

CARGO CONTAINER PROPOSED MODEL

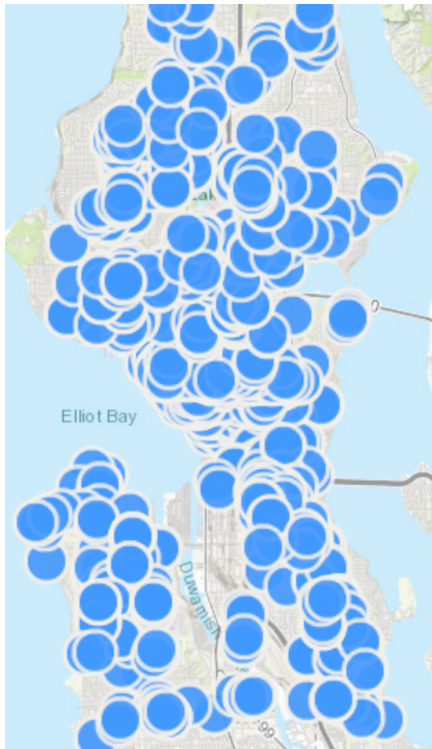
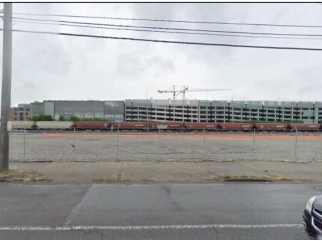


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OVERVIEW

If **the City of Seattle solves Seattle's camping crisis** using **the Cargo Container Solution Model**, the **City of Seattle** could easily reduce the **Seattle Police Department Budget by 50% de facto**.

The **model for this solution** was first proposed in 2019. I **understand that the term 'Camping Crisis' may rub some of you the wrong way**. However, what I mean is **the homeless crisis, mental health crisis, public safety crisis, drug & alcohol addiction crisis, coronavirus crisis, unemployment crisis and everything contributing to it**.

Unlike other alternatives that have been vocalized including:

1. Jail
2. Institutionalization
3. Tiny Houses
4. McNeil Island
5. Cruise Ships
6. 'Repurposed Golf Courses'
7. Building more 'affordable' housing

The **model** for this **plan** involves an **'all at once approach'** to **rehabilitate individuals on Seattle's streets IMMEDIATELY**, while also:

1. Creating Jobs
2. Meeting the demand for skilled workers (particularly trade jobs)
3. Increasing government spending in a way that will essentially funnel spending back in to the local and regional economy.
4. Providing individuals with a means and method to earn and save money to afford 'affordable housing' in both the short and long term.
5. Reducing 'crimes of opportunity'.
6. Reducing the 911 calls that result in a high police presence.
7. Allowing the SPD to focus on solving serious crimes.
- 8.

If this plan were a business plan, the goal would be to go out of business as soon as possible by solving the problem.

This model has been **carefully crafted**. Many factors were taken into consideration. **Vendors and viable participants were consulted. Those on the street have showed their support.**

The probability of this proposed model succeeding is highly dependent on the level of public support, business partnership, and cooperation between former and friendly adversaries to achieve establish and execute a common vision for the benefit of the public and in the interest in safety.

It could change the lives of hundreds of thousands—potentially millions of people.

DESCRIPTION

This could be set up as a public-private partnership. **The Seattle City Council could introduce legislation allowing any and all private contributions tax-deductible at the Municipal Level.**

Certain contributions composed of private land are fully exempt from Washington State Property Taxes (incentive for developers).

- **Goal (What?)**
 1. Eliminate / Significantly Reduce Seattle's camping crisis by providing a **means, method and clear path for individuals living on Seattle's streets** to become productive members of society.

- **Involved Parties / (Who?):**
 1. Individuals on the streets
 2. Contracted existing non-profits
 3. City Leaders
 4. County Leaders
 5. State Leaders
 6. Business via Public-Private Partnerships
 7. City of Seattle Government (other)
 8. Seattle Police Department (SPD)
 9. Seattle Fire Department (SFD)
 10. SPD Navigation Team (or alternative through HSD)
 11. SDOT
 12. Public

- **Problem / (Why?):**

*See above.

