

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact:	CBO Contact:
Department of Transportation	Gretchen Haydel	Christie Parker

** 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 Route 44 Transit-Plus Multimodal Corridor project; authorizing the Director of the Seattle Department of Transportation (“SDOT”) to acquire, accept, and record on behalf of The City of Seattle a Deed for Street Purposes from Adam Rogers, as a separate estate, situated in a portion of Block 12, Salmon Bay City, Malson’s Addition to Seattle; placing the real property rights and interests conveyed by such deed under the jurisdiction of the Seattle Department of Transportation; laying off the property as right-of-way; and ratifying and confirming certain prior acts.

Summary and Background of the Legislation:

This Council Bill authorizes the Director of the Department of Transportation to acquire, accept, and record a deed for street purposes that transfers property to The City of Seattle (the “City”), and places the property under the jurisdiction of the Seattle Department of Transportation (“SDOT”). This legislation lays the property off as right-of-way and ratifies and confirms prior acts.

The Route 44 corridor was identified in the 2012 Seattle Transit Master Plan (“TMP”) as a Priority Bus corridor, and in the 2016 TMP update it was identified as a RapidRide corridor. Route 44 buses are scheduled to arrive at least every 10 minutes; however, bus trips are frequently impacted by traffic congestion on the route, resulting in a slow and unreliable experience for riders.

King County Metro (“Metro”) identified the Route 44 corridor as a future RapidRide corridor in METRO CONNECTS, the King County Metro long-range plan adopted in January 2017. Metro is currently defining, funding, establishing a timeline, and phasing for delivery of the countywide METRO CONNECTS RapidRide Program. SDOT and Metro anticipate implementing transit speed and reliability upgrades in this corridor in 2023.

Metro’s Route 44 (“Route 44”) connects with two RapidRide routes: the E Line at Aurora Avenue North/SR 99 and N 46th Street, and the D Line at 15th Avenue Northwest and Northwest Market Street. These RapidRide routes are the top two King County Metro routes by ridership. Over 35,000 people live within a quarter mile of the corridor and over 32,000 people work within a quarter mile of the corridor. Additionally, Route 44 connects to the University of Washington and U-District Link Light Rail Stations.

The Route 44 Transit-Plus Multimodal Corridor project (the “Project”) identifies and implements improvements that provide faster and more reliable transit service for Route 44

including but not limited to, dedicated bus lanes and queue jumps, signal upgrades or optimization, channelization changes or turn restrictions, safety improvements, pedestrian access, intersection improvements, and sidewalk upgrades.

The Project is being funded by a combination of local and state funding. The source of the local funding is the 9-year Levy to Move Seattle, approved by voters in 2015, and the source of the state funding is a Washington State Regional Mobility Grant.

2. CAPITAL IMPROVEMENT PROGRAM

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

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? Yes 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.

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

Yes. Not implementing the legislation would result in the need to potentially re-design a portion of the Project. Re-designing the Project would most likely exceed the acquisition cost of \$6,500 for the property and delay the Project.

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?

Yes, SDOT coordinated with Seattle Public Utilities and Seattle City Light on the utility and lighting components of the Project.

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?

Yes. The City acquired a piece of property necessary to complete the Project. The acquisition cost was \$6,500.

- 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?**

This legislation does not directly impact an historically disadvantaged community; however, all communities will benefit from the expansion of public access to transportation opportunities along this corridor.

There are multiple languages spoken within the Project area. SDOT translated Project materials into Spanish, Russian, and Chinese. When SDOT needs to communicate with an individual business owner or resident in a different language, including American Sign Language, the department works with certified language interpreters.

f. **Climate Change Implications**

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

The Project will improve the speed and reliability of Route 44 making it a better option for commuters. It is anticipated that these improvements will increase transit ridership, shifting some trips from single occupancy vehicles. If the deed is not accepted, design changes that could reduce the transit benefits would be required, potentially impacting transit ridership on Route 44.

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.**

Passage of this legislation allows the Project to be constructed as planned. The planned Project design anticipates a reduction in single occupancy vehicles that should contribute to a reduction in carbon emissions. It is anticipated that a reduction in carbon emissions will increase Seattle's resiliency to climate change.

- 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)?**

This legislation does not include a new initiative or a major programmatic expansion.

Summary Attachment:

Summary Exhibit 1 - Vicinity Map