SUMMARY and FISCAL NOTE*

Department:	Dept. Contact:	CBO Contact:
Legislative	Lish Whitson/206-615-1674	N/A

** 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:
A RESOLUTION endorsing strategies to improve the movement of people and goods in Seattle's industrial and maritime areas.

Summary and Background of the Legislation:
This resolution voices support for a number of actions to improvement the movement of people and goods in the City's industrial and maritime areas, including:

1. Analyzing transportation plans, programs, projects, changes to the right-of-way, and industrial subarea plans in order to identify and fund projects that support freight mobility;
2. Advocating for Sound Transit's West Seattle and Ballard Link extensions;
3. Reporting on non-industrial development in Manufacturing/Industrial Centers;
4. Considering opportunities to address transportation safety issues during project review;
5. Designating freight-only lanes that provide essential connections between Port facilities and highways;
6. Seeking increased funding for pavement maintenance; and
7. Supporting Vision Zero projects with unique industrial-area applications.

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?
Yes, if implemented, the Resolution would call for increased transportation funding, particularly related to freight routes and increased funding for pavement maintenance. Implementing the resolution would require additional City staff to analyze the impacts of non-residential development in Manufacturing Industrial Centers (MICs) and may require additional time to review permits for development in the MICs, increasing staff and permitting costs. This could include the equivalent of one FTE split between SDOT and OPCD, with a cost of between $150,000 and $200,000 General Fund annually. Permitting costs would be covered by SDOT and SDCI permitting fees.

Are there financial costs or other impacts of *not* implementing the legislation?
The maritime, manufacturing, and logistics industries have a significant impact on the City's and regional economy. If the activities recommended as part of this Resolution are not implemented, there is the possibility that traffic congestion in the MICs increases with impacts to the City's and regional economy, and the attractiveness of the MICs to continue to foster a vibrant industrial ecosystem could be injured.

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?
Yes, the Resolution would ask the Seattle Department of Transportation, Office of Planning and Community Development, Seattle Department of Construction and Inspections, and the Office of Economic Development to work with partners in the Maritime and Industrial communities to implement the resolution.

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?
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?
The City's industrial and maritime areas include many businesses that provide living-wage and higher paying jobs to people who do not have college degrees. Maintaining and improving the freight network can help to keep those businesses in Seattle. However, these industrial areas, in particular the industrial area near South Park, are home to lower-income, BIPOC residents who are impacted by freight traffic and related transportation safety issues in their neighborhoods. To the extent that freight improvements are made that consider all modes of transportation, including walking and bicycling, this resolution can help those communities to lessen the impact of the surrounding industrial areas.

f. Climate Change Implications

1. **Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?**
Not directly. Other activities, such as electrification of freight fleets and ships would have a larger impact on carbon emissions. This resolution is primarily about maintaining the current transportation network.

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)?
Not applicable.

Summary Attachments (if any):
None