- **Solution / (How?):**
 1. Use modular housing to provide 6 months of free housing to those on Seattle's streets.
 2. **DO NOT** throw everyone in to the same area.
 3. **Categorize placement by individual needs and issues** (i.e. women fleeing domestic violence, prostitutes, children separate from predators; do not put drug addicted with 'down on luck' or severely mentally ill)
 4. Start with the **winners, the ones you would bet your own money on their success**— the **few that are really trying**, the ones who are **the easiest**.
 5. **Prioritize those individuals first**.
 6. **Pay upfront** for the **first 'pilot site'**.
 7. **Pay a portion of individuals at that first 'pilot site'** to **renovate more pod housing** for a **'second site'**.
 8. **Work with business and State leaders to pair others with job opportunities and training** (apprenticeship program)
 9. Cap the **stay rate at 6 months** and the **earning rate at \$10,000 per individual** (kept in a trust to be used for long-term housing, accessible only after 'graduating' the model).
 10. **Create an avenue for citizens** of the greater Seattle area to **directly invest in the solution** with the **incentive being that their contributions are tax-deductible**.

11. **Create an avenue and incentive for real estate developers to receive full WA state property tax exempt status, in return for temporarily leasing land that is waiting permits for development**¹.

***See other pages.**

¹ <https://app.leg.wa.gov/rcw/default.aspx?cite=84.36.043>

PROBLEM

There is definitely a problem. The problem has been named and renamed each and every time a proposal or ‘plans’ has failed to solve the problem. **Approximately 80% of individuals on King County’s streets have mental health and drug/alcohol addiction issues that are not currently being addressed².** **Elected officials** are **aware of the problem**, but seem to **lack the creativity, political leadership, and will** to take **a risk on something novel.**

Individuals arrested that have a drug addiction or mental illnesses know how to work the system. Some Prosecutors **claim high-risk individuals are too incompetent to stand court,** so they **release them back onto the streets** where **they re-offend or relapse.**

Criminals know there are no consequences for their actions, so there is no incentive to change their behavior. Over time, **the offenses increase in severity as the safety of the public declines.** As **public safety declines, mental health declines on a larger scale.** Every **violent crime risks** effect **more people than** the ‘survivor of the crime’ **physically, mentally and emotionally** as well. The **rate of PTSD is skyrocketing** and **if this trend continues, what we are seeing now will pale in comparison to what is coming.**

The Western Circuit Court of the United States ruled that anyone has a right to essentially camp on public property as long as it is not in parks if there are not enough shelter spaces available³. This means that even if camping is illegal, the law is not enforceable per the US Circuit Courts ruling in Martin v. City of Boise which rules:

² <http://www.seattle.gov/Documents/Departments/CityAttorney/OpioidLitigation/SeattleComplaint-Opioid.pdf>

³ <https://nlchp.org/homeless-persons-cannot-be-punished-for-sleeping-in-absence-of-alternatives-9th-circuit-decision-establishes/>

“...the Eighth Amendment’s prohibition on cruel and unusual punishment bars a city from prosecuting people criminally for sleeping outside on public property when those people have no home or other shelter to go to.”⁴

Some **individuals avoid City land and camp on State or Federal land**, settling down under bridges or on the side of the highways. This **poses another public safety risk** as well as a **risk to the stability of our climate and ecosystem**.

The City of Seattle has partnerships with numerous non-profits whose **job is to assist the individuals on our streets**. The **problem is partially that these non-profits are disconnected from each other**. The process is not streamlined and there is a **tremendous lack of information and data due to issues with inaccuracy of information technology systems**⁵.

The **City of Seattle started ‘sweeping’ the camps** by creating a special division of law enforcement agents called **‘The Navigation Team’**.

While the creation of the **‘Navigation Team’ intended to remove camps and connect individuals to shelter**, instead it **has ended up relocating them**—frequently to the **other side of the street**⁶.

This **crisis is out of control** and there is **no end in sight**. There is a call for ‘evidence-based solutions’. However, any **successful future solution cannot be entirely evidence based as evidence is derived from the conclusion of an experiment**. Therefore the solution to this problem must be an experiment. While it **will take into consideration evidence from elements of what has not worked**, it **intends to serve as a new model** for a **new solution** that provides **new evidence on what works**.

