

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
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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 grant funds from the United States Department of Transportation and other non-City sources; authorizing the Director of the Seattle Department of Transportation to accept specified grants and execute related agreements for and on behalf of the City; amending Ordinance 126490, which adopted the 2022 Budget, including the 2022-2027 Capital Improvement Program (CIP); changing appropriations for the Seattle Department of Transportation; and revising allocations and spending plans for certain projects in the 2022-2027 CIP; and ratifying and confirming certain prior acts.

Summary and Background of the Legislation: This legislation would authorize SDOT to execute agreements for reallocated federal funds awarded to the City by the Puget Sound Regional Council on April 28, 2022. The reallocated funds were awarded to five projects and programs previously awarded funds by PSRC. PSRC is requiring the funds be obligated by July 15, 2022, therefore the ordinance includes a ratify and confirm clause.

2. CAPITAL IMPROVEMENT PROGRAM

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

Project Name:	Project I.D.:	Project Location:	Start Date:	End Date:	Total Project Cost Through 2027:
Heavy Haul Network Program - East Marginal Way	MC-TR-C090	E Marginal Way	2016	2027	\$60,237,000
RapidRide Roosevelt	MC-TR-C013	Various	2013	2024	\$103,458,000
Bike Master Plan – Protected Bike Lanes	MC-TR-C062	Citywide	N/A	N/A	N/A
Route 40 Transit-Plus Multimodal Corridor	MC-TR-C079	Various	2016	2024	\$21,132,000

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? X Yes No

Appropriation change (\$):	General Fund \$		Other \$	
	2022	2023	2022	2023
	0	0	\$3,684,467	0
Estimated revenue change (\$):	Revenue to General Fund		Revenue to Other Funds	
	2022	2023	2022	2023
	0	0	\$3,684,467	0
Positions affected:	No. of Positions		Total FTE Change	
	2022	2023	2022	2023
	0	0	0	0

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?
 These funds will reduce the amount of City revenues required for local match and may also help address higher than anticipated costs attributable to inflation and a highly competitive contracting environment.

3.a. Appropriations

X This legislation adds, changes, or deletes appropriations.

Fund Name and number	Dept	Budget Control Level Name/##*	2022 Appropriation Change	2023 Estimated Appropriation Change
Transportation Fund – 13000	Transportation	BC-TR-19003	\$3,683,246	\$0
Transportation Fund – 13000	Transportation	BO-TR-17003	\$1,221	\$0
TOTAL			\$3,684,467	\$0

*See budget book to obtain the appropriate Budget Control Level for your department.

Is this change one-time or ongoing?
 One-time.

3.b. Revenues/Reimbursements

X This legislation adds, changes, or deletes revenues or reimbursements.

Anticipated Revenue/Reimbursement Resulting from This Legislation:

Fund Name and Number	Dept	Revenue Source	2022 Revenue	2023 Estimated Revenue
Transportation Fund – 13000	Transportation	USDOT – Federal Highway Administration	\$900,000	\$0
Transportation Fund – 13000	Transportation	USDOT – Federal Highway Administration	\$1,523,246	\$0
Transportation Fund – 13000	Transportation	USDOT – Federal Highway Administration	\$810,000	\$0
Transportation Fund – 13000	Transportation	USDOT – Federal Highway Administration	\$450,000	\$0
Transportation Fund – 13000	Transportation	USDOT – Federal Highway Administration	\$1,221	\$0
TOTAL			\$3,684,467	\$0

Is this change one-time or ongoing?

One-time.

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?

These added grant funds were awarded to projects and programs that enhance travel options with lower costs and greater safety than travel by private automobile. Before and, even more so, throughout the Covid-19 pandemic, communities of color in Seattle have relied more than white Seattleites on non-auto modes of transportation for access to school, work and other opportunities.

f. Climate Change Implications

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

Enhanced transit and bike networks are identified as key strategies in the City's Climate Action Plan and Seattle 2035 Comp Plan for reducing greenhouse gas emissions while also supporting climate friendly land use strategies.

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.

No direct positive or negative impact on resiliency related to this legislation.

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: