

## SUMMARY and FISCAL NOTE\*

<b>Department:</b>	<b>Dept. Contact/Phone:</b>	<b>Executive Contact/Phone:</b>
SDOT	Jonathan Dong/206-233-8564	Christie Parker/206-684-5211

*\* 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:** A RESOLUTION relating to the 2005 Transportation Strategic Plan Update, adopted by Resolution 30790, and the Seattle Transit Plan: To Get Seattle Moving, adopted by Resolution 30799; and authorizing an amendment to the Transit Classification Map.
  
- b. **Summary and background of the Legislation:** In 2015, King County Metro approved routing changes that require revisions to the Transit Classification Map. The revisions to the Transit Classification Map are necessary to allow King County Metro to operate service on designated streets. Forty-six street segments are proposed for reclassification. Of these forty-six segments, thirteen segments are proposed as major transit streets and thirty-three segments are proposed as minor transit streets. By adopting the revised Transit Classification Map, this will allow King County Metro to provide transit service that is consistent with the Seattle Transit Master Plan and support the goals and policies of the Seattle Comprehensive Plan.

The proposed legislation relates to the 2005 Transportation Strategic Plan, adopted by Resolution 30790, and the Seattle Transit Plan: To Get Seattle Moving, adopted by Resolution 30799, and authorizing an amendment to the Transit Classification Map. Seattle Comprehensive Transportation Program (SCTP) was adopted by Resolution 26904 and Resolution 27152 adopted revisions to the SCTP, Street Classifications Guidelines and the Street Classification Maps, which included traffic, transit, truck, bicycle pedestrian and boulevard classifications. Resolution 31367 adopted the Seattle Transit Master Plan which identified key corridors linking urban villages and established performance standards. In 2015, King County adopted routing changes that required revisions to the Transit Classification Map.

### **2. CAPITAL IMPROVEMENT PROGRAM**

- a. Does this legislation create, fund, or amend a CIP Project? \_\_\_ Yes \_\_\_X\_\_\_ No

### **3. SUMMARY OF FINANCIAL IMPLICATIONS**

- a. Does this legislation amend the Adopted Budget? \_\_\_ Yes \_\_\_X\_\_\_ No
  
- 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?  
No.

- c. **Is there financial cost or other impacts of *not* implementing the legislation?**  
None

#### **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?**  
No
- 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?**  
No
- 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).**  
Not applicable.
- h. **Other Issues:** None

**List attachments/exhibits below:**