

Item No	10a attach
Meeting Date:	September 28, 2021

MEMORANDUM OF UNDERSTANDING BETWEEN PORT OF SEATTLE AND CITY OF SEATTLE

This Memorandum of Understanding (MOU) is made and entered into by the Port of Seattle, a municipal corporation of the State of Washington, hereinafter called the "Port", and The City of Seattle, a municipal corporation of the State of Washington, hereinafter called the "City". As used in this MOU, "Projects" or "Project" means the repairs to the West Seattle High Bridge (WSHB) and S Spokane St Swing Bridge (SSSB), as well as associated improvement projects on the SSSB. The Port and the City are also referred to in this MOU collectively as "the Parties", and individually as a "Party."

RECITALS

WHEREAS, the WSHB and SSSB were designed as a major east-west roadway corridor within the Duwamish industrial area where general purpose, transit, and freight traffic cross the West Duwamish Waterway (reference Exhibit A); and

WHEREAS, the WSHB typically carried 84,000 vehicles daily, closed suddenly and unexpectedly in March 2020 due to safety concerns arising from rapidly growing cracks in the concrete structure; and

WHEREAS, the City closed the WSHB in March 2020 due to safety concerns arising from the rapidly growing cracks in the concrete structure; and

WHEREAS, the closure has adversely affected tens of thousands of Seattle residents and businesses with disruption that disproportionately affected historically underrepresented communities; and

WHEREAS, the Mayor of The City of Seattle chose to repair the WSHB in order to open the bridge as quickly as possible in response to feedback from the Port, The Northwest Seaport Alliance, local business and the community; and

WHEREAS, the Port and The Northwest Seaport Alliance are critical economic and transportation partners to the City; and

WHEREAS, the City has prioritized emergency vehicle, transit, freight and maritime worker access on the SSSB since the beginning of the WSHB closure, and

WHEREAS, in coordination with the Port and others from the maritime industry, the City holds monthly Maritime Townhall meetings to keep the maritime community abreast of developments regarding access to the bridges and status of repair efforts, and

WHEREAS, the SSSB plays a vital role in the freight supply chain that is tied to the regional and national economy, and is designated as a part of the City's Major Truck Street system, Heavy Haul Network, and Seaport Intermodal Connector system, as well as the National Highway System Intermodal Freight Connector; and

WHEREAS, the joint marine cargo operating venture of the ports of Seattle and Tacoma (The Northwest Seaport Alliance or "NWSA") is the fourth largest gateway for containerized cargo in the United States and generates \$379 million in state and local tax revenue from marine cargo; and

WHEREAS, the Port's Terminal 5, an international marine cargo terminal on the west side of the Duwamish, is an essential part of the Puget Sound gateway, and The NWSA is poised in January 2022 to

reopen a modernized version of the container terminal, capable of handling ultra-large container ships, allowing our gateway to expand its cargo-handling capabilities to remain globally competitive and grow our local and national economy; and

WHEREAS, the efficient operation of the SSSB and efficient flow of traffic through the surrounding transportation system is essential to the West Seattle and Duwamish Valley communities, and to the international supply chain that relies the successful operation of Seattle's marine cargo facilities, including soon-to-be reopen Terminal 5; and

WHEREAS, investments in efficient movement of goods to and from port terminals and throughout the surrounding transportation system enables Seattle to remain competitive in the global economy and provide those positive economic benefits to our region, and

WHEREAS, the maritime industry annually generates approximately \$37.6 billion in economic impact for the State of Washington, supporting tens of thousands of family-wage jobs with maritime wages in 2015 averaging \$67,000 per year compared to the 2015 state average wage of \$56,700; and each maritime industry job supports 1.7 jobs elsewhere in the state economy; and

WHEREAS, the City of Seattle's transportation infrastructure provides critical connectivity for the maritime industry; and

WHEREAS, the West Seattle Bridges project will rehabilitate the WSHB to restore full service, remove the detour routes that have negatively affected neighborhoods on both sides of the Duwamish Waterway, and make repairs to the SSSB which has served as a city lifeline for emergency responders, transit riders, and freight vehicles during the WSHB closure; and

