

**SUMMARY and FISCAL NOTE\***

<b>Department:</b>	<b>Dept. Contact/Phone:</b>	<b>CBO Contact/Phone:</b>
Department of Transportation	Gretchen Haydel/206 233-5140	Christie Parker/206 684-5211

*\* 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 the Madison Bus Rapid Transit (BRT) - RapidRide G Line project; authorizing the Director of the Seattle Department of Transportation (SDOT) to acquire, accept, and record, on behalf of The City of Seattle, a signal pole and trolley wire easement from Seattle University, a Washington non-profit corporation, situated in a portion of Lots 1 through 6, Mile’s Addition to the City of Seattle, together with a portion of vacated East Spring Street, vacated 11th Avenue, and vacated Madison Court, and an easement for public sidewalk from Casita Grande LLC, a Washington limited liability company, situated in a portion of Block 6, Addition to the City of Seattle, as laid off by D.T. Denny, Guardian of the Estate of J.H. Nagle (Commonly known as Nagle’s Addition to the City of Seattle); designating the easements for transportation purposes, placing the easements under the jurisdiction of SDOT; and ratifying and confirming certain prior acts.

**Summary and background of the Legislation:**

This legislation authorizes the acquisition, acceptance, and recording of a signal pole and trolley wire easement granted by Seattle University and an easement for public sidewalk granted by Casita Grande LLC in connection with the Madison BRT – RapidRide G Line project (the “Project”), designates the easements for street purposes, places them under the Seattle Department of Transportation’s (“SDOT”) jurisdiction, and ratifies and confirms prior acts.

The Madison Street corridor is busy, dense, and still growing. The Project provides for street improvements to and along the Madison Street corridor that will allow King County Metro to operate bus rapid transit (BRT) from Downtown Seattle to Madison Valley. The goal is to provide frequent, reliable, and safe bus service to historically underserved neighborhoods.

The Project provides a vital link in the region’s high capacity transit network, with transfers to the Seattle Ferry Terminal at Coleman Dock via the Marion Street Pedestrian Bridge; the 3<sup>rd</sup> Avenue Transit Spine, including numerous regional transit opportunities; King County Metro routes such as Route 48 along 23<sup>rd</sup> Avenue; the University Street Link Light Rail Station; and the Seattle Streetcar system. The primary public transit providers in this service area are: King County, providing local bus service and passenger-only ferry service; Sound Transit, offering ST Express regional bus service and Link Light Rail service; Sounder Commuter Rail, providing regional rail service; Community Transit, providing commuter bus service; Kitsap Transit, providing passenger-only ferry service; The City of Seattle (the “City”), owner of the Seattle Streetcars; and the Washington State Department of Transportation, operating ferry service to and from the Seattle Ferry Terminal at Coleman

Dock as part of the Marine Highway System. The completed Project will help to facilitate ongoing collaboration among the various agencies to benefit the City's transportation network in the heart of the city.

A recent federal report has determined that SDOT is qualified to complete the Project. This step is an important milestone toward qualifying for Federal Small Starts Grant funding from the Federal Transit Administration (the "FTA") to cover approximately 45% of the Project cost. SDOT is continuing its efforts to work with the FTA to finalize a funding agreement. The current Project cost is projected to be approximately \$134.7 Million. The Project is funded through Federal grants (Small Starts and CMAQ), the 2015 voter-approved Levy to Move Seattle, and the regionally voter-approved Sound Transit 3 (ST3) program. Construction is scheduled to begin in 2021.

## 2. CAPITAL IMPROVEMENT PROGRAM

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

## 3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget?       Yes  No

**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 aggregate cost of the permanent easements is \$473,400 and will be paid from the Madison BRT-RapidRide G Line CIP.

**Is there financial cost or other impacts of *not* implementing the legislation?**

Yes. Operations and maintenance costs for SDOT signals and King County Metro Transit would increase along the Project area if this legislation is not passed and the permanent easements are not available for the Project. Additionally, sidewalks would have to be narrowed or eliminated on one side of the street to preserve other elements of the Project design.

## 4. OTHER IMPLICATIONS

**a. Does this legislation affect any departments besides the originating department?**

Yes. Seattle Public Utilities ("SPU") and Seattle City Light ("SCL") are involved in the Project design to enhance streetlights; fiber communications; power, water, and sewer infrastructure; and drainage improvements. SCL will fund the streetlight improvements in the First Hill neighborhood and SPU will replace a water main and repair/replace drainage and wastewater structures and pipes. Although the easements are not directly needed for this utility work, not accepting the easements for the Project would impact the Project's design and therefore, could impact the utilities' plans for the 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?**

Yes, Seattle University is granting an easement to the City to construct and service two (2) traffic signal poles and related equipment, and to attach and maintain support wires for the trolley bus wires attached to the traffic signal poles. Casita Grande LLC is also granting an easement for public sidewalk purposes.

**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?**

This Project serves historically underserved neighborhoods with an affordable and reliable transportation option. With connections to light rail and regional bus routes, the Project will better connect communities of color to jobs, such as in health care, on First Hill, and educational institutions like Seattle University and Seattle Central College on Capitol Hill.

There are multiple languages spoken within the Project area. We translated our Project materials into Vietnamese, Chinese (Traditional), and Korean. When we need to communicate with an individual business owner or resident in a different language, including American Sign Language, we work with certified language interpreters.

**f. Climate Change Implications**

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

The Project will increase transit ridership, shifting some trips from single occupancy vehicles and accommodating projected growth in housing and employment in the neighborhoods served by the Madison BRT – RapidRide G Line. If the permanent easements are not accepted, design changes that would reduce the transit benefits would be required, potentially impacting the magnitude of transit ridership shifting to RapidRide.

Additionally, as stated on page 47 of the NEPA Documented Categorical Exclusion, prepared for SDOT and the FTA, and published in December 2017:

“The FTA has recently drafted a programmatic assessment of [greenhouse gas] GHG emissions from transit projects (FTA, 2016). Preliminary results indicate that BRT projects generate relatively low levels of GHG emissions. This is mainly due to the minimal amount of infrastructure needed to implement these projects, as well as low annual transit vehicle miles traveled (VMT) as compared to single occupant vehicles.”

- 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.**

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.

- 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 does not include a new initiative or a major programmatic expansion.

**List attachments/exhibits below:**

Summary Exhibit A - Vicinity Map

Summary Exhibit B - Project Area