

**FISCAL NOTE FOR NON-CAPITAL PROJECTS**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>CBO Analyst/Phone:</b>
Legislative	Michael Fong/5-1675 Sara Belz/4-5382	NA

**Legislation Title:**

AN ORDINANCE relating to the SR 520, I-5 to Medina: Bridge Replacement and HOV Project; authorizing execution of a Memorandum of Understanding (MOU) between the State of Washington and the City of Seattle.

**Summary of the Legislation:**

This legislation would authorize the City to enter into a Memorandum of Understanding (MOU) with the Washington State Department of Transportation (WSDOT) regarding future actions and roles and responsibilities related to the SR 520, I-5 to Medina: Bridge Replacement and HOV Project.

**Background:**

- The City has adopted several resolutions (Resolution 30777, Resolution 30974, and Resolution 31109) and provided several official comment letters on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project.
- WSDOT published the final EIS for the Project on June 17, 2011 and received the Federal Highway Administration Record of Decision for the Project on August 4, 2011.
- The State Legislature has established a \$4.65 billion budget for the entire SR 520 Program with \$2.43 billion currently funded. This funds the construction of the SR 520, Medina to SR 202: Eastside Transit and HOV Project, Pontoon Construction Project and the Evergreen Point Floating Bridge and Landings.
- The remaining west approach to I-5 portion of the Program (Westside) is currently funded for environmental review and documentation, partially funded for project design and right of way acquisition, and unfunded for construction. The State intends to seek approximately \$2 billion in appropriations and authorization from the State Legislature and other funding sources to complete design and construct the Westside.
- Construction scenarios for all unfunded elements will be based upon State Legislative direction and available funding.
- It is the desire of the City and the State to enter into a Project vision and coordination MOU to clarify roles, responsibilities and expectations going forward, and it is the desire of the

City and the State to provide the public with further clarity on their intentions with regard to Project design and mitigation.

Please check one of the following:

**This legislation does not have any financial implications.**

**This legislation has financial implications.**

**Other Implications:**

- a) **Does the legislation have indirect financial implications, or long-term implications?**  
No.
- b) **What is the financial cost of not implementing the legislation?**  
None.
- c) **Does this legislation affect any departments besides the originating department?**  
Ensuring the City fulfills its roles and responsibilities as articulated in the MOU will require the cooperation of several City departments, including, but not limited to, SDOT, DPD, Parks, the Mayor's Office, the Legislative Department, and the City Attorney's Office.
- d) **What are the possible alternatives to the legislation that could achieve the same or similar objectives?**  
None; legislation is necessary to formally adopt the MOU.
- 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:**  
None.

**List attachments to the fiscal note below:**

None.