⁴ [902 F.3d 1031, 2018 U.S. App. LEXIS 25032 \(9th Cir. 4/1/2019\)](#)

⁵ https://roominate.com/safe_seattle/lawsuit/Complaint_and_Order.pdf?fbclid=IwAR0tVkROD3qkSYTm4MvQVQvNT0-HvvX45Wkw-4FCizMwWONPgF6-Q61Q75s

⁶ <https://mynorthwest.com/1270916/seattle-navigation-team-auditor-report/>

SOLUTION

The solution to this problem is currently called the Cargo Container Solution. I will now revise that and call it the **Cargo Container Model**. In order to execute the **model**, there are **several things that must be considered, planned, and required**. These things are:

1. **Funding**
2. **Cargo Containers (or other moveable, stackable, reusable, materials able to be implemented and set up immediately)**
3. **Private or public vacant land pending processing of permit fees and development**
4. **Businesses willing to partner to train and hire apprentices.**
5. **Information for Businesses about the Apprenticeship Program.**
6. **Partnership with Senator's Maria Cantwell and Patty Murray.**
7. **Developers willing to temporarily lease private land for this 'model' in return for a property tax credit.**
8. **Support and collaboration with the Navigation Team/Outreach Alternative (absolutely crucial).**
9. **Support from local businesses of all sizes.**
10. **Partnership and collaboration with pre-existing fully funded non-profits**
11. **Partnership with an insurance agency or establish a trust to set up IRA (Individual Re-Startment Accounts) for the individuals participating in this model as an incentive and clear message, this is not permanent.**
12. **Information system for records keeping and management (Maybe.. ask Amazon to help?).**

Ideally, **each site will have 15 Cargo Containers 40 x 8 ft** (or something else as cheap and easily moveable). These containers will be renovated to include windows, dividers, insulation and electricity. **Cargo containers are very abundant in our area and often end up in the waste stream**⁷.

These **modular ‘pods’ or cargo containers (call it what you want)** will be **modeled into dorm-like units that lock, preferably with a magnetic card (to avoid the cost of lost keys/lock changing)**.

Each ‘pod’ will have capacity for 8 Individuals. Each unit will be 70-80 square feet. Two to five of the containers at each site will be used for showering and toilets, one each. One container will be designated for cooking.

Individuals contacted by the Navigation Team (or alternative outreach through HSD) **will be offered entry into the program on a contract they take a drug test and complete a digital questionnaire providing information about their:**

1. Work History
2. Mental health issues
3. Residency status
4. Drug/Alcohol addiction
5. Education

The **Seattle City Council** can **work with other states, cities and counties to void or protect the information of each individual should they show up in a system with one or more pending warrants.**

*This **may really piss off most Law Enforcement**, but **we know it is an issue that prevents people from giving out their identity and seeking services.** We are also at a point where **we must meet half way.**

Unlike the public, the media, or even our elected officials, **the Navigation Team Officers are familiar with the majority of these individuals—some having dozens of encounters over the last few years. So are other outreach workers.**

⁷ <https://equipmentmanagementservices.com/help-the-planet-by-recycling-used-shipping-containers-for-home-construction/>

The **solution and potential success** of this **model hinges on first targeting select individuals most likely to succeed under this model.**

The **first model** will begin with a **pre-paid pilot site.** The pivotal difference between this **model** in **comparison to current, previous and future ones---**is **that it is not permanent.**

Money is one of the world's greatest motivators. The reason **so many previous attempts to address this have failed** is that there just was **never a cohesive, streamlines, 'meet-half 'way plan.**

Do note, it is very difficult to translate a **model** or **vision** this simple, yet simultaneously complex via paper. And I myself worry **that even the best attempt** to just **test this model out** could be **hindered** by **layers of bureaucracy, competing interests and fear of change from every involved or interested party.** So, I will do my very best to break it down step by step.

