 70% work trips by 2035 (2014 baseline) and 85% non-work trips.
- Goal T G3 Meet people’s mobility needs by providing equitable access to, and encouraging use of, multiple transportation options. (Page 84)
 - o T 3.1 Develop and maintain high-quality, affordable, and connected bicycle, pedestrian, and transit facilities.
 - o T 3.3 Consider the income, age, ability, and vehicle-ownership patterns of populations throughout the city in developing transportation systems and facilities so that all residents, especially those most in need, have access to a wide range of affordable travel options.
 - o T 3.4 Develop a citywide transit system that includes a variety of transit modes to meet passenger capacity needs with frequent, reliable, accessible, and safe service to a wide variety of destinations throughout the day and week.
 - o T 3.5 Prioritize transit investments on the basis of ridership demand, service to populations heavily reliant on

transit, and opportunities to leverage funding.

o T 3.6 Make transit services affordable to low-income residents through programs that reduce household transportation costs.

- Priority Corridors for Transit Investments (Map Figure 4). (Page 80)
- H5.7 Consider that access to frequent transit may lower the combined housing and transportation costs for households when locating housing for lower-income households. (Page 104)
- Policy DT-TP2 Base Circulation System. Promote a base circulation system including modifications to existing service and additional Downtown routes to improve access within Downtown and between Downtown and adjacent neighborhoods. In considering improvements to the base circulation system, examine the potential for using the Monorail, waterfront streetcar, shuttles, and regional bus service to enhance the base circulation system and improve local service. (Page 274)
- Policy UC-P9 Take advantage of Sound Transit improvements and coordinate local transportation needs and impacts and facilitate intermodal connections, such as bus, streetcar, bicycle, pedestrian travel, and surface vehicle traffic. (Page 399).

The city's Transit Master Plan, an implementation tool of the comprehensive plan, also contains more detailed strategies and projects that will improve transportation choices in the city. In prioritizing transit investments, the plan balances development levels with equity, ensuring that people who are dependent on transit or vehicle use because of age, disability, or financial considerations are well served.

The First Hill Line of the Seattle Streetcar is included in the current adopted Transit Master Plan available at <https://www.seattle.gov/transportation/document-library/citywide-plans/modal-plans/transit-master-plan>.

If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.

Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Exception

Pedestrian and Bicycle Accommodations

Does the project include bicycle and/or pedestrian features and/or paved shoulders?

No

If yes, please check the classifications below that best reflect the scope of the project.

If no, please explain why the project does not include bicycle and/or pedestrian facilities.

Transit service maintenance project.

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
No	

PSRC Funding Request (cont.)

Phase	Year	Funding Source	Amount
Other	2025	5307	\$432624
Other	2026	5307	\$409685
			\$

Total PSRC Funding Request: \$842309

Total Estimated Project Cost and Schedule

Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Planning Phase Cost: \$0

Expected year of completion for this phase:

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost: \$0

Expected year of completion for this phase:

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
			\$

			\$
			\$
			\$
			\$

Total Right of Way Phase Cost: \$0

Expected year of completion for this phase:

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Construction Phase Cost: \$0

Expected year of completion for this phase:

Other Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Reasonably Expected	\$201577
Federal	5307	Reasonably Expected	\$842309
			\$
			\$
			\$

Total Other Phase Cost: \$1043886

Expected year of completion for this phase: 2026

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$1043886	September, 2026

Financial Documentation

Please enter a description of your financial documentation in the text box below.

The attached document represents the financial plan for the Streetcar program within SDOT through fiscal year 2027. This plan demonstrates that ongoing funding for this program has been accounted for within the City of Seattle's budgetary processes through 2027.

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s)

for which PSRC funds are being requested are secure or reasonably expected.

f-133-346-18952853_bx6SiUfb_2024_Proposed_Budget_-_Streetcar_Financial_Plan_Through_2027.pdf, f-133-346-18952853_H2adxPbq_PSRC_FTA_Equity_Formula_Distribution_Attachment_1.docx

Final Review

A confirmation email with the attached project application will be sent to the project contact upon submission. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at (206) 464-7890 or njohnson@psrc.org to have it returned to you.

Sponsor: City of Seattle

Project Title: Maintenance for the First Hill Streetcar Line (2025-2026)

