

Summary and Fiscal Note

1. Legislation Summary

Department: City Light

Title: An ordinance relating to the City Light Department; authorizing the execution of a five-year agreement with Washington State Ferries, a division of the Washington State Department of Transportation, for the construction of system improvements associated with Pier 48 and the Seattle Terminal (Colman Dock, Pier 52) Electrification Project and negotiation and execution of an operations agreement; and ratifying and confirming certain prior acts.

Background: This ordinance authorizes City Light to enter into a five-year agreement with Washington State Ferries (WSF) for the construction and provision of two new electrical services totaling thirty megawatts. The services will power the vessel charging system to be installed at Seattle Terminal (Colman Dock, Pier 52) to serve electric and hybrid ferries, resulting in an overall reduction in air pollutant and greenhouse gas emissions. The ordinance also authorizes City Light to negotiate and execute an operations agreement for a term up to 30 years regarding the inspection and maintenance of this infrastructure.

Summary Attachments: None

2. Capital Improvement Program (CIP)

Does this legislation create, fund, or amend a CIP Project?

Yes

No

3. Summary of Financial Implications

Does this legislation have financial impacts to the City?

Yes

No

a. Expenditure Change to General Fund

2026	2027 est.	2028 est.	2029 est.	2030 est.
N/A	N/A	N/A	N/A	N/A

b. Expenditure Change to Other Funds*

2026	2027 est.	2028 est.	2029 est.	2030 est.
N/A	\$100,000	\$100,000	\$150,000	\$150,000

*This project is already fully funded under City Light's Maritime Transportation Electrification CIP (ZS8520).

c. Revenue Change to General Fund

2026	2027 est.	2028 est.	2029 est.	2030 est.
N/A	N/A	N/A	N/A	N/A

d. Revenue Change to Other Funds

2026	2027 est.	2028 est.	2029 est.	2030 est.
\$650,000	\$75,000	\$500,000	\$700,000	\$775,000

3b. Revenues/Reimbursements

This legislation adds, changes, or deletes revenues or reimbursements.

Anticipated Revenue/Reimbursement Resulting from This Legislation:

Fund Name and Number	Dept.	Revenue Source	2026 Revenue	2027 Estimated Revenue
Light Fund (41000)	SCL	Customer Service Upgrade	\$650,000	\$75,000

TOTAL 2026 Revenue	TOTAL 2027 Estimated Revenue
\$650,000	\$75,000

Revenue/Reimbursement Notes:

The legislation authorizes a Memorandum of Agreement (MOA) which authorizes an estimated \$2.7 million in reimbursement from Washington State Ferries (WSF) for a service upgrade. Slip 3 will energize in 2029 and Slip 1 will energize in 2030. The 30-year operations agreement will cover operations and maintenance through the standard rates associated with electrical service.

3d. Other Financial Impacts

a. Does this legislation create any other financial impacts for The City of Seattle, such as direct or indirect costs, one-time or ongoing, that aren't mentioned above? If yes, please explain these impacts.

None.

b. If the legislation has costs that can be covered within the current budget, explain how. Does the department have extra resources in its budget to handle

these costs? Or does the department need to shift resources away from other work to handle these costs?

The legislation is already fully funded under City Light's Maritime Transportation Electrification CIP (ZS8520).

c. What financial costs or other impacts might happen if this legislation is not implemented?

City Light is obligated to provide electrical service to its customers. As a department of Washington State, WSF is a public agency that is providing a service to our rate payers and benefitting the City. Not implementing this legislation would delay WSF's Seattle Terminal Electrification project as the signed MOA is required before they start the procurement phase.

d. How might this legislation affect other City departments besides the one that proposed it?

The WSF Seattle Terminal serves downtown Seattle and therefore indirectly affects most departments. Some permitting & inspections may be required by SDOT and SDCI but most of the construction is out of the right-of-way.

4. Other Impacts

a. Does this legislation require a public hearing?

Yes

No

b. Does this legislation require a notice to be published in The Daily Journal of Commerce and/or The Seattle Times?

Yes

No

c. Does this legislation affect a piece of property?

This legislation affects property at Pier 48 and WSF's Seattle Terminal (Colman Dock, Pier 52). No easement for Seattle City Light is required currently because the Service Agreement allows for access and maintenance requirements.

d. Race and Social Justice Initiative impacts:

1. How does this legislation affect vulnerable or historically disadvantaged communities? How did you come to this conclusion? Please consider both impacts within City government (like employees and internal programs) and in the broader community.

This will beneficially reduce emissions in the greater Seattle area as hybrid ferries partially run off of clean, electric power instead of only using diesel engines. Historically, Seattle's working waterfront employed socially disadvantaged persons affected by poor working environmental conditions. By actively pursuing reduction of emissions, this project is a step in the right direction to reduce impacts to historically vulnerable communities.

2. Please attach any Racial Equity Toolkits or other racial equity analyses used to develop or assess this legislation.

N/A

3. What is the Language Access Plan for communicating with the public about this legislation?

Washington State Ferries is the principal public communications lead for this project.

e. Climate change impacts:

1. Emissions: Will this legislation significantly increase or decrease carbon emissions? Attach any studies or materials that inform your answer.

WSF plans to rebuild and modernize their fleet by transitioning to hybrid-electric power by 2040. WSF burns approximately nineteen million gallons of diesel fuel to support nearly twenty million passengers every year. This legislation will authorize infrastructure upgrades to electrify two slips at the Seattle Terminal/Colman Dock. These will be the first two slips electrified of the 16 planned. This will reduce the emissions from ferries on the Seattle Waterfront and across Puget Sound. More information is available on WSF's [Ferry system electrification website](#).

2. Resiliency: Will this legislation make Seattle more or less able to adapt to climate change? If it reduces resiliency, explain what can be done to lessen the impact.

N/A

f. If this legislation creates a new program or expands an existing one, what are the long-term, measurable goals? How will this legislation help achieve those goals? What methods will be used to track progress?

N/A

g. Does this legislation create a non-utility CIP that involves shared funding with a non-City partner or organization?

No