

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 the Traffic Code; adding a new Section 11.72.445 to the Seattle Municipal Code to establish the authority to designate parking for truck tractors in the public right of way; and amending Section 11.31.121 to allow for enforcement of truck tractor parking.

Summary and Background of the Legislation: The City is committed to helping mitigate the impacts of drayage truck overnight parking in the public right-of-way in Georgetown, South Park, SODO and other Seattle neighborhoods near Port facilities. This legislation establishes the authority to designate parking exclusive for truck tractors overnight in the public right-of-way and amends Seattle Municipal Code (SMC) Section 11.31.121 to allow for enforcement of truck tractor parking and add a new penalty provision for vehicles other than truck tractors parking in these designated spaces. The base penalty amount would be \$47, the same as the base penalty for parking within load zones and other areas designated for specific uses. This legislation will increase established overnight truck tractor parking locations, enhance neighborhood livability, and reduce vehicle miles traveled by drayage drivers.

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?

Signing and striping assets will need to be installed and maintained in all locations. SDOT is currently evaluating four locations for eventual implementation. We anticipate installation costs of approximately \$50,000 if we were to install all four overnight truck tractor parking locations.

Are there financial costs or other impacts of *not* implementing the legislation?

If this legislation is not passed, SDOT will not have the authority to establish exclusive overnight parking for truck tractors within public ROW. It is anticipated that the availability of designated parking spaces would reduce frequency of truck parking within neighborhoods.

If this legislation is not passed, SDOT will not designate exclusive overnight truck tractor parking.

There is a Memorandum of Understanding (MOU) between the City of Seattle and the Port of Seattle that authorizes \$9M in Port funds to help repair the West Seattle High Bridge. In exchange, the City and the Port agreed to complete several projects, including exclusive overnight truck tractor parking. This legislation is needed to allow SDOT to satisfy the conditions of the MOU.

4. OTHER IMPLICATIONS

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

No.

b. Is a public hearing required for this legislation?

No. Though the City and Port of Seattle had numerous community conversations and efforts over the decades to improve the issue of drayage truck overnight parking in the public right-of-way in Georgetown, South Park, SODO and other Seattle neighborhoods near Port facilities. We have committed to additional conversations this summer, in partnership with the Port of Seattle and the Northwest Seaport Alliance, to continue to listen to those impacted by overnight truck tractor parking and truck traffic, to share outcomes of past efforts, and to inform community about this legislative effort that will allow SDOT to manage and operate the rights-of-way more proactively in industrial areas.

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?

No.

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?

If yes, please explain how this legislation may impact vulnerable or historically disadvantaged communities. Using the racial equity toolkit is one way to help determine the legislation's impact on certain communities. If any aspect of the legislation involves communication or outreach to the public, please describe the plan for communicating with non-English speakers.

This legislation provides access to designated truck tractor parking close to the Port of Seattle Terminals. Drayage truck drivers typically own or lease the truck tractors they drive and make multiple daily trips hauling transportation containers between the Port and nearby facilities. Access to designated overnight truck tractor parking supports drayage truck drivers, who typically come from diverse backgrounds, for whom English is a second language for over 50 percent of the drivers, and most of whom live outside Seattle. The Port

of Seattle is planning to engage the drayage truck drivers to encourage them to use the overnight parking locations. The areas that truck tractors are parking overnight in today are within Seattle neighborhoods. These neighborhoods struggle with the density of overnight truck tractor parking on some streets, limiting parking and loading access for residents and visitors, causing damage to streets not otherwise built to handle regular truck traffic. This legislation will assist both the residential neighborhoods and the drayage truck drivers by providing more reliable access to parking nearby the Port Terminals.

f. Climate Change Implications

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

This legislation is likely to decrease carbon emissions by providing truck tractor drivers designated places to park their vehicles overnight in proximity to the Port facilities. The proximity is likely to decrease the vehicle miles traveled by the truck tractor vehicles. This legislation could be the first step towards establishing charging locations for electric truck tractor vehicles in the public right-of-way by establishing a means for those spaces to be both designated and enforced.

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.

The legislation may ultimately help discourage truck tractor parking in some lower lying areas in the Lower Duwamish that could become increasingly vulnerable to flooding.

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)?

Per the MOU between the Port of Seattle and City of Seattle, this legislation will establish overnight truck tractor parking close to Port Facilities, thereby reducing vehicle miles travelled and emissions of the trucks.

Summary Attachments:

Summary Attachment A – Maps of Potential Overnight Truck Tractor Parking Locations