Equity Criteria Responses

Section 1
Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.
<p>The First Hill Line is a 2.5 mile long streetcar with ten (10) stops serving high equity priority areas and connecting the neighborhoods of Capitol Hill, First Hill, Central District, Yesler Terrace, Chinatown-International District (CID) and Pioneer Square downtown. The First Hill Line operates with six vehicles, providing an average 15- to 20-minute service frequency from 5:00am-10:30pm weekdays, 6:00am-10:30pm Saturdays and 10:00am- 8:00pm Sundays. In 2022, close to 1M riders were served by the First Hill Streetcar line (2022 ridership: 937,394, On-Board Count Data); pre-pandemic, 2019 annual ridership was over 1.36 million, and is projected to grow to over \$1.6M rides annually by 2027.</p>
<p>The First Hill Line provides important connections for the populations served to the clustered medical services in First Hill, educational institutions, employment opportunities, multiple Senior and Affordable housing developments, social and civic services, and daily needs such as groceries, recreation, and cultural enrichment for the communities served. Near the line are Swedish, Harborview and Virginia Mason medical centers, Seattle Central Community College, Seattle University and O’Dea High School. Additionally, the service supports connections to several small local shops and restaurants along the line, facilitating increased patronage of local businesses as well as art, historic and cultural resources.</p>
<p>Stop locations and census tracts they serve include:</p> <ul style="list-style-type: none">• Broadway & Denny (Capitol Hill) (74.05, 75.02)• Broadway & Pike-Pine (Capitol Hill) (75.03, 84.01)• Broadway & Marion (First Hill) (84, 86)• Broadway & Terrace (First Hill) (85, 86)• Yesler & Broadway (Yesler Terrace) (85, 86, 91)• 14th & Washington (Central District) (90)• 12th & Jackson (Little Saigon) (90, 91)• 7th & Jackson (Chinatown) (91, 92)• 5th & Jackson (Japantown) (91, 92, 93)• Occidental Mall (Pioneer Square) (92, 93)
<p>Funded maintenance work would support the First Hill Line of the Seattle Streetcar, which serves multiple population groups meeting several equity criteria at rates higher than the regional average, as defined by PSRC. This includes people of color, people with low incomes (<200% poverty), people aged 65+, people with disabilities, and people with low</p>

English proficiency (data source: ACS 5 year data 2018-2021). All census tracts served by the First Hill Line include populations above the regional average for one or more of these 5 categories, with 1/3 of these census tracts served above average in all 5 categories.

Some individual census tracts include equity populations at a rate of 2 to 4 times higher than the regional averages, specifically in the Chinatown-International District, Pioneer Square, and Judkins Park areas. A detailed table demonstrating the equity populations served by census tract is included as an attachment to this application.

Another important characteristic of the populations served by the First Hill Line is reliance on transit. Between 20-40% of residents in the census tracts analyzed commute to work by transit, with 25-63% of households having no available car. These data points are also averaged for the census tracts served along the extent of the First Hill Line, below.

Averaged across the full length of the route, the First Hill Line meets or exceeds the regional average across the five aforementioned categories:

First Hill Line Route: Average Equity Populations Across All Census Tracts Served

- People of Color: 50% average (vs 37% regional average)
- People with Low Incomes (<200%): 31% average (vs 18% regional average)
- People Aged 65+: 12% average (vs 8.1% regional average)
- People with Disabilities: 16% average (vs 16% regional average)
- People with Low English Proficiency: 12% average (vs 8.5% regional average)
- Households with No Car: 48% average (vs 8.4% regional average)
- People Commuting by Transit: 31% average

Note: While a total of ten (10) census tracts are directly served by the First Hill Line, only nine (9) are included for analysis as directly benefiting from the service. Tract 93, Duwamish/SODO area, was excluded from analysis despite indicating higher than regional averages of across almost all categories of equity populations due to the large geographic size (2,000 acres) that it covers, extending a significant distance south of the streetcar service.

Based on SDOT's Equity Priority map, 80% (2 out of the 2.5 miles) of the First Hill Streetcar line runs through SDOT's highest or second highest equity priority areas. SDOT's Equity Priority map is based on factors such as Persons of Color, English language learner, Foreign Born, Income below 200% of poverty level, and various Health Disadvantages. Based on ORCA boardings at each stop, over 63% of boardings (2022) serve SDOT's Highest Equity Priority Tracts. First Hill Streetcar Line stops serve tracts with an average of 33% foreign born people. Based on ORCA fare type boardings, Streetcar sees a much higher percentage (12%) of Low-Income boardings than the average across ORCA reporting agencies (6%).

Please see Attachment 1 EFA Criteria & Transit Reliance by Census Tract Along the First Hill Line for more details.

Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

Prioritizing transit investments in EFAs is critical to reducing congestion and pollution, connecting people to opportunities, and providing affordable transportation options. Transit investments also complement efforts to encourage denser and affordable housing options adjacent to transit centers and connect sustainable mobility options, like walking, biking, and shared micromobility services. Transit makes it possible for people to access jobs and daily needs close to where they live and can foster livability and social cohesion through shared spaces where people connect and gather.

The First Hill streetcar closes a gap in the transportation system by providing a vital link to the Sound Transit regional light rail system, Metro buses at several points along the route, and the historic King Street mobility hub, which continues to provide connections to Amtrak, Sounder trains, and local and regional bus routes. First Hill, a major regional destination due to its concentration of medical facilities and Seattle University, was originally slated to receive an underground Link light rail station under the system's first planned expansion from Downtown Seattle to the University District, passed by voters in 1996. After a technical study revealed tunneling through the weak soil under First Hill involved high risks and costs beyond the proposed budget, the Sound Transit board voted in 2005 to remove the First Hill station from their preferred light rail route.

At the time, the First Hill Improvement Association (a coalition of businesses and residents) strongly advocated for the First Hill station to “enable thousands of hospital employees and college students to access the neighborhood without being stuck in traffic aboard Metro buses” (Seattle Times, July 15, 2005). Sound Transit’s decision to eliminate the station was met with community discontent, because eliminating the station would require light-rail users traveling to First Hill to either hop a bus or walk about a mile from the Capitol Hill station. In response, the First Hill Improvement Association President stated that “the neighborhood might accept a trolley or streetcar, but just shuttles or buses isn’t going to hack it.” (Seattle Times, July 28, 2005).

In lieu of light rail service— and in an effort to uphold commitments made to the communities that voted for and would have benefited from the First Hill link station— Sound Transit commissioned studies on alternative means of improving transit service to the neighborhood, including a streetcar connecting with the Capitol Hill light rail station. Sound Transit, Seattle, and neighborhood stakeholders convened the First Hill Work Program to investigate alternative modes and projects, among them bus improvements to the Broadway and Madison Street corridors and a streetcar from International District/Chinatown station to Capitol Hill. The Work Program was completed in April 2007 and concluded the First Hill Streetcar Line would be a feasible way to connect First Hill with the light rail system while acting as a potential catalyst for new transit-oriented development.

Maintenance funding for the First Hill Line supports SDOT efforts to uphold the commitments made to the First Hill Line communities, where there would otherwise be a gap in Link Light Rail service. As noted above, between 20-40% of residents in the census tracts analyzed commute to work by transit, with 25-63% of households do not have an available car. As such, preservation and maintenance of the First Hill Line is important to avoiding service disruptions for people who ride, with close to 1 million rides taken in 2022.

The importance of this specific service for transit riders was further underscored during the COVID pandemic. While streetcar ridership has generally trended very closely with other regional transit, post-pandemic ridership for the First Hill line saw a significantly smaller dip with a faster rebound than regional transit on average (2021). Surrounded by hospitals,

grocery stores, and other critical amenities, this data shows that the First Hill line continued serving intra-neighborhood trips for residents and services. It also supports the data showing that populations served by the First Hill Line are heavily reliant on transit essential travel.

As described further in this application, additional service hours on the First Hill Line are currently proposed in the Mayor's 2023-24 budget, with the aim of preserving the growth in service in future years to continue to benefit these neighborhoods and continuing to honor transit community commitments made nearly two decade ago.

Describe how the project is addressing those disparities or gaps and providing a benefit to the population groups identified above.

The First Hill Streetcar line has been, and remains, an essential SDOT Priority to ensure equitable mobility and access to a range of medical services, educational institutions, community gathering spaces, local businesses, and cultural resources. First Hill Streetcar was funded by Sound Transit to help increase access to the Hospitals and the cluster of medical services on First Hill to help close the gap in Link Light Rail left by Sound Transit's difficult decision to forgo the development of First Hill Station as a stop along the 1 Line. The First Hill Line, as a gap closure solution to light rail, directly supported community demand for a rail service over bus or shuttle and facilitates faster and easier connections to the regional light rail system, as well as other transit hubs and connections.

Transportation is the second highest household cost for households and individuals in Seattle. And that cost hits poor people the hardest. Not only in the up-front cost, but structurally, over the long term by making access to opportunity an economic burden. A Harvard study identified lacking access to transportation as the biggest economic roadblock for low-income families.

The First Hill Line connects major medical facilities, Seattle Central College, Seattle University, and a variety of neighborhoods to the King Street mobility hub, which provides connections to Sounder trains, Link light rail, and regional bus transit. The service has ten (10) stops and travels through multiple high equity priority areas connecting the neighborhoods of Capitol Hill, First Hill, Central District, Yesler Terrace, Chinatown-International District (CID) and Pioneer Square downtown. The First Hill Line is 2.5 miles long and operates with six streetcar vehicles, providing an average 15- to 20-minute service frequency from 5:00am-10:30pm weekdays, 6:00am-10:30pm Saturdays and 10:00am-8:00pm Sundays. The First Hill Line also provides important connections for the populations served to various employment opportunities, multiple Senior and Affordable housing developments, social and civic services, and daily needs such as groceries, recreation, and cultural enrichment for the communities served. Additionally, the service supports connections to several small local shops and restaurants along the line, facilitating increased patronage of local businesses as well as art, historic and cultural resources.

Beginning at Occidental Avenue in the Pioneer Square historic district, located near the city's waterfront and between Lumen Field and Occidental Park, the line continues to Klondike Gold Rush National Historical Park and King Street Station—the city's intercity rail station. The line next stops at the International District/Chinatown light rail station and the Union Station office complex, then near the Wing Luke Museum of the Asian Pacific American Experience, before entering Little Saigon.

The next stop is Bailey Gatzert Elementary School and Wisteria Park, then the Yesler Terrace housing development (a 22 acre mixed-income public housing development administered by SHA, slotted for 1,700 affordable units ranging from 30%-80% AMI), and the line stops in front of the Yesler Community Center.

The streetcar follows Broadway uphill into First Hill, stopping at Terrace Street near the Harborview Medical Center and Marion Street at the Swedish Medical Center on the west side of the Seattle University campus. The line then crosses into Capitol Hill and serves a set of stops between Pike and Pine streets in the center of the city's main nightlife district, filled with shops and businesses.

As the line reaches the end, it stops at the Seattle Central College campus and Cal Anderson Park before it terminates at a stop on the south side of East Denny Way, adjacent to the Capitol Hill light rail station, where riders can connect into the 1 Line as far North as Northgate, or South to the Airport or Angle Lake.

