



Date: September 22, 2015

To: Councilmember Tom Rasmussen, Transportation Committee Chair
Council President Tim Burgess
Councilmember Jean Godden
Councilmember Mike O'Brien

From: Director Scott Kubly, SDOT
Director Brian Surratt, OED

Subject: Proposed Heavy Haul Network Legislation

Background

The proposed legislation establishes a heavy haul network of city streets and establishes a \$200 annual permit that allows for the drayage of heavy, sealed, ocean-going containers between the Port of Seattle and nearby intermodal facilities. The new maximum allowable tandem drive axel weight of 43,000 pounds and maximum gross vehicle weight of 98,000 pounds can be safely accommodated on city streets and the new limits are consistent with regulations from other West Coast ports, including Los Angeles, Long Beach, and Tacoma.

Benefits of the Legislation

The proposed legislation will result in the following benefits to the Port of Seattle, trucking companies, truck drivers, and the general public:

- A. Eliminates truck driver citations from the Washington State Patrol for carrying heavy loads;
- B. Increases vehicle safety by requiring truck tractors to undergo twice-annual Commercial Vehicle Safety Alliance inspections (cost of inspection included in permit fee);
- C. Adds a Commercial Vehicle Enforcement Officer (CVEO) to ensure that the movement heavy loads is effectively regulated and enforced; and
- D. Enables the Port of Seattle to be more competitive with other West Coast Ports.

Implementation and Ongoing Costs

Description	Amount
One-time start-up costs for a new enforcement vehicle, portable truck scales, and IT costs to establish new permit in SDOT's permitting system	\$90,000
2016 costs for CVEO, vehicle operation and maintenance, and permit production	\$170,000
2017 costs for CVEO, vehicle operation and maintenance, and permit production	\$170,000
Total costs through 2017	\$430,000

Anticipated Revenues and Port of Seattle Contribution

Description	Amount
2016 Permit Revenues (400 permits at \$200 each)	\$80,000
2017 Permit Revenues (500 permits at \$200 each)	\$100,000
2016 Port of Seattle contribution	\$180,000
2017 Port of Seattle contribution	\$70,000
Total revenues through 2017	\$430,000

City of Seattle and Port of Seattle Memorandum of Understanding

As requested by members of the City Council Transportation Committee, SDOT and OED worked with staff from the Port of Seattle to better understand the long-term impacts of allowing heavy loads on city streets within the proposed Heavy Haul Network.

After consulting with engineers from SDOT and the Port of Seattle, SDOT, OED and the Port of Seattle agreed that trucks carrying heavy loads will result in some accelerated roadway damage to city streets within the proposed heavy haul network. They also agreed that, in order to repair and build roadways that can accommodate trucks with heavy loads for the long-term, there will be additional incremental costs for future roadway repair and rebuilding projects within the proposed Heavy Haul Network.

The attached Memorandum of Understanding between the City of Seattle and Port of Seattle outlines the following commitments:

- A. \$180,000 Port of Seattle contribution in 2016;
- B. \$70,000 Port of Seattle contribution in 2017;
- C. A minimum Port of Seattle contribution of \$10,000,000 and a maximum contribution of \$20,000,000 over the next 20 years;
 - i. The actual contribution will be determined by a study to be commissioned jointly by the City and the Port within six months of adoption of the Heavy Haul Network Legislation; and
 - ii. The study and the actual Port of Seattle contribution will be updated every 5 years to account for changes in number of heavy trucks using the proposed Heavy Haul Network.

Attachments: Port of Seattle and City of Seattle Memorandum of Understanding
Heavy Haul Corridor Map