WHEREAS, the Projects will improve safety for drivers, bicyclists, and pedestrians crossing the Duwamish; and

WHEREAS, the Projects will decrease air emissions due to congestion, idling, and long detour routes; and

WHEREAS, when the City discovered load carrying deficiencies on the SSSB in 2020, the City sought administrative remedies, rather than load-limiting the SSSB to freight and heavy vehicles; and

WHEREAS, the Projects will be subject to the City's Priority Hire program which prioritizes the hiring of residents that live in economically distressed areas, particularly in Seattle and King County and the jobs created by the Projects are estimated to result in wages totaling between \$600,000 and \$900,000; and

WHEREAS, Seattle's deep-water port and trade relations are important elements of the City's economy, history and cultural identity; and

WHEREAS, City staff coordinate regularly with Port and NWSA staff on design, engineering, traffic control, and access for this and many other projects; and

WHEREAS the 2022 opening of Terminal 5 has created greater coordination among the City, Port and NWSA staff, including the addition of City staff to the WSB project team to manage low bridge access; and

WHEREAS the Port's support of expanded hours for Terminal 5 workers through the facility's marine terminal operator will help mitigate the impacts on the SSSB during key peak hours; and

WHEREAS, the Port, City, and State of Washington have made significant investments to maintain and improve access to and from the marine port with rebuilt roadways, new bridges, and road connections; and

WHEREAS, the City is seeking and has been awarded grant funding from a broad group of partners, which has included strong support and targeted advocacy from the Port and NWSA; and

WHEREAS, the City has enshrined in legislation support for the freight businesses through the Freight Master Plan, Heavy Haul network, and Safe and Swift agreements; and

WHEREAS, the City routinely works collaboratively with the Port and NWSA to identify and improve traffic operations; and

WHEREAS, the Port and the City continue to work collaboratively, along with the NWSA, to establish multiple drayage truck parking areas in the Duwamish MIC for the benefit of both truck drivers and Duwamish Valley residents; and

WHEREAS, the City has included a member of the Port of Seattle Commission and several members of the maritime community in the West Seattle Bridge Community Task Force to ensure the maritime and industrial sectors have had a public opportunity to raise their concerns at a high and public level; and

WHEREAS, the Port and NWSA supported the City's application for an INFRA grant application for which \$11,000,000 was awarded, a state budget request proposed for \$25,000,000, and various grants from the Puget Sound Regional Council;

NOW, THEREFORE, the Parties agree as follows:

1. SCOPE OF WORK

- 1.1. Project Title: The West Seattle Bridge Immediate Response (CIP Project MC-TR-C110).
- 1.2. Description: The Projects will construct repairs for the WSHB and the SSSB, along with capital improvements to major detour routes in West Seattle and the Duwamish Valley. The total program cost is estimated at \$175.3 million, with capital project cost of \$159.1 million including the WSHB and SSSB repairs which are currently estimated at \$71.5 million, the major detour improvements are estimated at \$33.7 million, the WSHB emergency repairs are estimated at \$19.7 million, and the SSSB maintenance projects are estimated at \$4 million.
- 1.3. Schedule: The Projects began in 2020 with emergency repairs and detour work, the WSHB and SSSB scope elements are anticipated to begin construction in 2021. The SSSB rehabilitation is anticipated to be completed by third quarter 2022, the WSHB repairs are anticipated to be physically completed in time to open for traffic by mid-2022, with final acceptance expected in 2022.

2. TERMS AND CONDITIONS

- 2.1. Implementing Agency: As the implementing agency the City shall perform State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA) review for the Projects and shall be responsible for obtaining all necessary permits and/or agreements for the City Projects. The City shall be responsible for accomplishing all aspects of the Projects.

