

SUMMARY and FISCAL NOTE*

Department:	Contact Person/Phone:	Executive Contact/Phone:
SDOT	Ayelet Ezran/733-9032	Christie Parker/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 Central Puget Sound Regional Transit Authority (“Sound Transit”); authorizing execution of the “Lynnwood Link Supplement to the Memorandum of Agreement for Intergovernmental Cooperation (April 20, 1998) between Central Puget Sound Regional Transit Authority (Sound Transit) and the City of Seattle for the Central Link Light Rail Project”; and ratifying and confirming certain prior acts.

Summary and background of the Legislation: The City has entered into a series of agreements with Sound Transit beginning with an initial Memorandum of Agreement in April of 1998 (Ordinance 118927) for the development of the Central Link Light Rail System in Seattle. Subsequent supplements to that MOA have provided for City design review, permitting, and program management services for Link light rail projects, all fully reimbursed by Sound Transit. These included the Central Link, University Link portion of Central Link, Northgate Link, and East Link light rail projects.

The Seattle Department of Transportation (SDOT) has coordinated reimbursements for all departments, providing monthly invoices and progress reports to Sound Transit, and led development of agreements with Sound Transit.

This legislation authorizes a Lynnwood Link Supplement to the Memorandum of Agreement for Intergovernmental Cooperation (April 20, 1998) with Sound Transit regarding light rail development (“Lynnwood Link Supplement”). The Lynnwood Link Supplement provides for design review, expedited permitting and engineering services, and limited ongoing program management services for the Lynnwood Link light rail extension project.

2. CAPITAL IMPROVEMENT PROGRAM

This legislation creates, funds, or amends a CIP Project.

3. SUMMARY OF FINANCIAL IMPLICATIONS

This legislation has direct financial implications.

Budget program(s) affected:				
Estimated \$ Appropriation change:	General Fund \$		Other \$	
	2016	2017	2016	2017

Estimated \$ Revenue change:	Revenue to General Fund		Revenue to Other Funds	
	2016	2017	2016	2017
	\$8985	\$17,969	\$147,833	\$286,609
Positions affected:	No. of Positions		Total FTE Change	
	2016	2017	2016	2017
Other departments affected:				

3.a. Appropriations

 This legislation adds, changes, or deletes appropriations.

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	2016 Revenue	2017 Estimated Revenue
Transportation Operating Fund (10310)	SDOT	Sound Transit	\$42,013	\$74,969
Light Fund (41000)	Seattle City Light	Sound Transit	\$58,700	\$117,400
Water Fund (43000)	Seattle Public Utilities	Sound Transit	\$23,560	\$47,120
Drainage and Wastewater Fund (44010)	Seattle Public Utilities	Sound Transit	\$23,560	\$47,120
General Fund (00100)	Seattle Fire Department	Sound Transit	\$8,985	\$17,969
TOTAL			\$156,818	\$304,578

Revenue/Reimbursement Notes:

This legislation provides reimbursement to City departments for design review, expedited permitting and engineering services, and limited ongoing program management for the Lynnwood Link light rail extension project. Per Exhibit C of the memorandum of agreement supplement, the maximum reimbursement is \$611,064. In addition, there is a Sound Transit-controlled 10% contingency.

3.c. Positions

 This legislation adds, changes, or deletes positions.

4. OTHER IMPLICATIONS

- a) **Does the legislation have indirect or long-term financial impacts to the City of Seattle that are not reflected in the above?**
No.
- b) **Is there financial cost or other impacts of not implementing the legislation?**
Without this legislation, City departments would be unable to provide expedited permitting services and design review for Sound Transit. The City's conventional permitting processes are unsuited to complex public infrastructure projects such as Sound Transit light rail. Without the adoption of this legislation, the delivery of Sound Transit's Lynnwood Link light rail extension project, an essential public facility, could be compromised or delayed.
- c) **Does this legislation affect any departments besides the originating department?**
This legislation provides for reimbursement of services by SDOT, as well as SFD, SCL, and SPU. The departmental leads--Gary English (SFD), Steve Byers (SCL), and Michael Norton (SPU)-are aware of the proposed legislation and have reviewed the Lynnwood Link Supplement.
- d) **Is a public hearing required for this legislation?**
No
- e) **Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?**
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) **Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities?**
No
- i) **If this legislation includes a new initiative or a major programmatic expansion: What are the long-term and measurable goals of the program? Please describe how this legislation would help achieve the program's desired goals.**
Not applicable
- j) **Other Issues:** None

List attachments/exhibits below:

