



City of Seattle
Edward B. Murray, Mayor

Department of Transportation
Scott Kubly, Director

MEMORANDUM

DATE: April 15, 2016
TO: Lisa Herbold, Councilmember
FROM: Scott Kubly, Director
RE: Fauntleroy Decision Summary

The Fauntleroy Boulevard project was initially scoped and budgeted without undergrounding the overhead wires. After reaching the 60% design milestone, SDOT was approached by then-Councilmember Rasmussen about including the undergrounding of the overhead wires in the project. You have also asked us to explore the possibility of undergrounding the overhead wires.

Budget/ Schedule Options

The budget for the Fauntleroy Project is currently \$19M with an anticipated schedule of 10 months. In the event that the project is changed to include undergrounding of Seattle City Light (SCL) assets, the costs will rise to \$28M to \$31M. SCL would cover an estimated \$5.4M to \$7.2M. A new funding source would need to be identified to fund the balance of the undergrounding costs. Please note that the cost to underground the private utilities must also be considered and are not included in the table below. Estimates would need to be sought from the private utilities in order to determine their costs.

SDOT Share		SCL Share		Other	Original Construction Start Date	Construction Duration
Original Project Budget (without undergrounding)						
\$19M	\$18.5M	\$500K	\$0	February 2017	10 months	
Budget with all Undergrounding Costs						
\$28M to \$31M	\$18.5M	\$5.4M to \$7.2M	\$4.1M to \$5.3M	*See funding notes below	15 months	

SDOT believes a non-transportation funding source is most appropriate. SDOT does not currently have any funding sources that could be used to fund the undergrounding of utilities on Fauntleroy. The Fauntleroy project is not competitive for transportation grants from the federal government. The Department’s grant strategy is focused on fully funding the most competitive Move Seattle levy projects.

SDOT also calls attention to the increased duration of construction (10 months to 15 months) and the increased level of traffic disruption due to the undergrounding of utilities. SDOT would also need to do a significant amount of redesign to accommodate the undergrounding of utilities.

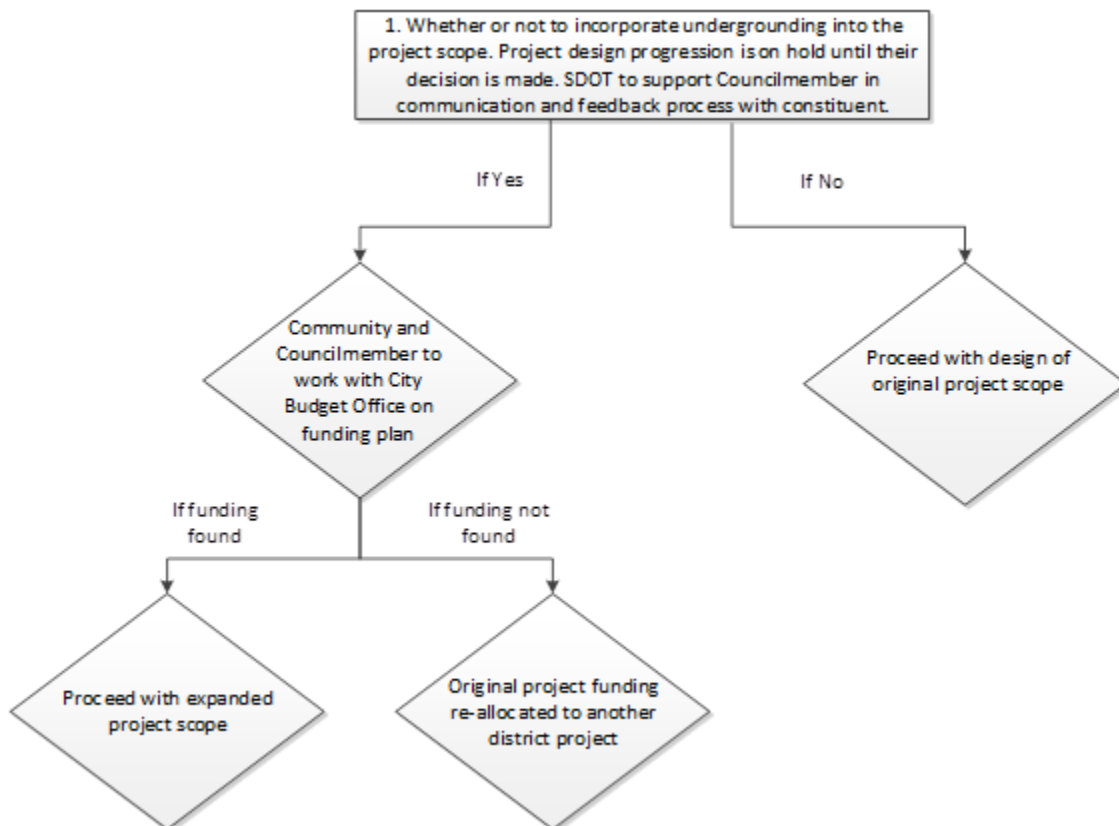
Additional Utility Work

As mentioned above, in addition to Seattle City Light, there are several other providers who have facilities and poles on Fauntleroy. Of the 49 poles the project is looking to remove, two are owned by SDOT. Century Link jointly owns 17 poles with Seattle City Light. The remaining 30 poles are 100% owned by Seattle City Light. Seattle City Light can notify renters including Comcast, Wave, Zayo, Mobile Wireless, and Metro that our facilities are going underground and that they will need to work with SDOT to coordinate the relocation of their facilities at their expense.

DOIT and SDOT would be responsible for the relocation of their own facilities. As Century Link is an owner, the City of Seattle would need to pay to have them to underground their facilities associated with the 17 poles they co-own or they could be allowed to remain overhead. One provider has an antenna for wireless communications would need 180 days notification prior to relocation at their expense.

Decision-making Process

You have expressed a desire to have the community weigh in on the path forward for the Fauntleroy project and we support your effort to engage the community. We have developed the decision-making process below to help guide the discussion



Fauntleroy is a major project in the Move Seattle Levy and it is important that we deliver on our commitments to the voters. In the event that you choose to have us hold off on construction while you identify a funding source to pay for undergrounding, SDOT proposes that we also hold off on all design work until a funding source is identified. Furthermore, if a funding source is not identified by 2018, we will reallocate the money in Move Seattle to other capital projects that require additional funding. This would help us advance a project(s) such as the Lander Overpass, East Marginal Way Multi-modal, or Delridge Multi-modal Corridor.

Please let us know by April 30, 2016 which option you prefer.