For this **'thought experiment'**, we are going to pretend **I, Isabelle Kerner, am a mentally ill, drug addicted woman living behind Harborview surviving by selling my body to anyone who will pay me so I can continue to feed my addiction.**

Andrew Lewis is **Navigation Officer/Outreach Worker**—very familiar with me, having had dozens of encounters and attempts to offer me shelter, which I have never accepted.

Here is how it could go:

AL: Hey Isabelle, how are things going?

IK: Fuck off. I don't need your help. I am doing fine.

AL: Isabelle, we have a new opportunity we think you would be a great candidate to participate in. We have seen you building tree houses on the side of i-5 before. We know you must have learned that somewhere. We also know your very artistically talented.

IK: What is it?

AL: Well, you would have to be willing to accept our free housing for 6 months. You would need to actually want to get sober and healthy. We are willing to pay you \$10,000 over the course of 6 months if you could help us renovate more of these units for another site. We would also connect you with job opportunities that match your skills and interest. The only catch is, you are going to have to

take a voluntary drug test and fill out a questionnaire on your history, just so we can see where you are at and what services you might need.

IK: Andrew, I'm not stupid. What's the other catch?

AL: Okay, well—we would provide free housing, healthcare, dental care, job training for 6 months. But, the \$10,000 you earn will be kept in a trust until you complete the 6 months of rehabilitation. The reason we are paying you \$10,000 is because we want you to be able to afford the upfront cost of getting your own apartment and because we want to make sure you have a job that would provide continued health and dental benefits as well as a stable and secure monthly income so you don't lose the apartment.

IK: Well, I have a warrant in Portland for spray painting the police station during the June protests.

AL: That isn't an issue. We will not report you, and if you succeed we can talk to the Prosecutors down there and clear things up.

IK: Seriously?

AL: Yes.

IK: Fine I will do it.

AL: Excellent, do you have any personal belongings you want to take with you? If so go grab them and come with me.

IK: Yes. Do I have to wear handcuffs?

AL: No. You will just need to be in the back of the car. You are not under arrest. Were just here to help you move. Just know it's a 6-month commitment. It won't be easy but it will be worth it. Remember, you won't get the money if you drop out before:

1. Earning your \$10,000
2. Attaining employment
3. Staying sober while working on your mental health

IK: Okay. I can do this. Thank you!

AL: Yes you can! Let us know if there is anyone else struggling in the ways you are that truly wants to get off the streets.

IK: Yeah actually my best friend Brenna also lives here. She's over in the purple tent. She might have a guest right now.

AL: Okay I'll have my partner, Officer Durkan reach out to her when the guest leaves. Maybe you two can be roommates.

IK: That would be great! Brenna knows how to weld and she is also good at art.

NOW: pay very close attention to the cost breakdown and why this works. It is the same model used to produce nearly every product.

COST

The **cost of the first Pilot site will be approximately \$2.2 million dollars. In 2019, the City of Seattle spent approximately \$96 million on homeless-related services. King County spends approximately \$1,000,000,000 (one billion dollars) on homeless-related services** in 2019.

The Mayor’s proposed 2020 budget for the City of Seattle increases the amount of money spent on **homeless-related services to \$104 million**. In total, the City of Seattle and King county are spending **over \$100,000 per person per year on homeless-related services.**⁸

The cost breakdown for this proposal is as follows:

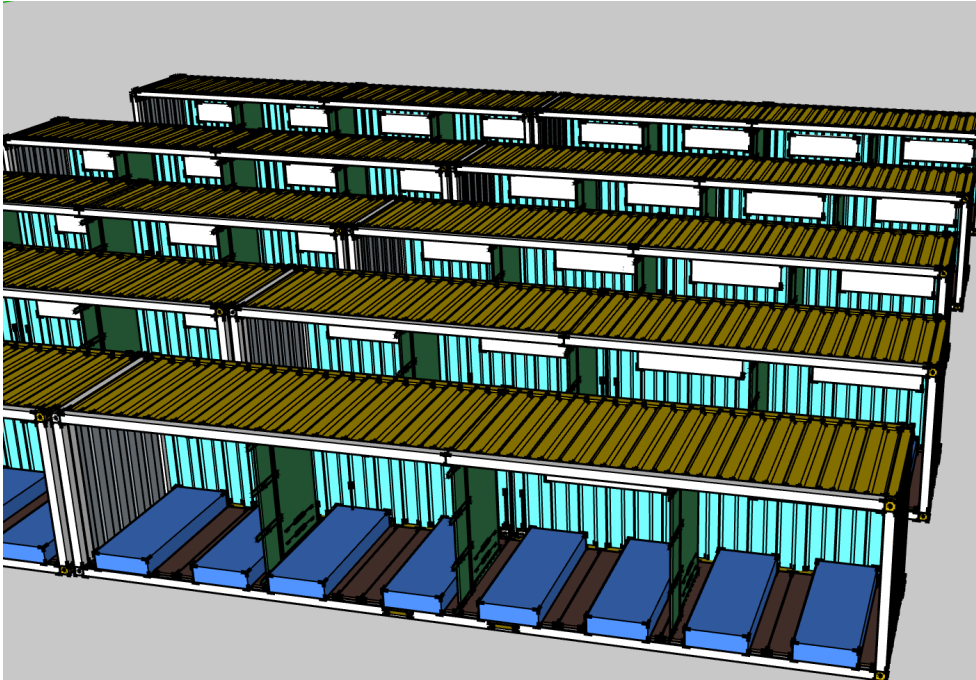
PILOT SITE – 0 - 5 MONTHS

PILOT SITE - COST	COST
Containers (renovation & installation)	\$300,000
Reserved Funds (IRA) for Each Individual (\$10k each)	\$800,000
Excess Operations & Overhead (i.e. utilities, water)	\$100,000
Staff Wages (\$75k Average)	\$900,000
Total	\$2,100,000
Cost Per Individual	\$26,250

PILOT SITE -0-5 MONTHS	COUNT
Cargo Containers (Communal)	5
Cargo Containers (Living)	10
Individuals per Container	8
Staff Per Site	12
Ratio staff / Individual	1/6.6
Capacity Per Site	80
Total Individuals Rehabilitated	80

⁸ <https://www.seattletimes.com/seattle-news/homeless/seattle-homeless-spending-would-surpass-100-million-under-mayor-durkans-budget-next-year/>

SCHEMATIC DRAWING OF PROSPECTIVE SITE



(Please note - I'm not an expert at SketchUp)

TWO SITES – 6 – 11 MONTHS

TWO SITES - 6-11 MONTHS	COUNT
Cargo Containers (Communal)	10
Cargo Containers (Living)	20
Individuals per Container	8
Staff Per Site	12
Total Staff	24
Ratio staff / Individual	1/6.6
Total Individuals Rehabilitated	80
Total Individuals in Rehab	160
Aggregate Total Individuals Rehabilitated	240

TWO SITES - 6-11 MONTHS	COST
Containers (renovation & installation)	\$60,000
Reserved Funds (IRA) for Each Individual (\$10k each)	\$1,600,000
Excess Operations & Overhead (i.e. utilities, water)	\$100,000
Staff Wages (\$75k Average)	\$900,000
Total	\$2,660,000
Cost Per Individual	\$19,833.33

FOUR SITES – 11 - 16 MONTHS

FOUR SITES -11-16 MONTHS	COUNT
Cargo Containers (Communal)	20
Cargo Containers (Living)	40
Individuals per Container	8
Staff Per Site	12
Total Staff	48
Ratio staff / Individual	1/6.6
Total Individuals Rehabilitated	400
Total Individuals in Rehab	320
Aggregate Total Individuals	720

FOUR SITES - 11-16 MONTHS	COST
Containers (renovation & installation)	\$120,000
Reserved Funds (IRA) for Each Individual (\$10k each)	\$3,200,000.00
Excess Operations & Overhead (i.e. utilities, water)	\$200,000
Staff Wages (\$75k Average)	\$1,800,000
Total	\$5,320,000
Cost Per Individual	\$14,000.00

EIGHT SITES – 16 - 21 MONTHS

EIGHT SITES - 15-21 MONTHS	COUNT
Cargo Containers (Communal)	40
Cargo Containers (Living)	80
Individuals per Container	8
Staff Per Site	12
Total Staff	96
Ratio staff / Individuals	1/6.6
Total Individuals Rehabilitated	640
Total Individuals in Rehab	640
Aggregate Total Individuals	1280