- 2.2. Contact Persons: The Parties to this MOU shall designate person(s) to act as liaison for the Project. The contact persons shall meet on a mutually agreed upon, scheduled basis at a frequency appropriate to the phase and status of the Project.
- 2.3. Scope: The Project's defined scope shall be based on input from the funding partners. Any changes during design or construction to the Project as described in Section 1, and the Project plan as provided in Exhibits B and C, shall require the Port's review and reasonable approval to maintain the Port's funding obligation (See Exhibit B and Exhibit C). The Port's funding is contingent upon the commitments outlined in Section 1 and 2 in this document.
- 2.4. Spokane St Swing Bridge (SSSB) access: After the closure of the WSHB, with public safety as the top priority, the City restricted low bridge access to keep the SSSB clear for emergency vehicles, transit, and heavy freight. Additional access has been granted for conditional use to certain user groups, of which workers at Terminal 5 (T5) constitute one group, subject to the following:
- a. SDOT will authorize up to 550 roundtrips per day for workers required to support international marine cargo operations at T5.
 - Between 7 am and 3 pm, SSA Marine and ILWU will minimize trips to 100 one-way trips per hour within those daytime hours.
 - Outside of those hours, SDOT will authorize up to 200 one-way trips per hour
 - b. In coordination with the Port and the NWSA, while the high bridge remains closed, SSA Marine will provide flex-hours for up to 180 ILWU workers to ensure that they arrive at T5 prior to 7 am as well as provide on-terminal truck queuing starting at 6am.
 - c. "T5 Labor" includes ILWU Locals 19, 52 and 98, mechanics and SSA. Each entity and members will follow existing application procedures with applications due by the 15th of each month for authorized low bridge access in the following month.
 - d. The SSSB is to be used only by T5 Labor only when dispatched across the Duwamish or when traveling across the Duwamish between marine cargo terminals.
 - e. ILWU trips to terminals other than T5 continue to be authorized when a worker is dispatched across the Duwamish; however, those non-T5 trips are assumed and expected to NOT be higher than as of the date of this MOU (averaging 10 trips per hour maximum). These trips are counted as part of the authorized trip numbers listed above.
 - f. ILWU and mechanic individual trips are limited to no more than two-round trips per day.
 - g. ILWU and SSA Marine's coordination is necessary to enforce the authorized trip target. A pattern of exceeding the authorized trip target will result in the City directly engaging with SSA and ILWU and giving both entities an opportunity to take corrective action with their users.
 - Following engagement, any persistent and on-going patterns of excessive use by authorized users could result in a reduction of ILWU/SSA access to the low bridge.
 - h. Once T5 reopens to marine traffic, SDOT, ILWU, SSA Marine and NWSA will regularly communicate to ensure coordinated execution.
 - i. NWSA will work with SDOT in advance of Terminal 5 opening to develop a terminal data reporting strategy and provide regular terminal data updates to inform low bridge access predictions and management.
- 2.5. Design/Construction Review and Coordination of Construction Impacts:
- a. In addition to the provisions of Section 2.4, the City will provide the Port and NWSA opportunities to review and have meaningful input on design, construction, traffic control, and other components of the Projects in order to avoid or minimize impacts on the Port and freight movement. The City will provide responses to demonstrate how comments were

integrated. The City will provide notification of major construction milestones and closures in a 3-week look ahead schedule, distributed on a weekly basis.

- b. The City, Port, and NWSA, including each entities' relevant consultants, contractors and tenants, will coordinate closely to minimize construction impact on local businesses, their respective operations and the surrounding transportation system. Full and partial road closures will be coordinated and scheduled a minimum of 4 weeks in advance of closure, targeting times that reduce impacts, such as nights, weekends and holidays whenever possible. SDOT or its explicitly designated representative shall confirm road closures or other construction impacts through highlighting of the 3-week look ahead schedule, occurring on a weekly basis. SDOT or its designee shall provide a regular opportunity for the Port, NWSA and connected parties to provide direct feedback on construction impacts and be flexible in making adjustments if needed/when possible. Any unanticipated changes shall be communicated to the Port and NWSA as soon as possible via the following contacts:

Port of Seattle Assistant Director of Engineering – Design Joanna Hingle Hingle.j@portseattle.org Cell: 206-484-0914	The Northwest Seaport Alliance Senior Manager of Operations, Steve Queen squeen@nwseaportalliance.com Cell: 206-465-3269
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2.6. Terminal 5 Permitting:

- a. The City, Seattle Department of Construction and Inspection (SDCI) and other relevant City departments, will work in support of the Terminal 5 construction activities, and prioritize urgent permitting requests, which may include projects within the T5 program that are being led by the Port or NWSA's tenant, SSA Marine. As the Port, SSA Marine or one of their consultant representatives submit for T5 related permits, the application will include the following language:

This is a Priority 2 project under SDCI Plan Review Priority Guidelines (significant public facility and transportation projects), and all land use and construction review under Terminal 5 will be reviewed as such. SDCI will continue to dedicate staff to review of the project per the Port-City Memorandum of Agreement dated February 18, 2020.

