

## SUMMARY and FISCAL NOTE\*

<b>Department:</b>	<b>Dept. Contact/Phone:</b>	<b>CBO Contact/Phone:</b>
Transportation	CJ Holt/3-1556	Michael McVicker/4-5339

*\* 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 Delridge Multimodal Corridor Project; amending the 2018 Budget (Ordinance 125475), as amended by Ordinance 125635, to lift the proviso on 2018 Mobility-Capital Budget Control Level expenditures.

**Summary and background of the Legislation:** As part of its capital project oversight work, Council passed a proviso of the 2018 budget so 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.”

After SDOT project staff presented the 10% design to the Sustainability & Transportation Committee on July 16, 2018, Council agreed to lift the proviso but amended Council Bill 119306 to again limit 2018 expenditures on the project, this time at a level of \$3.4 million until authorized by future ordinance. Council intended the 30% design as another stage-gate for Council approval in part to ensure SDOT incorporated community-generated input on pedestrian and bicycle safety improvements on the Delridge RapidRide corridor.

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 has worked closely with the Delridge community and bike and pedestrian advocates to incorporate many of their priorities into the 30% design, including revised project scope that includes pavement reconstruction as well as transit, bike and pedestrian improvements.

With the project now at 30% design and with \$19.5 million in secured funding, SDOT would like to continue advancing the design to 100% to by June 2019 in order to maintain schedule requirements for secured grants.

### **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

The legislation removes a \$3.4 million limitation on spending Council amended to Council Bill 119306, adopted as Ordinance 125635.

- 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 and are reflected in the CIP.

- 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 three RapidRide lines on which the City is partnering with King County Metro, SDOT needs to meet several schedule delivery commitments through the remainder of 2018 and 2019. 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:**