EIGHT SITES - 16-21 MONTHS	COST
Containers (renovation & installation)	\$240,000
Reserved Funds (IRA) for Each Individuals (\$10k each)	\$6,400,000
Excess Operations & Overhead (i.e. utilities, water)	\$400,000.00
Staff Wages (\$75k Average)	\$3,600,000
Total	\$10,640,000
Cost Per Individual	\$10,791.67

AVERAGE COST PER INDIVIDUAL OVER TIME

TIME	COST PER INDIVIDUAL
0 MONTHS	\$26,250
6 MONTHS	\$19,833.33
11 MONTHS	\$14,000.00
21 MONTHS	\$10,791.67
AVERAGE COST PER INDIVIDUAL	\$15,793.75

EXPLANATION OF COST BREAKDOWN

The **cost breakdown** of this proposal is **structured on exponential capacity**. As **the capacity for individuals increases, the cost of the program evens out—decreasing over time by eliminating ‘soft costs’ (i.e. costs associated with consulting, planning, and other fees not necessarily needed)** and by **manufacturing every site after the pilot site as opposed to purchasing it on the free market** as was recently done in the Chief Seattle SODO modular housing plan.

The SODO plan used Cargo Containers purchased for \$90,000 a piece from Houston. The overall cost was \$3.3 million for one year and the capacity is only for 30 individuals⁹. Currently only 6 of the 20 containers purchased are being used and 14 are sitting vacant on Harbor Island in West Seattle¹⁰.

In another example, Los Angeles recently proposed a plan involving Cargo Containers. The anticipated cost was \$20,000. The cost grew from \$20,000 to \$600,000 due to ‘soft costs’ associated with development¹¹.

This proposal eliminates ‘soft costs’ in their entirety. This proposal prohibits any personal gain by any individual, entity or organization entirely. The sole purpose is to **solve the problem**. The **only monetary gain** from any services or material contribution is that it could **potentially be tax-deductible**.

The average cost of a Cargo Container in Seattle ranges from \$1,500 to \$5,800 without renovations (depending on size, condition, and supply). I have heard some can even be acquired for **free**.

Al Hayes, owner of Ocean Cargo Inc. located in Gig Harbor, Washington **confirmed that a 40 foot prefabricated cargo container, complete with insulation,**

⁹<https://www.kingcounty.gov/elected/executive/constantine/news/release/2019/October/30-modular-eagle.aspx>

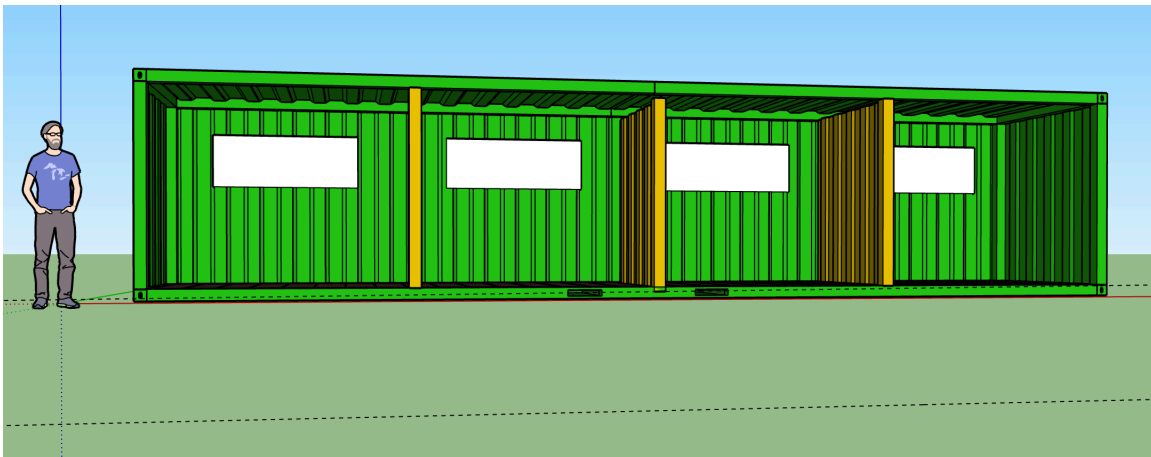
¹⁰ <http://komonews.com/news/project-seattle/why-are-these-homeless-shelters-sitting-vacant-after-king-county-spent-millions>