- b. No permit applications for development located within the shoreline district will be submitted under this request.
- c. The Port will provide the City (SDCI) with a draft list of anticipated permits. As further emerging issues develop, the City and SDCI will support those requests with priority responses.

2.7. Protection of Industrial Lands and Freight Mobility: The City will support efforts to protect, preserve, and enhance industrial lands, will highlight the critical connection to freight mobility and other maritime issues, and will work with the Port and others to maintain efficient freight mobility throughout the manufacturing/industrial centers (MICs).

2.8. Future Replacement Bridge study: The City is currently conducting the West Seattle High Bridge Replacement Planning Study in order to be ready when the repaired bridge nears the end of its service life around 2060. The study will help the City better understand the mobility needs of this critical and constrained corridor and will examine the feasibility of four replacement location concepts. As part of the development of the replacement concepts and criteria for evaluating them, the City is coordinating closely with those agencies with adjacent projects and property, including Sound Transit, the Port, and the NWSA, in order to consider potential impacts and opportunities. The City will work with the Port to ensure the study notes the importance of container terminal operations and access needs in developing and evaluating the replacement

concepts. The High Bridge Replacement Planning Study findings and recommendations will be completed by the end of 2021. The findings and recommendations will inform future studies as work continues to prepare for eventual replacement of the bridge.

- 2.9. Truck Access Improvements: The City will continue working collaboratively with the Port and NWSA to identify and improve traffic operations. Specifically, the City will continue design to rechannelize S Spokane St east of the T-18 main gate entrance to improve traffic flow near the East Waterway Bridge, and will carry out the project at the City's cost in 2022 after the WSHB opens to traffic.
- 2.10. Drayage Truck Parking: The Port and the City will work collaboratively, along with the NWSA, to establish multiple drayage truck parking areas in the Duwamish MIC for the benefit of both Duwamish Valley residents and truck drivers serving the marine cargo terminals.
- a. The City will provide parking available to drayage truck drivers at a new lot to be established at 11th Ave SW to include approximately 25 truck parking spots as depicted on Exhibit E. The City of Seattle will explore other opportunities near East Marginal Way, under the Spokane St viaduct and nearby areas as depicted in Exhibit E with the intention to develop up to 70 additional parking spots. These parking spots will be developed and available to truckers by the end of Q4 2022 contingent on City Council action supporting truck permit parking. This work will be supported by a plan for development, operations, and implementation completed by the City and provided to the Port by the end of 2021.
 - b. The City and Port will collaborate on a plan for additional cargo truck parking areas for a minimum of 100 additional trucks by January 2023, including feasibility and a funding plan. This will include, but not be limited to, exploring the feasibility of other City-owned and Port-owned properties; and specifically exploring City-owned property along the east side of East Marginal Way between Hanford and Holgate, also noted in Exhibit E. This plan will be provided to the Port Commission once completed in written form.
 - c. Along with the NWSA, the City and the Port will establish a new coordinated community outreach program to truckers and Duwamish neighborhoods to better understand truck issues and create a collaborative process to develop recommendations to those issues, beyond the items addressed in 2.10a and 2.10b. A core intent of this program will be to inform City and Port actions to reduce on-street overnight container drayage truck parking, among other items to be identified by community members.
- 2.11. Duwamish Trail Bicycle Path: The City will construct Duwamish Trail bike lanes on West Marginal Way after the WSHB reopens. The City will work with the Port, NWSA and all of the industrial users of the major truck route to together to ensure the design will maximize safety for all modes and minimize freight impacts on this Major Truck Street.
- 2.12. East Marginal Way Improvement Project: The City has applied for federal funding via the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program for the East Marginal Way Improvements. If sufficient federal funding is not awarded for completion of both the East Marginal Way Phase 2 heavy haul improvements and the Phase 1 bicycle path, the City will include East Marginal Way Phase 2 heavy haul improvements in the City's next transportation levy.
- 2.13. Progress Report: At the time of making application for each payment under Section 3, the City shall provide the Port with a report that includes a copy of the WSDOT/FHWA approved Project schedule (or analogous format), and final engineer's estimate with contract bid items or summary of values. The progress report will include a narrative describing the progress on repair and improvements projects, an updated Project construction schedule showing the current progress and percent completion of the major work elements, as well as progress regarding the terms 2.4 through 2.12 of this MOU since the last report.

