

SUMMARY and FISCAL NOTE*

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** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

a. Legislation Title: AN ORDINANCE relating to grant funds from non-City sources; authorizing the Director of Transportation to accept specified grants and execute related agreements for and on behalf of the City; amending Ordinance 125207, which adopted the 2017 Budget, including the 2017-2022 Capital Improvement Program (CIP); changing appropriations to the Seattle Department of Transportation; revising allocations and spending plans for certain projects in the 2017-2022 CIP; and ratifying and confirming certain prior acts.

b. Summary and background of the Legislation:

The City of Seattle was awarded funding from several granting agencies in late 2016 and early 2017, after the 2017 Budget was adopted by the City Council. This ordinance will accept those grants and enable SDOT to execute agreements with the funding agencies. The ordinance will also appropriate budget authority that is tied to the grant agreements.

The purpose of the \$7.3 million grant from the Puget Sound Regional Council for the Center City Streetcar is to purchase two of the ten streetcars needed for the line. The purpose of the \$50 million grant from the Federal Transit Administration is to construct the streetcar line. These grants will be matched with the LTGO bonds that are programmed in the 2017-2022 Adopted CIP.

The rest of the grants leverage Move Seattle funding that are programmed in the CIP and further the goals of that program. The grants associated with Move Seattle are:

- Puget Sound Regional Council (PSRC)
 - Paving on 15th Avenue NE - \$1,500,000 (Local match - \$2,820,000)
 - Paving on Pacific Avenue NE - \$1,500,000 (Local match - \$430,000)
 - Center City Gateway Intelligent Transportation Improvements - \$5,555,000 (Local match - \$1,245,000)
 - Protected bike lane on 34th Street \$951,000 (Local match - \$148,500)
 - Protected bike lane and Neighborhood Greenway on Melrose - \$3,010,991 (Local Match - \$634,500)
- Washington State Department of Transportation
 - Design of the Rainier Beach All Ages and Abilities Bike Network - \$315,500 (Local match - \$35,000)
 - Aurora Ave N (SR99) Green Lake Dr. N/83rd Ave Protected Intersections and Multimodal Improvements - \$578,600 (Local match - \$193,000)

- Lowell Elementary Neighborhood Greenway - \$442,000 (Local match - \$271,750)
- Broadview Elementary School – Laurel Street Pedestrian Project - \$700,000 (Local match - \$1,175,000)
- Hamilton Middle School/Stone Way N and N 41st Street - \$253,700 (Local match -\$35,925)
- Rainier Ave S & S Graham St Intersection Safety Improvement - \$249,300 (Local match - \$49,860)
- S Lander St. Grade Separation – \$9,000,000 (Local Match –\$6.0M)

2. CAPITAL IMPROVEMENT PROGRAM

a. Does this legislation create, fund, or amend a CIP Project? Yes No

Project Name:	Project I.D.:	Project Location:	Start Date:	End Date:	Total Project Cost Through 2022:
Center City Streetcar Connector	TC367210	Citywide	Q2/2012	TBD	\$151,588,000
Bike Master Plan Implementation	TC366760	Citywide	ONGOING	ONGOING	\$116,200,000
Pedestrian Master Plan - School Safety	TC367170	Citywide	ONGOING	ONGOING	\$36,267,000

3. SUMMARY OF FINANCIAL IMPLICATIONS

a. Does this legislation amend the Adopted Budget? Yes No

Budget program(s) affected:	General Fund \$		Other \$	
	2017	2018	2017	2018
Appropriation change (\$):			\$9,839,100	\$0
Estimated Revenue change (\$):	Revenue to General Fund		Revenue to Other Funds	
	2017	2018	2017	2018
			\$5,123,565	\$25,128,155
Positions affected:	No. of Positions		Total FTE Change	
	2017	2018	2017	2018

b. Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?

The new infrastructure that will have future O&M costs associated with them are the protected bike lanes, Intelligent Transportation System improvements, and the Center City Streetcar.

The estimated cost to maintain new protected bike lines and greenways is \$11,000 per mile. The cost is for sweeping and striping.

SDOT has developed a preliminary operations and maintenance budget for the Center City streetcar based on detailed cost information from the South Lake Union and First Hill Streetcar lines, with staffing levels scaled up to reflect the operating plan for the full Center City system. The cost estimate is as follows:

Item	Detail	Budget
Streetcar Operations Staffing	Staffing to provide 46 streetcar operators, 10 electro mechanics, 1 train controller, 10 O/M supervisors, 1 maintenance chief, 1 superintendent and management/administrative support to operations staff.	\$8,150,000
Power Systems O&M	Cost-allocated staff support for maintenance of overhead contact system, traction power substations, radio maintenance and Administrative costs for Audit Support	\$920,000
Administrative Support	General administrative support (financial management, training, testing, insurance, M5 Parts Mgmt, etc)	\$1,770,000
Operating Materials/Supplies	Office consumables (printing/copying), vehicle consumables (oil, filters, etc) & essentials to equip operators & supervisors with uniforms and cold weather gear	\$290,000
Seattle Direct Costs	City of Seattle costs for fare inspection, platform and facility maintenance, utilities, program management, etc.	\$900,000
SUBTOTAL		\$12,030,000
<i>Escalation</i>	<i>Conversion factor to 2020 costs</i>	<i>122%</i>
<i>Contingency</i>	<i>10%</i>	<i>\$1,460,000</i>
Grand Total		\$16,060,000

- c. Is there financial cost or other impacts of *not* implementing the legislation?**
 SDOT would lose the opportunity to leverage existing Move Seattle funding. SDOT would also lose the PSRC and FTA grant funds for the Center City Connector streetcar.

3.d. Appropriations

X This legislation adds, changes, or deletes appropriations.

Fund Name and number	Dept	Budget Control Level Name/#*	2017 Appropriation Change	2018 Estimated Appropriation Change
Transportation Operating Fund (10310)	SDOT	Major Maintenance/ Replacement (19001)	\$1,336,100	
Transportation Operating Fund (10310)	SDOT	Mobility Capital (19003)	\$8,503,000	
TOTAL			\$9,839,100	

*See budget book to obtain the appropriate Budget Control Level for your department.

Is this change one-time or ongoing?

The grants are all one-time appropriations.

Appropriations Notes: Please see Attachments A – C of the ordinance for detailed funding plans.

3.e. Revenues/Reimbursements

X This legislation adds, changes, or deletes revenues or reimbursements.

Anticipated Revenue/Reimbursement Resulting from this Legislation:

Fund Name and Number	Dept	Revenue Source	2017 Revenue	2018 Estimated Revenue
Transportation Operating Fund (10310)	SDOT	Federal Grants	5,123,565	25,128,155
TOTAL			5,123,565	25,128,155

Is this change one-time or ongoing?

This change is one-time.

Revenue/Reimbursement Notes:

The grants for the Center City Streetcar will be matched with the LTGO bonds that are programmed in the 2017-22 Adopted CIP. The rest of the grants will leverage Move Seattle Levy funding. The balance of the revenue will be received in 2019-2020.

4. OTHER IMPLICATIONS

- a. **Does this legislation affect any departments besides the originating department?**
No.
- b. **Is a public hearing required for this legislation?**
No.
- c. **Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?**
No.
- d. **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**
No.
- e. **Does this legislation affect a piece of property?**
The work should be completed within the public right-of-way. Construction could require temporary construction easements.
- f. **Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities?**
N/A
- g. **If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s).**
N/A
- h. **Other Issues:**

List attachments/exhibits below: