

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 the Seattle Department of Transportation; approving a change to the approved alignment for the Central Puget Sound Regional Transit Authority’s (“Sound Transit”) Link Light Rail Transit Project and authorizing the Director of the Seattle Department of Transportation to execute an amendment to the “Agreement between The City of Seattle and Sound Transit for Grant of Non-Exclusive Use of a Light Rail Transit Way as related to the Link Light Rail Transit Project” to include the addition of an infill station at Northeast 130th Street located within the City of Seattle; superseding Section 11.23.440 of the Seattle Municipal Code to allow construction worker parking in related areas of 5th Ave NE; and ratifying and confirming certain prior acts.

Summary and Background of the Legislation: The City authorizes the location of Sound Transit’s Link Light Rail transit facilities within City right-of-way through execution of a Transit Way Agreement and subsequent permitting activities. The Transit Way Agreement also provides basic terms for Sound Transit’s maintenance, operation, and ownership of the Link Light Rail transit system in City right-of-way. The Agreement includes maps of the approved alignment and authorizes Sound Transit activity in the specified City right-of-way. The Agreement has been amended four times to include alignments for the Initial Segment; University Link, Northgate Link, and East Link; and, most recently, in 2017, the Lynnwood Link Extension. This legislation authorizes the SDOT director to execute a new amendment to the Transit Way Agreement to reflect the addition of the NE 130th Street Infill Station and allowing Sound Transit to proceed with station construction. To support expedited construction of the infill station, the SDOT director will also be authorized to allow construction worker parking on parts of 5th Avenue NE that are already closed off to general purpose traffic for construction of the Lynnwood Link guideway.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ___ Yes **X** No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? ___ Yes **x** No

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; any City actions related to the light rail system are addressed in separate agreements and legislation. This amendment only grants a right of use.

Are there financial costs or other impacts of *not* implementing the legislation?

The underlying amendment allows Sound Transit to expedite construction of the 130th St Infill Station and utilize parts of 5th Avenue NE within the construction zone for construction worker parking reducing some project costs for North King subarea taxpayers, most of whom are Seattle residents.

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. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

No

d. Does this legislation affect a piece of property?

No

e. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?

The 130th Street Infill Station will provide increased transit access to neighborhoods like Haller Lake and Olympic Hills that have become increasingly racially diverse with a significant share of immigrant and refugee populations. Research shows that people of color endure longer commutes than white people; access to the growing Link Light Rail network will allow more for reduced commute times and better access to regionwide educational and job opportunities.

f. Climate Change Implications

1. Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?

Transit, particularly electrified high capacity transit like light rail, has substantially lower climate impacts compared with single occupancy autos or trying to meet growing transportation demand with new roadway capacity. Light rail is also more conducive to lower climate impacting land uses including denser multi-unit residential, mixed use

development and the kind of “missing middle” housing increasingly harder to find in the Seattle area.

- 2. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle’s resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

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

Summary Attachments: