



Legislation Details (With Text)

File #: CB 119883 **Version:** 1 **Name:** CB 119883
Type: Ordinance (Ord) **Status:** Passed
In control: City Clerk
On agenda: 9/21/2020
Final Action: 9/25/2020 **Ord. No.** Ord 126175
Title: AN ORDINANCE amending Ordinance 126000, which adopted the 2020 Budget, including the 2020-2025 Capital Improvement Program (CIP); revising project allocations for the Madison BRT - RapidRide G Line project and certain other projects in Ordinance 126000 into the 2020-2025 Adopted CIP; and ratifying and confirming certain prior acts.
Sponsors: Alex Pedersen

Indexes:

Attachments: 1. Att A - CIP Project Pages, 2. Summary and Fiscal Note v2, 3. Summary and Fiscal Note, 4. Presentation (added; 9/15/20), 5. Signed Ordinance 126175, 6. Affidavit of Publication

Date	Ver.	Action By	Action	Result
9/25/2020	1	City Clerk	attested by City Clerk	
9/25/2020	1	Mayor	returned	
9/25/2020	1	Mayor	Signed	
9/24/2020	1	City Clerk	submitted for Mayor's signature	
9/21/2020	1	City Council	passed	Pass
9/16/2020	1	Transportation and Utilities Committee	pass	Pass
9/14/2020	1	City Council	referred	
9/10/2020	1	Council President's Office	sent for review	
8/25/2020	1	City Clerk	sent for review	
8/25/2020	1	Mayor	Mayor's leg transmitted to Council	

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE amending Ordinance 126000, which adopted the 2020 Budget, including the 2020-2025 Capital Improvement Program (CIP); revising project allocations for the Madison BRT - RapidRide G Line project and certain other projects in Ordinance 126000 into the 2020-2025 Adopted CIP; and ratifying and confirming certain prior acts.

WHEREAS, the Madison BRT-RapidRide G Line project is identified as a priority project in The City of

Seattle’s (“City”) 2012 Transit Master Plan and the Seattle Department of Transportation’s (SDOT)

2015 Move Seattle 10-Year Strategic Vision for Transportation, and includes committed funding from the 2015 voter-approved Levy to Move Seattle and regional voter-approved Sound Transit 3 program; and

WHEREAS, the City has made substantial progress in a years-long effort to meet requirements for \$59.9 million in “Small Starts” Capital Investment Grants Program funds from the Federal Transit Administration (FTA), and the FTA’s consultant has recommended that SDOT is ready to enter into a Small Starts Grant Agreement once it completes certain actions to increase the project cost and local funding commitment by \$12.2 million over the 2020 adopted Capital Improvement Program (CIP); and

WHEREAS, \$7.282 million of the additional funding is included in a pending Memorandum of Agreement (MOA) with Sound Transit; and

WHEREAS, the City must commit to the remaining \$4.918 million in additional local funding before moving forward on a Small Starts Funding Agreement; and

WHEREAS, the \$4.918 million is available from Levy to Move Seattle revenues in the form of project savings of \$4 million from the Lander St. Bridge project, and \$918,000 from funding previously allocated to the currently deferred Fauntleroy Green Boulevard project; and

WHEREAS, the City must meet this condition by September 2020 in order to secure the Small Starts Agreement by the end of 2020 so the project can commence construction in the spring of 2021; and

WHEREAS, further delays in securing the Small Starts Grant Agreement could lead to increased costs due to inflation and requirements for additional contingency funds by FTA; and

WHEREAS, the Madison BRT-RapidRide G Line project is critical for the City to not only meet its commitment to Seattle and regional voters but to also provide family-wage construction jobs and related economic benefits in a critical phase of post-Covid-19 economic recovery; and

WHEREAS, this ordinance does not create new appropriations in 2020 or 2021, nor substantively change the 2020-2025 Adopted CIP; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The project pages in Attachment A to this ordinance incorporate Capital Improvement Program (CIP) fund and resource allocation adjustments necessary to increase the contingency for the Madison BRT-RapidRide G Line project (BC-TR-19003) to meet eligibility requirements for the “Small Starts” Capital Investment Grants Program funds from the FTA. The reallocated project pages, as presented in the attachment, substitute the project pages in the 2020-2025 Adopted CIP with the corresponding CIP Project Numbers.

Section 2. Any action taken consistent with the authority of this ordinance, taken after its passage but prior to its effective date, is ratified, approved and confirmed.

Section 3. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the _____ day of _____, 2020, and signed by me in open session in authentication of its passage this ____ day of _____, 2020.

President _____ of the City Council

Approved by me this _____ day of _____, 2020.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2020.

Monica Martinez Simmons, City Clerk

(Seal)

Attachments:

Attachment A - Capital Improvement Program (CIP) Project Page Substitutes