

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 relating to grant funds from the United States Department of Transportation for the construction of the Madison BRT-RapidRide G Line project; authorizing the Director of the Seattle Department of Transportation to accept specified grants and execute related agreements for and on behalf of the City; and ratifying and confirming certain prior acts.

Summary and background of the Legislation: This legislation would allow SDOT to execute agreements for, and accept, two key federal grant funds for construction of the Madison BRT-RapidRide G Line project CIP (MC-TR-C051): a USDOT Capital Investment Grants, Small Starts (“Small Starts”) grant totaling \$59.9 million plus a \$4.76 million Congestion Mitigation Air Quality (CMAQ) grant. These two grants are the final pieces in the project funding plan as presented in the 2021-2026 CIP. SDOT expects to obligate these funds beginning 2nd quarter 2021, with construction commencing late 2nd or early 3rd quarter, and RapidRide G Line entering service starting with the September 2024 Metro service change. These funds were previously appropriated in the adopted 2021 Budget and are shown in the 2021-2026 CIP project page.

2. CAPITAL IMPROVEMENT PROGRAM

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

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? ___ Yes X 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?

These grants are accounted for in the 2021-2026 CIP and 2021 appropriations are included in the adopted 2021 Budget.

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

Yes. These grants together account for approximately 48% of the entire project budget and are critical to construct what is probably the most prominent capital project promised under the Levy to Move Seattle. If these grants are not accepted, SDOT will not be able to proceed

with the project for which PSRC and the Federal Transit Administration awarded these grants.

3.a. Appropriations

_____ **This legislation adds, changes, or deletes appropriations.**

3.b. Revenues/Reimbursements

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

4. OTHER IMPLICATIONS

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

Not directly, although the project itself involves associated City Light and SPU improvements.

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?

The project has acquired two permanent easements for sidewalk and signal poles that are the subject of a separate Council Bill expected to be presented to Council at the same time as this legislation.

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 will provide improved access to educational and work opportunities by better tying in the Madison corridor east to Madison Valley into the regional high-capacity transit network. Beneficiaries of this improved access include both historic communities of color in Madison Valley and other parts of the Central District, as well as communities that have been displaced to other parts of the City and region by forces of gentrification. The project itself also provides important construction trades jobs and apprenticeship opportunities at a time when the economy will be trying to recover from the Covid-19 emergency.

f. Climate Change Implications

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

According to several recent studies, denser land uses best served by high-capacity transit, as well as transit itself as an alternative to driving, are among the most effective means for more rapidly reducing GHG emissions.

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.**

This project is less likely to measurably impact climate resiliency.

- 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

List attachments/exhibits below: