

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact:	CBO Contact:
Seattle Dept of Transportation	Bill LaBorde	Aaron Blumenthal

** 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 non-City sources; authorizing the heads of various departments to accept specified grants and execute related agreements for and on behalf of the City; amending Ordinance 126725, which adopted the 2023 Budget, including the 2023-2028 Capital Improvement Program (CIP); changing appropriations to various departments and Budget Control Levels, and from various funds in the Budget; and revising allocations and spending plans for certain projects in the 2023-2028 CIP; and ratifying and confirming certain prior acts.

Summary and Background of the Legislation: This legislation would authorize SDOT to execute agreements for federal funds awarded to the City by the Puget Sound Regional Council (PSRC) on September 23, 2021 and April 28, 2023 and by the U.S. Department of Transportation on March 20, 2023.

The first grant awarded by PSRC constitutes American Rescue Plan Act of 2021 (ARPA) funding from the Federal Transit Administration for COVID-19 relief for the Seattle Center Monorail and Seattle Streetcar projects. The grant agreements for these funds have been drafted and approved by the FTA, and are awaiting Seattle Department of Transportation signature. The two remaining grants awarded by PSRC are reallocated funds awarded to two projects previously placed on a contingency list by PSRC, specifically Intelligent Transportation System improvements to signals on NW 80th and 85th and restoration of Pioneer Square historic areaways. PSRC is requiring the funds be obligated by July 15, 2023, therefore the ordinance includes a ratify and confirm clause.

The grant awarded directly by the U.S. Department of Transportation is awarded for Phase 1 of a technology project that will allow the department to better manage curbside delivery access to locations in Belltown and Denny Triangle which requires swift obligation and project delivery to ensure good performance and to position the City well for a subsequent Phase 2 award; therefore, it is included in this legislation alongside the time-sensitive PSRC grants.

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 2028:
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80th St and 85th St ITS Corridors	MC-TR-C026	N/NW 80th, 85th St, and Greenwood Ave N	2023	2025	\$4,885,000
Pioneer Square Historic Areaway Restoration, Phase 1	MC-TR-C035	207-209 1st Ave S	2023	2025	\$2,890,175
Seattle Center Monorail	MC-SC-S9403	Seattle Center and Downtown	2022	2025	\$2,807,384

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? X Yes No

Appropriation change (\$):	General Fund \$		Other \$	
	2023	2024	2023	2024
			\$ 5,998,384	0
Estimated revenue change (\$):	Revenue to General Fund		Revenue to Other Funds	
	2023	2024	2023	2024
			\$7,201,548	0
Positions affected:	No. of Positions		Total FTE Change	
	2023	2024	2023	2024
	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/Number*	2023 Appropriation Change	2024 Estimated Appropriation Change
Transportation Fund – 13000	Transportation	Major Maintenance/Replacement. BC-TR-19001	\$1,195,000	0

Transportation Fund – 13000	Transportation	Mobility Operations BO-TR-17003	\$1,996,000	0
Seattle Center Fund - 11410	Seattle Center	Monorail Rehabilitation BC-SC-S9403	\$2,807,384	0
TOTAL			\$5,998,384	0

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

Appropriations Notes: None.

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	2023 Revenue	2024 Estimated Revenue
Transportation Fund – 13000	Transportation	PSRC – Federal Highway Administration	\$845,000	0
Transportation Fund – 13000	Transportation	PSRC – Federal Highway Administration	\$350,000	0
Transportation Fund – 13000	Transportation	USDOT – Office of the Secretary	\$1,996,000	0
Seattle Streetcar Operations - 10800	Transportation	PSRC – Federal Transit Administration	\$1,203,164	0
Seattle Center Fund - 11410	Seattle Center	PSRC – Federal Transit Administration	\$2,807,384	0
TOTAL			\$7,201,548	0

Revenue/Reimbursement Notes: None.

3.c. Positions

 This legislation adds, changes, or deletes positions.