All of these destinations help demonstrate some of the many important connections the First Hill Line supports. Though not exhaustive, as these neighborhoods are concentrated with many institutions, gathering spaces, services, and opportunities, some examples in addition to those previously mentioned are listed below:

- International District/Chinatown Community Center • International District Branch Library • Wing Luke Museum • Hing Hay Coworks/ IDEA Space • Hirabayashi Place • Chong Wa • Nagomi Tea House • Summit Sierra Charter School • 2100 Building • Artspace Hiawatha Lofts • Douglass Truth Library • Garfield Community Center • Northwest African American Museum • Seattle Vocational Institute • Thurgood Marshall Elementary • Washington Middle School • Axis • Flutter Studios • Impact Hub • Klondike Gold Rush Museum • The Pioneer Collective

Of 52 Seattle routes considered for Seattle Transit Measure (STM), the First Hill Line ranks #3 for investment on the Equity Priority Area index (based on the proportion of residents who are BIPOC, low-income, foreign-born, disabled, or who have limited English proficiency), which helps inform local transit investments. SDOT staff working on the STM made the decision to invest additional resources in the First Hill Streetcar to improve midday and evening frequencies. As noted below, the current proposed budget includes funding to increase service on the First Hill Line.

In 2021, SDOT undertook efforts to improve reliability on the line, including re-channelization to prevent cars from blocking streetcar tracks. A performance analysis study was initiated for First Hill Line to generate other capital projects to improve service reliability. Spot improvements for safety and reliability are regularly made in support of the service as well. The First Hill Line experiences incidents of vandalism, most commonly spray paint graffiti and broken glass, at a higher rate than the rest of the streetcar system. SDOT has explored various materials to deter and facilitate maintenance at shelters, which play a vital role in the rider experience as well as community livability for the neighborhoods along the line. Maintenance also supports safe operations for all users, including residents who use the streetcar or travel alongside it on foot, by bike, or otherwise.

To make transit services more affordable and accessible for all King County residents, Metro launched the ORCA LIFT program in 2015, which reduced fares to a flat rate of \$1.50 per ride on buses and light rail for people with incomes at or below 200% of the federal poverty level. Additionally, over the last few years some transit agencies have been lowering the fare

charged to ORCA LIFT cardholders to make it consistent with the fare charged to seniors and people with disabilities participating in the Regional Reduced Fare program. Effective March 1, 2023, Sound Transit reduced the ORCA LIFT fare for their services to \$1.00 per trip after completion of a six-month demonstration project. The project's robust public engagement demonstrated strong public support for reducing the ORCA LIFT fare to \$1.00 or less, and OCRA LIFT cardholders can now ride the Seattle Streetcar, including the First Hill Line for only \$1.00 as well.

With Sound Transit funding contributions toward the service anticipated to end in 2023 alongside falling Commercial Parking Tax revenues, reduced fare revenues post-pandemic and other considerations, demand for additional local funding is expected to grow significantly in future years to support the Streetcar program. Equity Distribution Funds will help ensure continued First Hill Streetcar maintenance activities that support transit service that closes a gap in access to the regional light rail system and directly benefits equity populations. Maintaining the First Hill Line supports consistent, reliable service and quality rider experiences for the people and the communities where this transit commitment was originally made.

Section 2

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

SDOTs Streetcar is part of KC Metros customer inquiry and complaint system, which prompts users for specific information and feedback, providing a robust documentation method for customer input. The KC Metro line includes an interpreter option. KC Metro shares reports with SDOT on a case-by-case basis and works with SDOT to develop a course of action. Additionally, SDOT maintains a dedicated email line for Streetcar input, which is advertised on all shelters, providing an additional avenue for public feedback which does not require going through KC Metro, allowing SDOT to decide the best course of action directly.

Construction of the First Hill Streetcar line was funded by Sound Transit. Due to high construction and engineering risks, Sound Transit removed the proposed First Hill station from the North Link preferred route in July 2005 and funded a streetcar connection instead. It was approved by the Seattle City Council in December 2008.

Streetcar services in Seattle have long played a role in comprehensive, big picture, planning efforts. Formally mentioned as far back as the "Sound Transit 2 Technical Memorandum on Public Involvement and Outreach". As a multi-agency effort, partially funded by Sound Transit, and operated by KC Metro, the First Hill Streetcar proposal saw significant public input. In 2009, members of the Pioneer Square business community put forth "A Strategy for Seattle's First Neighborhood", in which opening the First Hill Streetcar (connecting Pioneer Square to First and Capitol Hill) and revitalizing King St Station were the two Transportation Improvements and Mitigation measures recommended to the City.

The Seattle City Council went to the neighborhood that was to be directly served to hold public comment session on the proposed First Hill Streetcar alignment, as early as 2010.

Construction on the First Hill Line began in late April 2012, and operation began in January 2016. Well before construction, Seattle hired a consultant to perform a preconstruction survey, which included 125 businesses along the areas of highest displacement risk, and multiple open houses. The City established weekly communication meetings (as early as 2013) to help keep open communication between the project and the neighborhood.

Leading up to the construction of the First Hill Line, SDOT worked diligently to communicate with neighborhood businesses and residents, and to understand concerns around issues such as construction impacts. Below are steps that were taken to work with the First Hill Streetcar communities on this important transit project, specifically in high displacement and equity population neighborhoods of the CID:

- Chinatown/ID Streetcar Working Group – Created a streetcar focused community group representing CID businesses, community groups and service providers. Group began meeting on a monthly basis in March 2012 to discuss streetcar schedule, construction impacts, and outreach efforts. Has more than seven participating CID organizations, including:
 - Seattle Chinatown International District PDA (SCIDPDA)
 - Chinatown International District BIA
 - Interim
 - Wing Luke Museum
- Preconstruction Survey of CID – Survey of 135 businesses along South Jackson between 5th and 14th and 8th Avenue S between S Jackson and Dearborn. Collected contact information, learned about businesses’ specific operational needs as well as such information as languages spoken and business hours.
- Get On Board – Handout prepared by SCIDPDA, with assistance from streetcar staff, created to inform and prepare CID businesses about upcoming construction and what to expect. Distributed throughout CID by SCIDPDA staff fluent in Chinese and Vietnamese. (February/March 2012.)
- Preconstruction door-to-door information delivery – Delivered project brochure, multi-lingual invitation to open houses and multi-lingual project information sheet. Collected e-mail addresses for distribution of construction updates. (February 2012). Materials distributed included First Hill Streetcar Brochure (English), Construction Alert (English, Vietnamese, Chinese, Korean, Spanish, Cambodian, Somali, Tagalog), Open House Invitation (English, Vietnamese, Chinese, Korean, Spanish, Cambodian, Somali, Tagalog)
- Pre-Construction Open House – Held two open houses (2/28 – Union Station Boardroom, 3/7 -Silver Cloud Hotel). Invitations were in English, Vietnamese, Chinese, Korean, Spanish, Cambodian, Somali, and Tagalog. Interpreters were available upon request. Interpreters were requested by the deaf and deaf/blind community.
- “Come On In” / businesses are open signs – Created specialized signage for the CID to be used in place of SDOT’s traditional “Businesses Are Open” signs. The design and messaging was created by the Streetcar Working Group and SDOT.
- Chinatown/International District Parking Guide – Assisted the Streetcar Working Group in the design and production of a brochure that highlighted CID businesses and how the businesses are open and accessible during streetcar construction. The guide was distributed by SCIDPDA to local businesses.
- First Hill Streetcar Poster (English, Chinese and Vietnamese) – The First Hill Streetcar developed a poster that was printed in English, Chinese and Vietnamese. The SCIDPDA, who assisted with the translations, distributed 100 copies of each

throughout the CID in gathering places, businesses, residential buildings, and service agencies.

- SPU Open House (August 8, 2012) – Organized open house to introduce and explain upcoming water shutdowns associated with the water main installation along Jackson between 5th and 14th. Vietnamese and Chinese translators were provided at the Open House. Materials included multi-lingual (English, Chinese, Vietnamese) Construction Notices, Information for Water Customers (meeting handouts), and over 500 hand delivered meeting invitations.
- Weekly Project Updates delivered via listserv database as well as door to door delivery.
- Social Media informational posts about CID community groups, events, and businesses.
- Day-to-day Community Construction Officer and a 24-hour Project Phone Line was available.

More broadly, the City is currently updating its Comprehensive Plan (One Seattle), as well as the Seattle Transportation Plan (STP). The draft One Seattle, including the Transportation Element will be available for public comment, and the STP currently includes a Transit Element which supersedes and builds upon the city's existing Transit Master Plan and is currently open for public comment.

The Seattle Streetcar plays a critical role in delivering Seattle's vision for the Frequent Transit Network, and is currently identified as an important tool to implement the Key Moves necessary to realize the 20-year vision of the Seattle Transportation Plan, including:

- Sustainability Key Moves: Support the transition from fossil fuel to electric vehicles for personal, commercial, and delivery trips (CA4)
- T42. Support city and transit agency partners as they pursue zero-emissions fleets, including through infrastructure that supports existing trolleybus, streetcar, and light rail fleet, and transition of other vehicles to battery electric buses, including collaborative planning and streamlined permitting processes. (CA4d)
- Mobility Key Moves: Create world-class access to transit and make service more frequent and reliable (PG3)
- T59. Improve transit access to underserved neighborhoods and populations through expansion of existing transit services, programs that reduce transit fares, and new private sector partnerships, such as the Metro Flex service, to provide first- and last-mile services. (Supports TEF 35.1) (PG3g)
- The Transit Element also includes proposed Center City transit improvement opportunities, including Broadway E transit priority improvements (Capitol Hill/First Hill) to further increase transit, pedestrian, and bicycle priorities. The consideration of this as a new RapidRide route provides an opportunity for bolder thinking about enhanced bus-rail priority and will further improve service along the First Hill Streetcar line. S Jackson Street transit priority improvements and bus-streetcar integration (between 12th Ave S and 2nd Ave Extension S) are also proposed.
- Additionally, the Transit Element of the STP includes a new focus on the development of Community and Mobility hubs. Community and Mobility Hubs combine transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience. They are located along major transit routes where frequent transit services intersect to improve connectivity and facilitate local neighborhood connections, especially in historically underserved areas. They may feature People Streets and Public Spaces elements and goods delivery

<p>elements. The Transit Element identifies major inter-modal hubs— including the King Street station which the First Hill Line connect to — as the highest priority level to receive hub treatments.</p>
<p>Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.</p>
<p>Community input helped shape the First Hill Line in many ways. Firstly, in place of the First Hill link station that was eliminated, many communities members advocated for a streetcar or trolley rather than a bus or shuttle solution, after experiencing the disappointment of losing direct light rail access as part of the Link Light rail plan originally supported by voters. The First Hill streetcar directly responds to this community preference and honors the promise made to provide high quality transit and connections to the Link system for the neighborhoods. Throughout the First Hill Line planning and development, multiple route alternatives were explored with varied support across them from different community and business groups. In 2010, the Capitol Hill Community Council recommended that the alignment remain on Broadway north of Union Street - which is as built and operated today. The community expressed priority for a permanent farmer's market location at the Capitol Hill light-rail station and expressed interest that the Streetcar incorporate this into the design in order to support this transit oriented development. Today, the First Hill Streetcar terminates at the Capitol Hill light-rail station, avoiding interference while providing crucial access to the community farmers market.</p> <p>As an existing fixed route streetcar service, continued community input that influences the First Hill Line predominantly address current operations. However, as noted in the application above, additional outreach on the policies that inform things like frequencies, fare structures, investment priorities, spot transit and safety improvements, and amenitization of intermodal mobility hubs are regularly considered and revisited.</p>
<p>Section 3</p>
<p>Is the project in an area of low, medium, or high displacement risk?</p>
<p>The First Hill Streetcar alignment serves tracts of moderate and high displacement risk per the PSRC Displacement Risk map, with the higher displacement tracts concentrate along the south end of the line in the areas of the Chinatown International District, Judkins Park, and Pioneer Square.</p>
<p>If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.</p>
<p>Seattle has taken steps to mitigate displacement at multiple levels, which directly impact the EFA census tracts and general areas served by the First Hill Line. Well before starting construction on the First Hill Line, the City of Seattle hired a consultant to perform a preconstruction survey, which included 125 businesses along the areas of highest displacement risk, and multiple open houses. The City established weekly communication meetings (as early as 2013) to help keep open communication between the project and the neighborhood. The Central International District (surrounding the Jackson St corridor) is culturally significant HUB, which sees additional protections such as a Lunar New Year</p>

construction moratorium to ensure culturally significant holidays go uninterrupted. The area also sees significant investment in affordable housing, as detailed further below.

More broadly, the City has several policies, programs, and direct investments in anti-displacement strategies. SDOT has been working with the City's Office of Planning and Community Development to address land use related displacement around impacts to small businesses and housing, especially as OPCD works on land use planning for urban villages along the corridor. Broader mitigation themes will strive to ensure community and businesses can stay in community. Additionally, mitigation strategies that SDOT may explore in their work includes ensuring that impacted communities are included in outreach and engagement activities to understand opportunities and concerns and ensuring that during construction impacts to businesses are minimized and access is maintained to these locations.

The City of Seattle has been a proactive leader in addressing displacement risk. Since 2017, Seattle and its partners have invested more than \$710 million to fund development of affordable homes. City investments are helping to build more than 3,600 new, low-income homes. In 2018, our mayor established the Affordable Middle-Income Housing Advisory Council to address the growing need of housing options for middle-income wage earners. In 2019, our city council adopted a "community preference" policy. Under this policy, when affordable housing is built in an area of high displacement risk, developers will give applicants a better chance of securing a spot in the new development (usually based on whether they live or work in the same neighborhood).

In 2016, the City adopted an Equitable Development Implementation Plan in support of the race and social equity policies set forth by the Comprehensive Plan to: emphasize community stability in the face of displacement pressures, create economic mobility for those who have not been able to fully participate in Seattle's prosperity; provide more affordable housing choices throughout all our neighborhoods; allow marginalized populations to be active decision makers in how their communities grow; and guide public investments, programs and policies to meet the needs of marginalized populations and reduce disparities.

Seattle established a Transportation Equity Workgroup (TEW) in early 2019 to seek input from a broad and diverse set of community members representing Black, Indigenous, and People of Color and vulnerable communities. Each member of the TEW is connected to local organizations in the Seattle-King County region and applies their experiences and professional knowledge to identifying actions that help resolve transportation related challenges. Their input was used to define a set of values and strategies for the TEF, which guides the actions of SDOT.

Building from the City of Seattle's Race and Social Justice Initiative (RSJI), the TEF addresses the disparities that exist in our transportation systems due to institutional racism. The TEF Values and Strategies identified 8 Equity Strategy Drivers and is supported by over 200 tactics to advance them, including include 27 tactics supporting the Land Use, Housing and Displacement Equity Strategy Driver ranging from affordable housing, equitable TOD, mitigation transportation growth, and public and private transportation options.

