

SUMMARY and FISCAL NOTE*

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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 amending Ordinance 126237, which adopted the 2021 Budget, including the 2021-2026 Capital Improvement Program (CIP); changing appropriations within the Transportation Benefit District Fund; revising project allocations for certain projects in the 2021-2026 CIP; and lifting a proviso.

Summary and background of the Legislation: This legislation amends appropriations in the 2021 Adopted Budget for several programs and projects funded by a \$20 annual increase in Seattle Transportation Benefit District (STBD) Vehicle License Fees (VLF) due to the passage of Ordinance 126234 in November 2020. The Department of Licensing will commence increased revenue collections beginning July 1, 2021, producing approximately \$3.6 million in added transportation revenues for the remainder of 2021 and \$7.4 million in 2022. The 2021 Adopted Budget placed the 2021 appropriation for these funds in Finance General and specified that the funds cannot be spent until authorized by future ordinance; Council anticipated that such authority would not be granted until SDOT presents a spending plan after conducting a “transparent, inclusive, and public stakeholder engagement process.” Per Council’s intent, SDOT engaged with stakeholders and received guidance on the attached spending plan.

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 2026
Sidewalk Safety Repair	MC-TR-C025	Citywide	Ongoing	Ongoing	\$38,426,000
Vision Zero	MC-TR-C064	Citywide	Ongoing	Ongoing	\$36,183,000
SDOT ADA Program	MC-TR-C057	Citywide	Ongoing	Ongoing	\$85,550,000
Structures Major Maintenance	MC-TR-C112	Various	Ongoing	Ongoing	\$7,694,000

Notes: The total project costs above do not include costs associated with unsecured funding as identified in the CIP. Please also note that the attached CIP pages show this spending only through the year 2024, when the Levy to Move Seattle expires. These programs will receive

consideration for funding from this source beyond 2024 in a future CIP proposal process. As discussed with community-based stakeholders, while the new \$20 VLF will continue to be collected beyond 2024, the City has an interest in continuing the investments specified in this spending plan while also retaining flexibility to reallocate funding sources for high priority SDOT CIP programs in a future levy to maximize financial and leveraging opportunities.

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? X Yes No

Appropriation change (\$):	General Fund \$		Other \$	
	2021	2022	2021	2022
	\$0	\$0	\$0	\$0
Estimated revenue change (\$):	Revenue to General Fund		Revenue to Other Funds	
	2021	2022	2021	2022
	\$0	\$0	\$0	\$0
Positions affected:	No. of Positions		Total FTE Change	
	2021	2022	2021	2022
	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?
Yes; the legislation moves the appropriation authority from Finance General to SDOT and lifts a proviso.

Is there financial cost or other impacts of *not* implementing the legislation?
Several transportation safety and asset maintenance needs would go unmet without these additional appropriations and, in some cases, would result in increased long-term costs associated with deferred maintenance. Some of these funds may also increase leveraging opportunities for certain programs.

3.a. Appropriations

 X This legislation adds, changes, or deletes appropriations.

Fund Name and number	Dept	Budget Control Level Name/##*	2021 Appropriation Change	2022 Estimated Appropriation Change
Transportation Benefit District Fund/19900	Finance General	General Purpose (BO-FG-2QD00)	(\$3,600,000)	\$0
Transportation Benefit District Fund/19900	SDOT	Mobility-Capital (BC-TR-19003)	\$1,275,000	\$2,350,000

Transportation Benefit District Fund/19900	SDOT	Major Maintenance /Replacement (BC-TR-19001)	\$1,350,000	\$2,759,000
Transportation Benefit District Fund/19900	SDOT	Maintenance Operations (BO-TR-17005)	\$250,000	\$511,000
Transportation Benefit District Fund/19900	SDOT	Mobility – Operations (BO-TR-17003)	\$725,000	\$1,482,000
TOTAL			\$0	\$7,102,000

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

Is this change one-time or ongoing?

This action is a one-time appropriation of ongoing revenues. Appropriations for 2022 are anticipated to be included in the 2022 Adopted Budget.

Appropriations Notes: In addition to the above items, the spending plan for the new \$20 vehicle license fees also includes \$255,451 in 2022 for a strategic reserve. These reserves are not appropriated; however, they will be reflected in the spending plan for the STBD Fund (19900).

3.b. Revenues/Reimbursements

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

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?

Transportation and community-based stakeholders, including members of SDOT's Transportation Equity Workgroup, advised that a majority of new VLF revenue be dedicated to investments and projects in neighborhoods facing a higher risk of displacement and lower access to opportunities (according to OPCD methodology) for at least the first four years of new revenue collections. This goal is reflected in the attached recommended spend plan.

f. Climate Change Implications

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

Consistent with stakeholder input, the recommended spend plan directs much of this new VLF revenue to projects that make it safer and easier to travel by biking, walking, and by transit, facilitating a shift away from fossil-fueled modes.

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.

A significant share of this funding will be directed toward maintaining existing assets, such as bridges and roadway pavement, that may be increasingly impacted by higher temperatures and flooding associated with 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).

All of this funding will be allocated to existing programs, nearly all of which are measured by previously established goals. Many receive funding through the Levy to Move Seattle and are therefore measured through regular Levy reporting and reporting to the Levy Oversight Committee.

List attachments/exhibits below:

- Summary Exhibit A – Spend Plan for \$20 VLF Effective in 2021
- Summary Exhibit B – Sidewalk Safety Repair CIP Page
- Summary Exhibit C – Vision Zero CIP Page
- Summary Exhibit D – SDOT ADA Program CIP Page
- Summary Exhibit E – Structures Major Maintenance CIP Page