

FISCAL NOTE FOR CAPITAL PROJECTS ONLY

Department:	Contact Person/Phone:	CBO Analyst/Phone:
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Legislation Title: AN ORDINANCE relating to grant funds from non-City sources; authorizing the Director of Transportation (Director) to accept specified grants and execute related agreements for and on behalf of the City; changing appropriations in the 2014 Adopted Budget for the Seattle Department of Transportation (SDOT); adding a new project; revising allocations for certain projects in the 2014-2019 CIP; and ratifying and confirming certain prior acts.

Summary and background of the Legislation: This legislation will authorize the Director to accept the following awarded grant funds:

- \$851,018 for planning, design and construction of Canton Alley and Nord Alley Improvements.
- \$800,000 for design and construction of the Greenwood Avenue Sidewalks.
- \$600,000 for design related to the Sound Transit North Link Station Bike & Pedestrian Improvements.
- \$17,300 for purchase of an Urban Forestry Tool Trailer.

Additionally, this legislation will authorize the Director to execute related agreements.

Work related to the projects funded by the above mentioned grants will begin in 2014. This legislation will authorize SDOT to begin spending specified grant funds in 2014 and allow the projects to continue as planned. Because the grants were awarded in late fall of 2013, the timing of the award notices did not allow them to be included in the Adopted 2014 Budget.

This legislation will create the following two new projects in the 2014-2019 Capital Improvement Program: the Canton Alley and Nord Alleys project (TC367540) and the Greenwood Avenue Sidewalks project (TC367530).

And finally, this legislation will authorize the transfer of \$1.06 million in local funds from the Neighborhood Large Projects and \$600,000 in local funds from the Transit Corridor program to the new Greenwood Avenue Sidewalks project.

Canton Alley and Nord Alley Project Description:

Canton Alley and Nord Alley have both received significant community participation in the initial development and planning for reconstruction and beautification. The Seattle Chinatown International District Preservation and Development Authority (SCIDPDA) and the International Sustainability Institute (ISI) have taken the lead in organizing community input with substantial volunteer investment and the engagement of thousands of people on the design and planning. This has resulted in the development of early conceptual plans and significant community and

financial support. Combined, both projects have received \$115,458 in community cash support, \$285,075 in City of Seattle grants from the Department of Neighborhoods and Office of Economic Development, as well as an \$851,018 federally funded Transportation Alternative Program (TAP) grant.

The Seattle Department of Transportation (SDOT) is the lead to finalize design for the repavement of both alleys and to manage the construction. Community partners will manage beautification, design and construction of lighting, and continued community outreach for design. The outcome of these projects is an improved pedestrian environment, providing safer, revitalized spaces that engage the community and businesses.

SDOT and the community partners have yet to finalize agreements which will outline scope, schedule and funding responsibilities for both the capital improvements as well as maintenance and operations responsibilities. The current funding plan does not include City resources. The local match to the federal grant is a combination of Department of Neighborhoods (DON) grants and funds raised by the community partners. SDOT will rely on these funding sources in order to meet the local match requirements of the federal grant. At this time, SDOT believes this is a viable funding plan; however, since the agreements are not finalized, this may be subject to change. In the event that the local funding sources are not sufficient to meet the grant requirements, SDOT would need to alter the project, redirect funds from another project, or request additional City funding in order to complete the projects(s).

Please check any of the following that apply:

This legislation creates, funds, or anticipates a new CIP Project.

This legislation does not have any financial implications.

This legislation has financial implications. (If the legislation has direct fiscal impacts (e.g., appropriations,

Appropriations:

Fund Name and Number	Department	Budget Control Level*	Existing 2014 Appropriation	New 2014 Appropriation (if any)	2015 Anticipated Appropriation
Transportation Operating Fund (10310)	SDOT	Mobility – Capital (19003)		\$1,400,000	
Transportation Operating Fund (10310)	SDOT	Major Maintenance/ Replacement (19001)		\$1,214,018	
Transportation Operating Fund (10310)	SDOT	Urban Forestry (17006)		\$17,300	
TOTAL				\$2,631,318	

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

Appropriations Notes:

Spending Plan and Future Appropriations for Capital Projects:

See Attachments to this ordinance for detailed funding and spending plans.

Funding Source:

Funding Source (Fund Name and Number, if applicable)	2014	2015	2016	2017	2018	2019	Total
Federal grants	\$1,451						\$1,451
State Grant Funds	\$800						\$800
Private/Partnerships	\$363						\$363
Local Grant	\$17						\$17
TOTAL	\$2,631						\$2,631

Funding Source Notes:

The spending plans for the Interdepartmental Funds and the Private Donations are not yet finalized. Some of these funds will be spent directly by the community partners, but these amounts are unknown. This funding plan was used to apply for the federal grant.

The Interdepartmental Funds line represents City of Seattle DON grants and an Office of

Economic Development (OED) grant (Only in Seattle). The Private Donations line represents funds to be raised by the community partners.