3. COST REIMBURSEMENT AND FUNDING

The Port Commission has authorized the execution of the MOU and agrees to contribute Nine Million Dollars (\$9,000,000) for the Project subject to the following conditions:

- 3.1. All Project environmental review and permitting will be completed in accordance with federal, state, and local requirements;
- 3.2. The Port and City continue to work together to ensure that the Projects' development and implementation during design and construction meet the needs of both Parties;
- 3.3. The Projects are constructed as described in Section 1.2 or modified consistent with Section 2.3;
- 3.4. The Port's total contribution shall not exceed Nine Million Dollars (\$9,000,000) as a cash payment, but may be reduced as provided in Sections 3.5.
- 3.5. Total program cost is currently estimated to be One Hundred and Seventy-five million dollars (\$175,250,217). The Port shall make three payments as follows:
 - a. The first payment of Three Million (\$3,000,000) shall be made after the City has reopened the West Seattle High Bridge with full access consistent with prior operations (7 lanes) and shown progress satisfactory to the Port on items 2.4 through 2.12 above. (This is expected in mid-2022).
 - b. The second payment of Three Million Dollars (\$3,000,000) shall be made upon Substantial Completion of the Spokane St Swing Bridge Repair and Improvement Projects (This is expected by year end 2022) including progress satisfactory to the Port on items 2.4 through 2.12.
 - c. The final payment of Three Million Dollars (\$3,000,000) shall be made upon Final Acceptance of all projects (as defined in the construction contract) and including progress satisfactory to the Port on items 2.4 through 2.12 (this is expected by year-end 2022).
 - d. Port payments made are subject to the requirements of Section 2.4 through 2.12, or progress toward those items, and Section 3.6, and the Port's receipt of a progress report and a letter from the City attaching the Certificate of Final Acceptance. This is expected in 2022. The final payment may be subject to a reduction based on Section 3.7 of this Agreement.
- 3.6. Prior to application for the final payment, the City shall provide opportunity for the Port to verify that the requirements of this MOU have been met.
- 3.7. The Port's final payment will be reduced if additional funding is received from other federal, state or local partners above the shares shown in Exhibit D. The reduction would be a proportionate share of the new funds relative to the Program cost.

4. AMENDMENT

No Party may make unilateral changes to this MOU. Either Party may request changes to the provisions contained in this MOU. Any change to this MOU must be mutually agreed to by both Parties, in writing and executed with the same formalities as the original MOU.

5. NOTIFICATION

Any notice required or permitted to be given pursuant to this MOU shall be in writing, and shall be sent

postage prepaid by U.S. Mail, return receipt requested, to the following addresses unless otherwise indicated by the Parties to this MOU:

To the City:

Heather Marx, Director
West Seattle Bridge & Downtown Mobility
700 Fifth Ave, Suite 3700
PO Box 4996
Seattle, WA 98124-4996

To the Port:

Geraldine Poor
Regional Transportation Senior Manager
Port of Seattle
2711 Alaskan Way
Seattle, WA 98121

6. RECORDS RETENTION AND AUDIT

During the progress of the work on the Projects and for a period not less than three (3) years from the date of final payment by the Port to the City, the records and accounts pertaining to the Projects and accounting thereof are to be kept available for inspection and audit by the Port and the City shall provide the Port with copies of all records, accounts, documents, or other data pertaining to the Projects upon the Port's request. If any litigation, claim, or audit is commenced, the records and accounts along with supporting documentation shall be retained until all litigation, claims, or audit findings have been resolved, even though such litigation, claim, or audit continues past the typical three year retention period. This provision is not intended to alter or amend records retention requirements established by applicable state and federal laws.

