

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.

Summary and Background of the Legislation: This legislation would authorize SDOT to execute agreements for, and accept, a \$20 million RAISE grant and a \$5.5 million Port of Seattle contribution toward construction of the E Marginal Way Corridor Improvement Project, along with a \$247,000 award from the state Transportation Improvement Board (TIB) toward construction of a new sidewalk on the west side of 4th Ave S between Royal Brougham and the I-90 off-ramp. SDOT expects to obligate these funds beginning 2nd quarter 2022, with construction commencing on both projects later this year. This ordinance would also appropriate all of the accepted grant funds.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? 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	Greater Duwamish	2016	2027	\$39,688,000
Pedestrian Master Plan – New Sidewalks	MC-TR-C058	Citywide (SODO)	N/A	N/A	\$13,097,000

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? Yes No

Appropriation change (\$):	General Fund \$		Other \$	
	2022	2023	2022	2023
	0	0	\$25,747,000	0
Estimated revenue change (\$):	Revenue to General Fund		Revenue to Other Funds	
	2022	2023	2022	2023
	0	0	\$25,747,000	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?

The City will, at most, be able to complete the protected bike lane facility, without completing any pavement reconstruction or other improvements on East Marginal Wy without accepting the RAISE and Port of Seattle funds. SDOT will not be able to complete the 4th Ave S sidewalk without accepting the TIB funds.

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	\$25,747,000	\$0
TOTAL			\$25,747,000	\$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 – Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program	\$20,000,000	\$0
Transportation Fund – 13000	Transportation	Port of Seattle	\$5,500,000	\$0
Transportation Fund – 13000	Transportation	State of Washington – Transportation Improvement Board	\$247,000	\$0
TOTAL			\$25,747,000	\$0

Is this change one-time or ongoing?

One-time.

4. OTHER IMPLICATIONS

- a. Does this legislation affect any departments besides the originating department?**
 Seattle Public Utilities plans to upgrade infrastructure as part of the East Marginal Wy 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?**
 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?**
 Nearer term, the East Marginal project will facilitate job growth within the construction trades and, longer term, in the maritime and industrial sector. Targeted hiring and apprenticeship opportunities could ensure that local communities of color benefit from that job growth. Building a protected bike facility between Spokane St and downtown also

improves access to jobs and educational opportunities, as well as access to health care and other services.

f. Climate Change Implications

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

Both the East Marginal and 4th Ave S projects will facilitate safer, carbon free travel (walking and biking) through key north-south corridors south of downtown Seattle

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: