

SUMMARY and FISCAL NOTE

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

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to the NE 130th Street and NE 125th Street Mobility and Safety 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 Judith Strader Enriquez, situated in Tract 60, Country Home Plat, Division 1; placing the real property rights and interest conveyed by such deed under the jurisdiction of SDOT; laying off the deed as right-of-way; and ratifying and confirming certain prior acts.

Summary and Background of the Legislation:

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

In 2016, voters approved the addition of a Sound Transit Link light rail station to the Lynnwood Link Extension at NE 130th Street near Interstate-5, then known as the NE 130th Street Infill Station (the “Station”). In January 2025, the Station was formally named Pinehurst Station. The Station is scheduled to open in 2026 and in preparation, the City is planning for key transit, bike, and pedestrian improvements to provide safer and more efficient access for everyone traveling between Haller Lake and Lake City.

The NE 130th Street and NE 125th Street Mobility and Safety project (the “Project”) will establish an east-west multimodal corridor to connect people to the future Station by implementing transit reliability, safety, access, bus stop amenities, and pedestrian and bicycle improvements.

The Project area includes NE 130th Street from approximately 1st Avenue NE to 5th Avenue NE, including the NE 130th Street/Interstate-5 overpass, Roosevelt Way NE from 130th Street to 10th Avenue NE, and NE 125th Street from 10th Avenue NE to Lake City Way NE.

The Project is being funded by a combination of federal, state, and local sources. Federal funding has been awarded by a Federal Transit Administration grant through the Puget Sound Regional Council, along with a state WSDOT Regional Mobility Grant. Local funding sources include the Seattle Transit Measure, Sound Transit, and the King County Metro Partnership.

2. CAPITAL IMPROVEMENT PROGRAM

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

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation have financial impacts to the City? ☐ Yes ☒ No

3.d. Other Impacts

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

No.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

The costs associated with implementing this ordinance, for example, maintaining the newly acquired right-of-way, have been anticipated in the SDOT budget.

Please describe any financial costs or other impacts of *not* implementing the legislation.

Not implementing this legislation would result in the need to potentially redesign a portion of the Project. Redesigning the Project would most likely exceed the acquisition cost of \$6,500 for the property and would likely delay the Project.

4. OTHER IMPLICATIONS

Please describe how this legislation may affect any departments besides the originating department.

This legislation will not impact any other departments.

- a. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property.

Yes. The City acquired a piece of property necessary to complete the Project. Summary Exhibit B includes a map of the affected property. The acquisition cost is \$6,500.

b. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.

- i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response, please consider impacts within City government (employees, internal programs) as well as in the broader community.**

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.

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

The Racial Equity Toolkit for the Project is attached hereto as Summary Exhibit C.

- iii. What is the Language Access Plan for any communications to the public?**

Evaluation of the demographics in the Project Area and information gathered through outreach activities supported selecting materials into Tier 1 languages (Traditional and Simplified Chinese, Spanish, Vietnamese, Somali, Amharic, Korean, and Tagalog) plus Arabic and Punjabi.

c. Climate Change Implications

- i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

The Project will make improvements that will make it safer and easier for commuters utilizing the Station. 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 would be required that could reduce the transit benefits, potentially impacting transit ridership to the Lynnwood Link Extension.

- ii. 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.

- d. 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)? What mechanisms will be used to measure progress towards meeting those goals?**

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

5. CHECKLIST

- ☐ **Is a public hearing required?**
- ☐ **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required?**
- ☐ **If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?**
- ☐ **Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

6. ATTACHMENTS

List Summary Attachments:

Summary Exhibit A – Vicinity Map

Summary Exhibit B – Map of Acquisition Area

Summary Exhibit C – Racial Equity Toolkit