



**COMMISSION  
AGENDA MEMORANDUM**

**Item No.** 3b

**ACTION ITEM**

**Date of Meeting** August 15, 2017

**DATE:** July 28, 2017

**TO:** Dave Soike, Interim Executive Director

**FROM:** Lindsay Wolpa, Regional Government Affairs Manager

**SUBJECT:** Safe and Swift Corridor Program MOU with the City of Seattle

**Amount of this request:** \$15,000,000

**ACTION REQUESTED**

Request Commission authorization for the Executive Director to execute a Memorandum of Understanding (MOU) for \$15 million with the City of Seattle to launch the Safe and Swift Corridor Program to support projects and other efforts to improve transportation flow and safety along key freight transportation corridors.

**EXECUTIVE SUMMARY**

Through the Port and City's joint efforts to close the funding gap for the South Lander Street Bridge Project, we created a new partnership to promote freight mobility and increase safety around three key corridors in the City including South Spokane Street, East Marginal Way, and 15th Avenue West/Elliott Avenue West/Mercer Street. As the Port and the City continued talking about the Lander project, both governments recognized many other joint priorities throughout Seattle. With so many shared interests in different neighborhoods, it made sense to extend our new partnership further north from the SODO neighborhood and cargo terminals.

**JUSTIFICATION**

Execution of this MOU contributes to the Port's Century Agenda goal to position the Puget Sound region as a premier international logistics hub. As the Puget Sound region continues to experience unprecedented growth, the increased population has created mobility and safety challenges within the local transportation corridors.

One result of the region's strong growth is increased traffic congestion, often impacting flow of freight through the City. In addition, regional growth has contributed to increased construction, often reducing road lanes, also adding to traffic woes. With a push to decrease single occupancy vehicle use throughout the City, we have also seen more transportation modes mixing throughout key corridors. Ensuring the safe split of bicyclists and freight trucks is critical.

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Entering into this agreement with the City will launch a new program to support projects and other efforts to improve transportation flow and safety along key freight corridors. Minimizing such congestion and improving safety contributes to a successful logistics hub.

### **DETAILS**

As one of the action items resulting from the Port's Hamburg study mission, the Port and the City of Seattle staff have held several meetings to discuss ways to improve and deepen the relationship between the two organizations. One route discussed included creating a Memorandum of Understanding (MOU) to address projects of mutual benefit to each organization.

With a confluence of shared transportation priorities, combined with a sense of urgency and opportunity, this makes it the right time for the City of Seattle and Port of Seattle to execute a MOU around specific transportation principles and projects. The purpose of this MOU is to launch a new partnership between the City and the Port, to be known as the Safe and Swift Corridor Program. This program will update multiple efforts to improve critical transportation corridors in Seattle and will be focused on moving cargo, cars, transit and cyclists safely and swiftly on city streets.

Terminal 5 sits at one end of a key corridor – Spokane Street. The redevelopment of Terminal 5 is a key project the Northwest Seaport Alliance, the Port's joint venture with the Port of Tacoma. This MOU will provide opportunities to improve the Spokane Street Corridor for multiple stakeholders, especially West Seattle residents.

Another important corridor is East Marginal Way. That corridor has long been identified as an important route for both freight and commuters. As East Marginal acts as a key connector for the Port's cargo terminals, partnering with the Port around the City's improvement project just makes sense. With bikes and trucks sharing the road around East Marginal, we recognize the importance working collaborative to improve the route for the safety of all modes.

That mode sharing is not a unique challenge along East Marginal Way. With the explosive growth all around Seattle, the Ballard and Interbay neighborhoods are having many of the same conversations. The 15th Avenue West, Elliott Avenue West and Mercer Street corridors are critical to those neighborhoods. As many are already aware, the Port runs both Fishermen's Terminal and Terminals 90 and 91, both assets being a key part of the Ballard and Interbay neighborhoods. Fishermen's Terminal is the home of the North Pacific Fishing Fleet and Terminals 90 and 91 is the Port's primary cruise operation.

The 15th Avenue West, Elliott Avenue West and Mercer Street corridors are also critical to Seattle's tourism economy, a growing industry in Seattle and King County, with visitors spending \$7 billion and generating \$718 million in state in local taxes in 2016. Further, each time a cruise homeport ship docks here, it generates \$2.7 million to the local community and the fishing industry generates more than 40,000 jobs in our region. In addition, Key Arena is an

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important civic asset, and a historic anchor to the Seattle Center and the City's Uptown neighborhood as well as a valuable source of tourism for the region. As the City seeks to enter into a future development agreement for Key Arena, this MOU will help support port-related transportation needs in the area.

### **ALTERNATIVES AND IMPLICATIONS CONSIDERED**

**Alternative 1** – Do nothing.

Cost Implications: Zero.

Pros:

- (1) No impacts on the Port's budget.
- (2) No impact on staff time with respect to implementation.

Cons:

- (1) Negative implication on our relationships with other governments.
- (2) Negative timeline impacts to key priorities around Seattle.

This is not the recommended alternative.

**Alternative 2** – Authorize to execute a different agreement.

Cost Implications: It would depend.

Pros:

- (1) If it included more dollars, the Port might have more input around Seattle Center.
- (2) If it included fewer dollars, there would be less of an impact on the Port's budget.

Cons:

- (1) If it included more dollars, there would be other Port projects that could not happen.
- (2) If it included fewer dollars, there could be negative implications on relationships.

This is not the recommended alternative.

**Alternative 3** – Authorize to execute this agreement.

Cost Implications: \$15M

Pros:

- (1) Provides a new partnership to guide much of our work with the City.
- (2) Strengthens our relationship with the federal delegation.

Cons:

- (1) Impact on the Port's budget.

***This is the recommended alternative.***

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**ATTACHMENTS TO THIS REQUEST**

- (1) Slide deck
- (2) Draft memorandum of understanding, including the following Exhibits:
  - Exhibit A: MOU Between the Port of Seattle and the City of Seattle to Establish a Railroad Quiet Zone, authorized by The Northwest Seaport Alliance on August 1, 2017
  - Exhibit B: MOU Between the Port of Seattle and the City of Seattle to Permanently Close W Mariginal Way SW, Authorized by The Northwest Seaport Alliance on August 1, 2017
  - Exhibit C: MOA Between Port of Seattle and City of Seattle, Lander Project, authorized by the Port of Seattle Commission, executed August 31, 2016
  - Exhibit D: MOU For Intergovernmental Cooperation between the Port of Seattle and The City of Seattle for Future Roadway Repair, authorized by the Port of Seattle and the Seattle City Council, executed October 30, 2015
  - Exhibit E: Map of locations referenced in this MOU
  - Exhibit F: Current Summary Estimates of Cost and Funding Shares
  - Exhibit G: EMW-HHN Project details

**PREVIOUS COMMISSION ACTIONS OR BRIEFINGS**

August 9, 2016 – The Commission authorized the execution of an agreement with the City of Seattle to provide financial support for the Lander Street Grade Separation Project