Tying the goals of the EDIP and the TEF together, a key tactic and implementing tool has been the Equitable Development Initiative, focusing investments in specific areas where the City has recently conducted community development work with the neighborhood to identify displacement risk or lack of opportunity, and developing an investment strategy for moving these projects forward. In May 2023, \$13.5M was awarded through the EDI, part of the City's

effort to support property ownership among Seattle's diverse cultural communities in high displacement risk neighborhoods. The City awarded funds to community organizations for site acquisition and major capital projects, as well as capacity-building support to organizations that are still developing their plans for permanent spaces in Seattle.

Several Equitable Development Projects are located in the EFA census tracts and neighborhoods surrounding the First Hill Line, including but not limited to:

- **Chief Seattle Club:** Chief Seattle Club's ʔálʔal is a mixed-use project in Pioneer Square that will create more than 80 affordable apartment homes in addition to a health clinic, non-profit office space, and a cafe/gallery space. The project will focus on serving the homeless American Indian/Alaskan Native (AI/AN) population in Seattle. Chief Seattle Club on: Facebook, Twitter, and Instagram.
- **Hip Hop Is Green:** Hip Hop is Green's Cherry Street Farm & Lab is building a revolution in urban farming. They have installed a hydroponic farm and are building an education lab at the heart of Seattle's Central District. They want every city across the country, starting in areas with limited access to fresh produce, to have their own Cherry Street Farms.
- **Little Saigon Landmark Project:** (Friends of Little Saigon, Chinatown-International District) A gathering place for the regional Vietnamese community in the Little Saigon business district. It will bring together the district's cultural, shopping, and culinary aspects in a distinctive physical anchor. The mixed-use Landmark Project will include a cultural center, Southeast Asian grocery, Emerald Night Market, and restaurant. Each component of the development will reflect Vietnamese Americans' rich culture, history, and future. The project is currently in feasibility and predevelopment.
- **Midtown Center Africatown:** Africatown Community Land Trust in the Central Area has partnered with Capitol Hill Housing and the Capitol Hill Housing Foundation to develop Africatown Plaza at Midtown – a seven-story, mixed use building with 5,000-8,000 SF of commercial space and approximately 130 apartments affordable to households earning up to 60% AMI.
- **Seattle Chinatown International District Preservation and Development Authority (SCIDpda):** SCIDpda is a leading force for the economic health of Seattle's Chinatown International District, implementing strategies that range from support for individual businesses to marketing the entire neighborhood's lively retail and cultural environment. They are completing their new housing project at 13th and Fir as part of the overall Yesler Terrace Redevelopment strategy.
- **Trans Women of Color Solidarity Network:** The Trans Women of Color Solidarity Network is planning to work on repairs/remodeling of the current and initial staffing for project implementation at House of Constance. House of Constance is a new Black, Indigenous, Trans People of Color focused house in Seattle's historic LGBTQ neighborhood (Capitol Hill), which will provide rent free housing for 8-10 community members, as well as necessary space for community gathering and organizing.
- **The Wing Luke Museum of the Asian Pacific American Experience:** The Wing Luke Museum serves as a cultural anchor and economic driver for the Chinatown-

International District community. In 2021, the museum purchased the Homestead Home, the most intact remaining single-family home in the Chinatown-International District (CID), constructed in 1937 despite the Chinese Exclusion Act and discriminatory barriers to single family homes in the CID. The museum will restore and upgrade the Homestead Home in order to operate the space as an immersive cultural and historical experience. The property additionally includes an 8,300 square foot parking lot that The Wing intends to develop into a mixed-use building with affordable apartments and street-level community gathering space.

As the City continues work on updating the Comprehensive Plan (One Seattle), a Displacement Risk Index is being used to identify and encourage more housing while minimizing pressures on low-income households, people of color, BIPOC businesses and institutions, and others at risk of displacement. Possible antidisplacement tools continue to include funding for community organizations to purchase property, as well as:

- New requirements or incentives for affordable housing across the city
- Changes to make affordable housing and equitable development projects more feasible and maximize public investments
- Stronger tenant protections, like relocation assistance
- Supports for existing businesses and institutions to help them stay in place

Please use the space below to provide any additional information on how the project will achieve more equitable outcomes.

Public transportation plays a vital role in providing affordable travel options that can improve financial autonomy for low-income residents. To help reduce the cost burden of transportation, SDOT provides fare subsidy programs for Seattle’s most under -resourced communities and partnership with Metro on regional reduced fare programs, including the Seattle Streetcar.

The Mayor’s 2023-2024 Proposed Mid-Biennial Budget Adjustments (“proposed budget”) includes local funding to increase service hours on the First Hill Line. The 2024 Endorsed Budget included \$10.2 million of commercial parking tax (CPT) support for First Hill streetcar service. The streetcar is owned by the City of Seattle and operated by King County Metro. CPT and other Transportation Fund revenues are in decline; and Sound Transit’s \$5 million annual contribution to First Hill streetcar operations ends in 2023; therefore, the Mayor’s proposed budget replaces this funding with Seattle Transit Measure (STM) funding. Per Ordinance 126115, STM provides funding for Metro-operated transit service as well as transit access programs and transit capital improvements. Other local funding sources, such as CPT, will be considered to preserve the increased service in 2025-26, and beyond.

