

**SUMMARY and FISCAL NOTE\***

<b>Department:</b>	<b>Dept. Contact/Phone:</b>	<b>CBO Contact/Phone:</b>
SDOT	Scott Clarke/206.850.2686	Aaron Blumenthal/206.233.2656

*\* 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 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.

**Summary and background of the Legislation:**

SDOT is pursuing nearly \$60 million in Small Starts funding under the Federal Transit Administration’s (FTA) Capital Investment Grant program for the Madison BRT – RapidRide G Line project (BC-TR-19003). This legislation is required to revise the amount in the project CIP, consistent with a consultant led review of the project’s scope, schedule, and risk. Such a review is required of all Small Starts applications.

The FTA consultant recommended the City allocate additional contingency to cover unexpected events or circumstances that could arise during construction. The project cost has increased due to added time for the FTA review and a revised construction schedule. The consultant also recommended including additional time in the construction schedule as a buffer for unexpected events. The legislation increases total project cost from \$121.497 million to \$133.696 million to account for additional Small Start contingency. The legislation reallocates \$4.918 million in cost savings from the Lander St Bridge project, along with funding that had previously been allocated to the Fauntleroy Green Boulevard project, which was paused in 2018 pending Sound Transit decisions regarding the alignment of the West Seattle light rail extension, and will remain paused while the City addresses the unplanned closure of the West Seattle High-rise Bridge and the citywide budget impacts of the COVID-19 pandemic. The remaining \$7.282 million is written into the Memorandum of Agreement with Sound Transit. In order to keep the project moving through the remaining steps of the FTA Small Starts process and commence construction by mid-2021, SDOT is seeking approval of both the Sound Transit MOA and this legislation in September.

**2. CAPITAL IMPROVEMENT PROGRAM**

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



health care jobs on First Hill, and educational institutions like Seattle U and Seattle Central College on Capitol Hill.

- 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

**List attachments/exhibits below:**