Bond Financing Required:

Type	Amount	Assumed Interest Rate	Term	Timing	Expected Annual Debt Service/Payment
N/A	N/A	N/A	N/A	N/A	N/A
TOTAL					

Bond Notes:

N/A

Uses and Sources for Operation and Maintenance Costs for the Project:

O&M	2014	2015	2016	2017	2018	2019	Total
Uses							
Start Up							
On-going							
Sources (itemize)							

Operation and Maintenance Notes:

The new grants provide funding for improvements to the existing system so there will be a negligible increase in the Operations and Maintenance costs.

The sidewalks added by the Greenwood Avenue Sidewalks projects are expected to have a minimum useful life of 40 – 50 years. However, in Seattle’s temperate climate we expect them to well outperform their useful life expectancy and should last 80 to 100 years if designed correctly. In addition, per SMC 15.72.010 the adjacent property owners are responsible for the maintenance of sidewalks.

The Northgate Pedestrian/Bicycle improvements are so early in the design process that it is unclear what assets will be added to SDOT’s inventory, making it impossible to estimate future O&M costs at this time.

Periodic Major Maintenance Costs for the Project:

Major Maintenance Item	Frequency	Cost	Likely Funding Source
TOTAL			

Funding sources for replacement of project:

New grants provide funding to improve existing system.

Total Regular Positions Created, Modified, or Abrogated through this Legislation, Including FTE Impact:

Position Title and Department*	Position # for Existing Positions	Fund Name & #	PT/FT	2014 Positions	2014 FTE	2015 Positions **	2015 FTE **
TOTAL							

* List each position separately

** 2014 positions and FTE are total 2014 position changes resulting from this legislation, not incremental changes. Therefore, under 2014, please be sure to include any continuing positions from 2013.

Position Notes:

N/A

Other Implications:

a) Does the legislation have indirect financial implications, or long-term implications?

Acceptance of these grants will commit the department to design and construct improvements as outlined in the State Transportation Plan.

b) What is the financial cost of not implementing the legislation?

Without this legislation the City cannot receive and utilize the aforementioned grant funds, and will not be able to design and construct the projects outlined.

c) Does this legislation affect any departments besides the originating department?

Yes. Both the Department of Neighborhoods and Office of Economic Development have provided grants to the partnering agencies in the amount of \$285,075 for the planning, design and construction of the Canton and Nord Alley projects. Without this legislation, a significant fund source for completing this work will prevent the completion of design and construction of the projects outlined.

d) What are the possible alternatives to the legislation that could achieve the same or similar objectives?

Acceptance of the grant awards is a pre-requisite for the receipt of the federal funds. There are no alternatives that could achieve the same or similar objectives.

e) Is a public hearing required for this legislation?

No

f) Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

No.

g) Does this legislation affect a piece of property?

No.

h) Other Issues:

These projects have involved significant community input, development and commitment from both the neighbors and communities around the International District and Pioneer Square. Through the Department of Neighborhoods, community members have committed more than \$115,458 in both in-kind and cash donations to match the DON Neighborhood Matching Grant funds.

List attachments to the fiscal note below:

- Attachment A – Neighborhood Large Projects CIP
- Attachment B – Sound Transit North Link Station Bike and Pedestrian Improvements CIP
- Attachment C – Transit Corridor Improvements CIP

Seattle Department of Transportation

Neighborhood Large Projects

BCL/Program Name:	Mobility-Capital	BCL/Program Code:	19003
Project Type:	Improved Facility	Start Date:	ONGOING
Project ID:	TC367250	End Date:	ONGOING
Location:	Citywide		
Neighborhood Plan:	In more than one Plan	Neighborhood Plan Matrix:	
Neighborhood District:	In more than one District	Urban Village:	In more than one Urban Village

This program enhances the safety, quality and condition of the pedestrian and neighborhood environments. Typical improvements may include, but are not limited to, sidewalk construction, repairs and replacement, installation of curb bulbs or other traffic calming devices, and improvements to crosswalks. The Neighborhood Street Fund is funded by the Bridging the Gap (BTG) transportation levy and is a triennial program. The projects funded are identified by the community and prioritized by the District Councils and the BTG Oversight Committee. Prior to 2013, the elements of this project were included in the NSF/CRS Neighborhood Program. Beginning in 2013, the NSF/CRS Neighborhood Program will only reflect improvements that can be completed by City crews, and improvements that are contracted out will be covered by this project.

