

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact:	CBO Contact:
SDOT	Darby DuComb Megan Hoyt	Aaron Blumenthal

** 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 railroad franchise granted to the Oregon and Washington Railroad Company, a corporation organized under the laws of the State of Oregon, its successors and assigns; amending Section 2 of Ordinance 18030, as amended by Ordinances 26254, 30947, 75816, 77271, 92571, 117479, and 118994 to amend the description of certain railroad rights-of-way.

Summary and Background of the Legislation: The East Marginal Way North Segment Project will touch upon Railroad Franchise Areas in and around Whatcom Yard, South Hanford Street, South Horton Street, and South Spokane Street; and the existing Railroad Franchise Agreements must be amended to account for the updated location of the railroad tracks, roadway, sidewalk, and bike lane, and the updated real property descriptions.

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 for the Project 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?

Are there financial costs or other impacts of *not* implementing the legislation? The railroads are delaying entering into Construction and Maintenance Agreements for a new watermain pipe, wire crossing, and reconfiguration of Whatcom Yard until the Franchise Agreements are updated. Passing this legislation will enable SDOT to keep the project on schedule, which will result in significant savings/avoidance of costs.

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, this legislation shrinks the overall footprint of the railroad franchise and reconfigures Whatcom Yard to accommodate a new protected bike lane. A map is attached.

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?

N/A.

f. Climate Change Implications

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

The new protected bike lane is expected to help reduce overall carbon emissions.

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 new East Marginal Way roadway will be more resilient than the current roadway.

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)?

N/A.

Attachments: Summary Att A – Vicinity Map