https://www.seattle.gov/documents/Departments/FinanceDepartment/2324proposed_midbiennial_budgetadjustments/SDOT.pdf

PSRC FTA Equity Formula Distribution
Application for Maintenance for the First Hill Line (2025-2026)

Attachment 1

EFA Criteria & Transit Reliance by Census Tract Along the First Hill Line

Source: ACS 5 year data (2018-2021)

EFA Criteria		Census Tracts Served by First Hill Line									First Hill Line Avg	Region Avg ¹
		75.02	74.05	75.03	84.01	85	86	90	91	92		
PS	People of color	43%	35%	31%	48%	49%	56%	65%	77%	50%	50%	37%
	People w/ Low Income (<200% poverty)	15%	26%	26%	16%	26%	32%	37%	48%	50%	31%	18%
	Seniors	4%	4%	0%	16%	17%	2%	19%	34%	15%	12%	8.1%
	Youth	5%	6%	0%	5%	3%	5%	13%	6%	3%	5%	8.4%
	People w Disabilities	9%	11%	10%	13%	18%	6%	17%	28%	28%	16%	16%
	People w/ LEP	0%	8%	1%	11%	7%	7%	16%	41%	17%	12%	8.5%
Us	People Commuting by Transit	37%	32%	23%	21%	17%	28%	39%	38%	44%	31%	-
Tr	People with No Car	55%	50%	49%	54%	46%	25%	28%	60%	63%	48%	8.4%

¹ PSRC 2021 Demographic Profile Report

Seattle Streetcar Operations Fund (10800)

Amounts in \$1,000s	2022 Actuals	2023 Adopted	2023 Revised	2024 Proposed	2025 Projected	2026 Projected	2027 Projected
Beginning Budgetary Fund Balance							
Beginning Balance Sheet Fund Balance	985	1,783	3,469				
Budgetary Fund Balance Adjustment	(18)	0	165				
<i>Beginning Budgetary Fund Balance</i>	966	1,783	3,633	3,857	4,024	2,555	451
Sources of Funds							
FHSC Orca Revenue*	0	803	803	977	1,136	1,170	1,205
Farebox - First Hill*	0	51	51	62	72	75	77
FTA Funds - First Hill	0	312	312	323	334	346	358
FTA - First Hill (CARES ACT credits via KC Metro)*	0	0	1,203	0	0	0	0
Sponsorship - First Hill	0	22	22	22	22	28	28
Sound Transit - First Hill	5,000	5,000	5,000	0	0	0	0
KCM Contribution*	0	1,694	1,694	1,745	872	872	872
SLU Orca Revenue*	0	552	552	563	572	590	607
Farebox - South Lake Union	61	61	61	62	64	66	67
FTA Funds - South Lake Union*	314	141	141	146	151	157	162
Sponsorship - South Lake Union	108	168	168	176	184	192	200
Donations and Service Contributions - SLU	264	272	272	282	0	0	0
Fairview Lease	0	0	0	0	0	0	0
Other							
CPT Ongoing Transfers	5,266	5,526	526	0	10,200	10,200	10,200
STM Transfers	0	0	5,000	10,200	0	0	0
Technical Adjustment - Interest & Investment	60	0	0	0	0	0	0
Budget Adjustments							
Associated Revenues from Current Year CFD's			610				
Revenues from Current Year legislated ordinances			0				
<i>Total Budgetary Revenues</i>	11,074	14,603	16,416	14,557	13,608	13,695	13,777
Expenditures							
SLU Annual O&M Costs (SDOT)	531	485	485	640	659	679	699
SLU Annual O&M Costs (KCM)	809	3,990	3,990	3,990	4,190	4,399	4,619
SLU King County Reconciliation (2020)	0	0	0	0	0	0	0
FHSC Annual O&M Costs (SDOT)	843	1,347	1,347	1,390	966	995	1,025
FHSC Annual O&M Costs (KCM)	6,152	8,402	8,402	8,370	9,263	9,726	10,212
FHSC Replacement Repair	73	850	850				
FHSC King County Reconciliation (2020)	0	0	0	0	0	0	0
Budget Adjustments							
Current Year Encumbrance CFD's			508				
Current Year Grant/Svc Contract/Capital CFD's			610				
Supplemental Changes							
<i>Total Budgetary Expenditures</i>	8,407	15,073	16,192	14,390	15,078	15,799	16,555
Ending Balance Sheet Adjustment							
	0						
<i>Ending Budgetary Fund Balance</i>	3,633	1,312	3,857	4,024	2,555	451	(2,328)
Financial Reserves - Revenue							
Current Year Grant/Svc Contract/Capital CFD Revenues	610						
Financial Reserves - Expense							
Current Year Encumbrance CFD's	508						
Current Year Grant/Svc Contract/Capital Expenditure CFD's	610						
Planning Reserves							
Planning Reserves	0	30	30	86			
Mid-life Streetcar Overhaul Reserve C	0	900	900	900	900	900	900
	0	0	0	0	0	0	0
<i>Total Reserves</i>	508	930	930	986	900	900	900
<i>Ending Unreserved Budgetary Fund Balance</i>	3,125	382	2,927	3,038	1,655	(449)	(3,228)