

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

Legislation Title: AN ORDINANCE relating to appropriations for the Seattle Department of Transportation’s Delridge Multimodal Corridor Project; amending Ordinance 125475, which adopted the 2018 Budget; and lifting a proviso.

Summary and background of the Legislation: The proviso in Green Sheet 49-1-A-1-2018 states that “no more than \$1.4 million of the funds appropriated in the Mobility-Capital Budget Control Level may be expended for the Delridge Multimodal Corridor Project (TC367810) (adopted in the 2018-2023 Capital Improvement Program), until authorized by future ordinance. It is anticipated that such authorization will not be granted until the Seattle Department of Transportation reports to the Sustainability & Transportation Committee, or its successor committee, on the 10% design baseline package.”

This project is working in partnership with King County Metro (KCM) to upgrade the existing Route 120 to the RapidRide “H” Line by 2021. The project team worked closely with the Delridge community, as well as the various modal boards to develop a multi-modal option that decreases transit travel time, improves transit reliability, and improves the experience for people using the corridor on bikes and on foot.

The project is currently at 10% design with \$19.5 million in secured funding. Project specific funding and delivery agreement discussions are underway with KCM. SDOT would like to advance the design to 30% to develop better cost estimates and develop a delivery plan. This also maintains schedule requirements for secured grants.

During project development, additional paving need was identified along the corridor that exceed the project budget. SDOT is evaluating 9-year paving AAC plan and priorities as part of Levy assessment. SDOT will provide an update to Council at 30% design with a recommended project scope, updated cost estimate, funding, and delivery plan.

2. CAPITAL IMPROVEMENT PROGRAM

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

3. SUMMARY OF FINANCIAL IMPLICATIONS

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

The legislation removes a proviso Council adopted with the 2018 Budget.

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?

All anticipated costs to the Seattle Department of Transportation have been included in the 2018 Adopted Budget.

c. Is there financial cost or other impacts of *not* implementing the legislation?

By not lifting the proviso, the project design would be delayed. Design and construction costs would increase due to inflation, as well as labor and construction cost increases.

The project is in partnership with King County Metro. As one of 7 RapidRide lines in the city there are schedule delivery commitments to achieve. The project also has grant commitment to complete 90% design by June 2019. Not lifting the proviso would jeopardize these commitments.

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?

Compared to the city as a whole, the Delridge Way SW corridor population has more ethnic diversity, a higher percentage of households below 200% of the poverty line, more young people (more people under 18 and fewer people over 64), greater access to automobiles, and a higher obesity rate. The 3.8-mile corridor houses some of Seattle's most diverse neighborhoods, including North Delridge, South Delridge, Pigeon Point, Puget Ridge, High Point, Sunrise Heights, Westwood, and Highland Park and is considered a food desert, meaning people living in the area lack convenient access to affordable, healthy food. Limited access to frequent transit service compounds this

problem. For these reasons, the Delridge Way SW Multimodal Corridor Project serves a critical need to ensure people have a variety of well-connected and affordable transportation choices—options that have the potential to reduce health and wealth disparities.

- 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).**

The project will upgrade KC Metro’s Route 120 to the RapidRide H Line and add a bike facility on Delridge Ave SW that connects to the existing neighborhood greenways. The goal is to decrease transit travel time by 10%, improve reliability, and increase transit ridership and people using the corridor on bikes and on foot.

List attachments/exhibits below:

Summary Attachment 1 – Delridge Way SW Option 3 Map