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 grant funds were awarded to projects and programs that intend to build traffic management systems to reduce congestion and delay, rehabilitate two vulnerable areaway walls to support existing transportation needs and facilitate future transit service, and improve delivery and logistics operations while providing benefits to elderly and low-income populations and Historically Disadvantaged Communities. SDOT intends to use these grant funds to 1) upgrade and install signals and leading pedestrian intervals to support movement and improve safety for all travel modes to and through north Seattle, 2) rehabilitate two below-grade areaways in Pioneer Square to support the weight of modern traffic, 3) improve curbside access for commercial vehicles and make the city's limited curb space perform more efficiently by testing new technologies to manage our Commercial Vehicle Permit Program, and 4) sustain the Seattle Center Monorail and Seattle Streetcar systems and their existing facilities to continue providing key transportation links. According to Seattle's Race and Social Equity Index, the rates of workers who commute by public transportation are higher than surrounding communities; therefore, improving speed and reliability for public transportation via the 80th/85th ITS Corridors project will help address the mobility gap and improve access to housing, employment opportunities, and other daily destinations. The Pioneer Square Historic Areaway Restoration, Phase 1 project would preserve a historical asset in Pioneer Square and create improved sidewalk conditions supported by the areaway walls, and sidewalks are especially important to Environmental Justice Populations and lower income populations, which are disproportionately people of color. In general, these groups are particularly dependent on sidewalks and curb ramps that are in good condition and transit services that can provide direct access. The affected area of Pioneer Square has a 51% nonwhite population according to 2020 census data; within this area, 29% live in poverty. SDOT also knows that our commercial vehicle permits are primarily used by smaller, local-based businesses with commercial curb needs. Additionally, SDOT analysis shows that urban freight networks disproportionately impact our BIPOC communities located near our industrial and warehouse districts in South Seattle, and that progressive curb policies developed using the Last Mile Freight Curb AccessSMART grant funds will reduce impacts from the delivery site to far upstream of the curb. The Seattle Streetcar and Seattle Center Monorail preservation will support the community's access to public transportation, providing crucial connections between major medical facilities, mixed-income communities, and the King Street and Coleman Dock Mobility Hubs, as well as arts and cultural experiences in the Seattle Center. This grant provides operating support for both Streetcar lines and the Seattle Center Monorail to

avoid potential reductions in service that could lead to erosion of ridership and would disproportionately impact BIPOC and historically disadvantaged communities who utilize Streetcar. By continuing to provide consistent, low-cost transit options to the transportation network, historically underserved communities will have improved mobility to access jobs, educational opportunities and goods and services in other parts of the city which will serve to increase racial equity.

f. Climate Change Implications

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

This legislation is intended to decrease carbon emissions by improving signalized intersections in a corridor with significant freight use and investing in technologies SDOT can deploy to manage commercial vehicles and their access to the curb. This investment is intended to: optimize an east-west corridor to provide faster and more reliable traffic improvements, thereby decreasing congestion and air pollution; improve sidewalk conditions ultimately improving mobility, livability, and air quality; and improve curbside access for commercial vehicles making deliveries to homes and businesses thereby reducing congestion and improving air quality. This legislation directly supports Seattle's Electrification Blueprint goal of *30% of Goods Delivery is Zero Emission* by providing SDOT with funds needed to actively manage and incentivize zero emission commercial vehicle curb access. The legislation also supports Mayor Harrell's One Seattle Transportation and Climate Justice Executive Order, specifically the goal that calls for planning three low-pollution neighborhoods by 2028. Furthermore, the Seattle Streetcar and the Seattle Center Monorail are fully electric systems and decrease transportation carbon emissions. Their preservation will continue to provide a vital link in the City's zero emissions network.

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 for 80th St and 85th St ITS Corridors and Last Mile Freight Curb Access (SMART grant). The grant funds for the Pioneer Square Historic Areaway Restoration, Phase 1 project will rehabilitate two areaway walls that are currently below-grade, even without continued degradation. This legislation would help prevent an unanticipated collapse of the street wall or sidewalk (most likely in a major earthquake), and provide a sidewalk with a smooth, new surface (replacing sidewalks that are uneven, tilted, and broken in places) to promote increased foot traffic, as well as important first step toward allowing future transit service on 1st Ave S. The Seattle Streetcar's and Seattle Center Monorail's operations also increase Seattle's resiliency to climate change. As Seattle has seen more snow and ice events in the past years, the Seattle Streetcar and Seattle Center Monorail have been able to provide vital transportation service to passengers, where other transportation modes are unable to provide consistent service due to snow and ice on the roads.

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 is intended to build the foundation for a modernization of SDOT's Commercial Vehicle Permit Program through the grant funds on the Last Mile Freight Curb Access project. The technology deployed during this program will improve roadway efficiencies, incentivize climate friendly delivery vehicles (such as electric trucks, vans, and e-cargo bikes), and provide SDOT with curb utilization data needed to make data-driven policy decisions. The benefits of this program will also be felt by local businesses operating in Seattle. By improving curb access, freight carriers will spend less time searching for open parking, be less inclined to park illegally and possibly receive a citation, and move more efficiently through the city, all of which will reduce their operating costs.