

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact:	CBO Contact:
Department of Transportation	Gretchen Haydel	Christie Parker

** 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 East Marginal Way Corridor Improvement project – North Segment under the Heavy Haul Network Program – East Marginal Way; authorizing the Director of the Department of Transportation to acquire, accept, and record a deed for street purposes from King County, a political subdivision of the State of Washington, situated in a portion of vacated South Lander Street, Seattle Tide Lands in the Southeast quarter of Section 7, Township 24 North, Range 4 East, Willamette Meridian and the Northeast quarter of Section 18, Township 24 North, Range 4 East, Willamette Meridian; laying off, opening, widening, extending, and establishing a portion of right-of-way; placing the real property conveyed by said deed under the jurisdiction of the Seattle Department of Transportation; and ratifying and confirming certain prior acts.

Summary and Background of the Legislation:

This legislation authorizes the acquisition, acceptance, and recording of a deed for street purposes from King County to construct the East Marginal Way Corridor Improvement project – North Segment under the Heavy Haul Network Program along East Marginal Way South between South Atlantic Street and South Spokane Street (the “Project”), lays the property off as right-of-way, places it under the Department of Transportation’s jurisdiction, and ratifies and confirms certain prior acts.

As Seattle grows, improvements to freight mobility are essential to promote regional and international economic competitiveness. East Marginal Way South is a major freight corridor (the “Corridor”) that provides access to the Port of Seattle terminals, rail yards, industrial businesses, the regional highway system, and between local manufacturing and industrial centers. It is also a designated Heavy Haul Route, part of the Heavy Haul Network, and serves as a critical last-mile connector and vital route for over-sized trucks and those carrying flammable cargo. In addition, the Corridor provides a major connection for people who bike between the West Seattle Bridge Trail, downtown, and the SODO neighborhood.

The Project will enhance public safety, freight mobility, and transportation efficiency. It is designed to promote public safety and freight mobility by improving access and multimodal connections to transit for all Corridor users and separating and updating facilities for people walking and biking. Increasing freight mobility supports economic vitality in our region by making it easier to access the Port of Seattle, local industrial businesses, and the freeways. Signal modifications and intelligent transportation systems will optimize travel efficiencies for all Corridor users.

Funding to complete design and construction of the Project was provided by the 9-year Levy to Move Seattle, approved by voters in 2015. Grants were later secured in 2018 and 2019 from the Transportation Improvement Board (TIB) and the Federal Highway Administration (FHWA) to fund design and construction of the Project. In 2018 and 2021, the City secured additional grant funding to construct the Project from FHWA and the Freight Mobility Strategic Investment Board (FMSIB) through the Rebuilding America Infrastructure and Sustainability and Equity Program. And in 2022, a funding partnership was secured with the Port of Seattle.

2. CAPITAL IMPROVEMENT PROGRAM

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

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? Yes 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?

Yes. The cost of the property acquisition is \$28,400. Funding for this property acquisition is included in the Heavy Haul Network Program – East Marginal Way CIP.

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

Yes, not implementing this legislation would require a redesign of a portion of the Project which has already been awarded to a contractor. Redesigning the Project would greatly exceed the acquisition cost of \$28,400.

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. 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?

Yes. The City has acquired and is accepting property as right-of-way as depicted in Attachment A to the ordinance.

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

f. Climate Change Implications

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

No.

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.

No.

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 supports the City's long-term goal to improve the Heavy Haul Network by accepting this right-of-way to construct the Project.

Summary Attachments:

Summary Exhibit 1 – Vicinity Map