¹¹ [https://www.dailywire.com/news/l-a-s-new-project-housing-homeless-in-shipping-containers-costs-600k-per-](https://www.dailywire.com/news/l-a-s-new-project-housing-homeless-in-shipping-containers-costs-600k-per-home?%3Futm_source=twitter&utm_medium=social&utm_campaign=dwtwitter&fbclid=IwAR2azmXKwz_gwTD-fgmlFcuW_QcLMUnne6mVF-48HIRFovQnOkpx2XqJwE)

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electricity, heating, 3 patricians to create four rooms with one door and window each will cost \$13,000 to \$17,000 per container including delivery. Al Hayes has been **prefabricating cargo containers for over 4 decades** and his **clients include major construction companies like Don Lumbar¹².**

Under this plan, the **first pilot site would contain prefabricated dorm-style containers.** The **estimated cost is \$20,000 per container.** The **second pilot site would be created by selected individuals temporarily residing in the containers** while receiving on-site services and would be paid hourly for this labor. **The funds earned would be deposited in a IRA account for the individual to access once they have saved \$10,000, resided for 6 months (circumstantial), and secured employment** (whichever comes first) to **sustain affordable housing** they would move into. **The housing does not need to be in Seattle.**



Please keep in mind the cost estimate and breakdown for this proposal overestimates the cost at every level. For example, **the cost includes \$10,000 for each individual and an additional \$100,000 (just in case) for a total of \$900,000 per 80 Individuals.** This **assumes that no businesses will partner** with the program and every one of the individuals will work on renovating containers for the next site(s).

If those reading this, truly **believe in any solution and want one,** they **must act to create, form and finance** such solution via a **public-private partnership**

¹² <https://oceancargocontainers.com>

incentivized by a series of tax credits and exemptions for developers and businesses that utilize the Washington State Apprenticeship Program.

So what's the catch? It might fail. But, if it doesn't, **this proposed model is a break-even for the 'stake holders' and a win-win for the City of Seattle, it's residents, businesses, employees and will definitely save money while increasing revenue.**

In the instance that renovated containers that are no longer needed, containers could be either:

- 1. Used as hostels**
- 2. Sold on the free market to other cities on the West Coast dealing with this problem**
- 3. Remaining cargo container sites could be moved to City Land at the end of the lease(s) and would serve as 'permanent supportive housing' for a subset of individuals who will require it.**
- 4. Donated to other non-profits locally.**
- 5. Used to house construction workers for free or a discounted rate at development sites until development is completed.**
- 6. Sold for scrap.**

Therefore the **incentive is monetary to potential 'donors' and 'partners' for multiple reasons.**

1. It incentivizes participation from the public and the private sector via tax exemptions, deductions and credits.
2. It incentives businesses to partner via the Washington State Apprenticeship Program and tax credits it proposes to participating employers.
3. This helps fill the demand for workers needed in trade industries or specialized services.
4. Decreasing the number of individuals on the streets reduces the amount of taxpayer money spent on each individual, which currently exceeds \$100,000 per year per person.

5. Increasing the number of individuals rehabilitated, housed, and employed increases consumer spending which benefits the regions economy as a whole.
6. Materials and services purchased by this program will come from businesses of all sizes located in the region, increasing their gross revenue.
7. Businesses will not have to deal with the problems caused by this in Seattle' which have effected such businesses ability to operate and stay in business.
8. Businesses that are most negatively impacted by this crisis will likely be more interested in this proposed model due to it's novelty and lack of permanence.
9. Increasing the size of the middle class also adds revenue to the City via sales tax.
10. The program has the potential to pay for itself if it achieves the goal if capacity is met.
11. Once there is enough capacity, it will be possible to enforce the camping ban in accordance with the Circuit Court's ruling, if necessary.
12. Increasing the productivity of the citizens, increases the revenue from the taxes productive citizens pay.