	LTD Actuals	2013 Rev	2014	2015	2016	2017	2018	2019	Total
Revenue Sources									
Transportation Funding Package - Parking Tax	0	1,000	0	0	0	0	0	0	1,000
Transportation Funding Package - Lid Lift	0	1,836	(1,882) 822	1,929	1,967	2,016	2,077	2,700	(14,407) 13,347
Total:	0	2,836	(1,882) 822	1,929	1,967	2,016	2,077	2,700	(15,407) 14,347
Fund Appropriations/Allocations									
Transportation Operating Fund	0	2,836	(1,882) 822	1,929	1,967	2,016	2,077	2,700	(15,407) 14,347
Total*:	0	2,836	(1,882) 822	1,929	1,967	2,016	2,077	2,700	(15,407) 14,347
O & M Costs (Savings)			0	0	0	0	0	0	0

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2014 - 2019 Adopted Capital Improvement Program

Seattle Department of Transportation

Sound Transit North Link Station Bike and Pedestrian Improvements

BCL/Program Name:	Mobility-Capital	BCL/Program Code:	19003
Project Type:	Improved Facility	Start Date:	Q1/2013
Project ID:	TC367350	End Date:	TBD
Location:	TBD		
Neighborhood Plan:	Northgate	Neighborhood Plan Matrix:	
Neighborhood District:	North	Urban Village:	Northgate

This project will construct pedestrian and bicycle improvements to enhance access to the planned Sound Transit Light Rail station at Northgate. The improvements include a cycle track along 1st Avenue NE that is planned to begin design in 2013, and additional pedestrian and bicycle improvements that will begin design in 2015.

	LTD Actuals	2013 Rev	2014	2015	2016	2017	2018	2019	Total
Revenue Sources									
Real Estate Excise Tax II	0	0	0	3,984	1,016	0	0	0	5,000
Federal Grant Funds	0	717	(0) <u>600</u>	0	0	0	0	0	(717) <u>1,317</u>
Transportation Funding Package - Lid Lift	0	100	0	0	0	0	0	0	100
To be determined	0	0	0	0	2,981	15,000	1,770	0	19,751
Total:	0	817	(0) <u>600</u>	3,984	3,997	15,000	1,770	0	(25,568) <u>26,168</u>
Fund Appropriations/Allocations									
Cumulative Reserve Subfund - Real Estate Excise Tax II Subaccount	0	0	0	3,984	1,016	0	0	0	5,000
Transportation Operating Fund	0	817	(0) <u>600</u>	0	0	0	0	0	(817) <u>1,417</u>
Total*:	0	817	(0) <u>600</u>	3,984	1,016	0	0	0	(5,817) <u>6,417</u>
O & M Costs (Savings)			0	0	0	0	0	0	0
Spending Plan by Fund									
Cumulative Reserve Subfund - Real Estate Excise Tax II Subaccount		0	0	2,750	2,250	0	0	0	5,000
Transportation Operating Fund		410	(407) <u>507</u>	(0) <u>500</u>	0	0	0	0	(817) <u>1,417</u>
Total:		410	(407) <u>507</u>	(2,750) <u>3,250</u>	2,250	0	0	0	(5,817) <u>6,417</u>

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2014 - 2019 Adopted Capital Improvement Program

Seattle Department of Transportation

Transit Corridor Improvements

BCL/Program Name:	Mobility-Capital	BCL/Program Code:	19003
Project Type:	Improved Facility	Start Date:	ONGOING
Project ID:	TC366860	End Date:	ONGOING
Location:	Citywide		
Neighborhood Plan:	In more than one Plan	Neighborhood Plan Matrix:	N/A
Neighborhood District:	In more than one District	Urban Village:	In more than one Urban Village

This program implements multimodal projects that improve transit speed, reliability, access, safety, and convenience. The program focuses on corridors and projects identified in the Transit Master Plan. Funding from the Bridging the Gap package and other local sources is used to leverage grant and partnership opportunities.

	LTD Actuals	2013 Rev	2014	2015	2016	2017	2018	2019	Total
Revenue Sources									
Vehicle Licensing Fees	88	562	900	900	900	900	900	900	6,050
Federal Grant Funds	2,999	568	0	0	0	0	0	0	3,567
Transportation Funding Package - Parking Tax	0	2,000	0	0	0	0	0	0	2,000
Transportation Funding Package - Lid Lift	13,098	4,390	(2,222) <u>1,622</u>	1,790	2,500	2,500	2,500	2,500	(31,500) <u>30,900</u>
City Light Fund Revenues	7	88	0	0	0	0	0	0	95
King County Funds	442	220	0	0	0	0	0	0	662
State Grant Funds	6,440	2,069	0	0	0	0	0	0	8,509
Total:	23,074	9,897	(3,122) <u>2,522</u>	2,690	3,400	3,400	3,400	3,400	(52,383) <u>51,783</u>
Fund Appropriations/Allocations									
Transportation Operating Fund	23,074	9,897	(3,122) <u>2,522</u>	2,690	3,400	3,400	3,400	3,400	(52,383) <u>51,783</u>
Total*:	23,074	9,897	(3,122) <u>2,522</u>	2,690	3,400	3,400	3,400	3,400	(52,383) <u>51,783</u>
O & M Costs (Savings)			0	0	0	0	0	0	0

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2014 - 2019 Adopted Capital Improvement Program