

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

1. Legislation Title:

AN ORDINANCE relating to the South Lander Street Grade Separation project; authorizing the Director of the Seattle Department of Transportation to acquire, accept, and record, on behalf of The City of Seattle, a warranty deed from the Seattle School District No. 1, a municipal corporation of the State of Washington, located in a portion of Blocks 291, 294, and 316 of the unrecorded plat of Seattle Tide Lands, also known as Parcel D, City of Seattle Lot Boundary Adjustment Number 2207829, recorded under King County Recording Number 20040527900005; a warranty deed from The Bailey Family Limited Partnership, a Washington limited partnership, located in a portion of Lot 1, Block 296, Plat of Seattle Tidelands; a warranty deed from PacWest Energy, LLC, a Delaware limited liability company, located in a portion of Lot 11, Block 295, Plat of Seattle Tidelands, and a quit claim deed from Rabanco, Ltd., a Washington corporation, located in a portion of Lot 1, Block 297, Plat of Seattle Tidelands; placing the real property rights and interests conveyed by such deeds under the jurisdiction of the Seattle Department of Transportation and laying them off as right-of-way; and ratifying and confirming certain prior acts.

2. Summary and background of the Legislation:

This legislation accepts three warranty deeds and a quit claim deed, places them under the jurisdiction of the Seattle Department of Transportation, designates the deeds as right-of-way, and ratifies and confirms prior acts.

The South Lander Grade Separation project (“Lander Project”) will construct a bridge over the railroad tracks on South Lander Street between 1st Avenue South on the west and 4th Avenue South on the east. Both these roadways serve as major north-south arterials in the existing surface street network. The four-lane grade-separated bridge will accommodate traffic volumes through the year 2040. This overpass will provide a roadway unimpeded by rail operations, improve safety and connectivity, and relieve congestion in Seattle’s SODO neighborhood.

The City of Seattle (“City”), along with other state, local, and regional agencies, envisioned the Lander Project more than 20 years ago. The Lander Project is one of the original Freight Action Strategy for Seattle-Tacoma (FAST) Corridor Partnership projects established in 1998 to pursue funding for 25 high-priority projects for transportation

improvements along the Puget Sound Corridor between Everett and Tacoma. Its goals are to improve mainline rail capacity and connectivity, eliminate roadway chokepoints where rail and arterial roads intersect, provide safe rail crossings, and establish reliable truck links between ports, rail yards, and freight distribution centers. To date, 19 of the projects have been completed.

Every day Lander Street serves 13,000 vehicles (approximately 16% of which are trucks) and 1,400 pedestrians. Many of the pedestrians are passing to and from the adjacent SODO light rail station.

Lander Street is closed over 4.5 hours each day for train crossings. This leads to travel delays, lost revenues, increased idling and carbon dioxide emissions, and safety risks. In addition, this crossing ranks in the top 0.5% nationwide for highest risk at grade crossings by the Federal Rail Administration and there have been 3 pedestrian fatalities since 2011 resulting from train impact.

The primary purpose of the Lander Project is to provide a grade separation between the roadway and the BNSF Railway Company's ("BNSF") tracks to reduce delays and improve safety for all users. Several safety features are being added in the project's design including lighting, barriers, graffiti coatings, and fencing. In addition to these safety features, this overpass will increase public safety by separating trains from people driving, walking, and bicycling, and creates an unimpeded route for emergency responders.

The Lander Project will enhance mobility and connectivity in this critical freight corridor. It will also provide relief for commuters between regional transit hubs and employment centers.

The Lander Project is the most significant freight investment in the City's 2018-2023 Adopted Capital Improvement Program which identifies \$36 million of City funds to support this project. The Lander Project is also expected to receive nearly \$58 million in Federal funding, \$14 million in State funds, and \$17.5 million from the Port of Seattle and BNSF.

2. CAPITAL IMPROVEMENT PROGRAM

- a. Does this legislation create, fund, or amend a CIP Project? ___ Yes No

3. SUMMARY OF FINANCIAL IMPLICATIONS

- a. Does this legislation amend the Adopted Budget? ___ Yes No
- b. 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?

Yes. The cost of the four property acquisitions is \$109,700.

c. Is there financial cost or other impacts of *not* implementing the legislation?

Yes. Not implementing the legislation would result in the need to redesign a significant portion of the Lander Project. The cost to redesign would most likely exceed the acquisition cost and delay the Project.

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.

c. Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?

No.

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

No.

e. Does this legislation affect a piece of property?

Yes. The City is accepting property as right-of-way as depicted in Exhibit 1 attached hereto.

f. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities?

There are no known impacts to vulnerable or historically disadvantaged communities.

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).

This legislation does not include a new initiative or a major programmatic expansion.

List attachments/exhibits below:

Summary Exhibit 1 – Vicinity Map of Acquisition Areas