In its essence, this proposed model is an experiment, which in its very nature is subject to failure. **The goal is to set a nationwide example of how to solve this problem, similar to what Barbara Poppe suggested for what has worked in Rhode Island**¹³. If it works, it **has the potential to change the way the entire country responds to this problem.**

The **Cost Breakdown also includes 12 staff paid an annual salary averaging \$75,000 per year. This creates jobs.** Between the four sites, the **cost for staff is estimated to cost \$8-9 million dollars over 2 years.**

¹³ <https://www.seattle.gov/Documents/Departments/pathwayshome/BPA.pdf>

The staff will be composed of security guards, social workers, medical residents, ARNP's, psychologists, and job recruiters/trainers, etc., who can assist in finding individuals a job, creating resumes, and working with participating businesses.

Keep in mind that the City already funds these services through non-profits¹⁴.

This means that the \$8-9 million in the cost estimate would likely be lower as **instead of individuals relying on various non-profits, each providing different services at different locations, employees of the non-profits would be 'dispatched' to the site(s),** similar to how everyone in business now works remotely.

Note, this would only be possible through cooperation from the City.

¹⁴ <https://www.seattle.gov/city-budget/2020-proposed-budget#/hsd>

FUNDING

Funding will come from the City of Seattle and other private entities. The City of Seattle will establish a public-private partnership by presenting this to businesses that are likely willing to put up money for a solution—but only once they have faith could work. This would also include **partnership with current existing non-profits.**

GRANTS

This will be eligible for Municipal, County, State and Federal grants. In 2019, the City of Seattle issued about **\$3.7 million dollars** in grant funding for ‘Community Living Connections Collaborative’ and **\$4.4 million dollars** on ‘Safety’ via the Human Services Department.¹⁵

In 2019, King County issued **\$15.7 million dollars** from the King County Housing Homelessness and Community Development Division (HHCDD).¹⁶

For the years 2019-2024, **The Washington State Department of Commerce anticipates an investment of \$175 million** in state capital funds dedicated to **permanent housing for people experiencing homelessness** successfully matched by federal and local resources as well as an **additional \$37 million per year increase in homeless crisis response system funds** to account for the inflation and population growth costs of maintaining existing levels of service.¹⁷

The Federal Government anticipates Congress allocate **\$3 billion dollars** for proven solutions to homelessness for the **fiscal year 2020.**¹⁸

¹⁵ http://www.seattle.gov/Documents/Departments/HumanServices/Funding/2019NoticeofFundingAvailability_v10_rev11.22.2019.pdf

¹⁶ https://www.kingcounty.gov/~media/depts/community-human-services/housing-homelessness-community-development/documents/rfps-nofas-awards/2019/2019_Combined_Funders_NOFA_Final.ashx?la=en

¹⁷ <http://www.commerce.wa.gov/wp-content/uploads/2019/11/Homeless-Housing-Strategic-Plan-2019-2024.pdf>

¹⁸ <https://endhomelessness.org/ending-homelessness/policy/federal-funding-homelessness-programs/>

PARTNERSHIPS AND COALITIONS

Building and establishing partnerships with businesses of all sizes, pre-existing non-profits, the Seattle Fire Department, the Seattle Police Department, the Navigation Team (or alternative through HSD), Hospitals, other emergency responders and (if possible) City leaders is essential to the execution of this proposal.

Some potential businesses that this company could partner with are listed below:

- Amazon
- Microsoft
- Apple
- Expedia
- Boeing
- NW Pipe & Steel
- Don Lumbar
- American Pile Driving Equipment (APE)
- Chamber of Commerce
- Center Art LLC
- Seattle Art Museum
- Pacific Science Center
- NHL (National Hockey League)
- Fare Start
- Mary's Place
- Millionaire's Club
- Real Estate Developers
- UNICO
- Costco
- Downtown Seattle Association
- Hospitality for Progress
- Vulcan
- Convoy
- Other Small businesses in the Downtown Corridor
- Seattle Hospitality for Progress