7. DISPUTES

The designated representatives under section 5.0, NOTIFICATION, shall use their best efforts to resolve disputes between the Parties. If the designated representatives are unable to resolve a dispute, then the responsible Projects' directors for each Party shall review the matter and attempt to resolve it. If the Projects' directors are unable to resolve the dispute, the matter shall be reviewed by the department director or chief executive officer of each Party or his or her designee. The Parties agree to exhaust each of these procedural steps before seeking to resolve disputes in a court of law or any other forum.

8. EFFECTIVENESS AND DURATION

This MOU is effective upon the last date of execution by both Parties and will remain in effect until the Projects' completion, unless otherwise stated herein or unless amended or terminated.

9. TERMINATION

Either Party may terminate this MOU at any time upon thirty (30) days written notice to the other Party, but said written notice of termination shall not occur sooner than sixty (60) days from the execution of this MOU. If either Party decides to terminate this MOU, the Port shall reimburse the City for all costs payable under this MOU at the time of notice of termination and its portion of all obligations that the City has contractually undertaken prior to receiving the Port's notice of its intent to terminate this MOU.

10. INDEMNIFICATION AND HOLD HARMLESS

10.1 Each party shall protect, defend, indemnify, and hold harmless the other party, its officers, employees, and agents from any and all costs, claims, judgments, and/or awards of damages, arising out of or in any way resulting from the negligent acts or omissions of said indemnifying

party, its officers, employees, and/or agents. Each party agrees that its obligations under this subsection extend to any claim, demand, and/or cause of action brought by or on behalf of any of its employees or agents. Each party, by mutual negotiation, hereby waives, as respects the other party only, any immunity that would otherwise be available to it against such claims under the Industrial Insurance provisions of Title 51 RCW. In the event the indemnified party incurs any judgment, award, and/or cost arising therefrom, including attorney's fees to enforce this provision, all such judgments, awards and costs shall be recoverable from the indemnifying party. The parties agree that to the extent permitted by the courts to be applicable, RCW 35.32A.090 will apply.

10.2 The indemnification, hold harmless, and/or waiver obligation described in this Section 10 shall survive the termination of this MOU.

11. VENUE

This MOU shall be deemed to be made in the Superior Courts of King County, Washington at Seattle and the legal rights and obligations of the City and Port shall be determined in accordance with the laws of the State of Washington. All legal actions in connection with this MOU shall be brought in the County of King, State of Washington.

12. OTHER PROVISIONS

12.1 Severability. A determination by a court of competent jurisdiction that any provision of this MOU or any part thereof is illegal or unenforceable shall not cancel or invalidate the remainder of such provision of this MOU, which shall remain in full force and effect.

12.2 Interpretation. The captions of the Sections or Paragraphs of this MOU are not a part of the terms or provisions of this MOU. Whenever required by the context of this MOU, the singular shall include the plural and the plural shall include the singular. The masculine, feminine and neuter genders shall each include the other.

12.3 Waivers. All waivers shall be in writing and signed by the waiving Party. Either Party's failure to enforce any provision of this MOU shall not be a waiver and shall not prevent either Party from enforcing that provision or any other provision of this MOU in the future.

12.4 Force Majeure. If either Party cannot perform any of its obligations due to events beyond its reasonable control (other than the payment of money), the time provided for performing such obligations shall be extended by a period of time equal to the duration of such events. Events beyond a Party's reasonable control include, but are not limited to, acts of God, war, civil commotion, labor disputes, strikes, fire, flood or other casualty, shortages of labor or materials, government regulations or restrictions and weather conditions.

12.5 Joint Drafting Effort. This Contract shall be considered for all purposes as prepared by the joint efforts of the Parties and shall not be construed against one Party or the other as a result of the preparation, substitution, submission or other event of negotiation, drafting or execution hereof.

12.6 Third Party Beneficiaries. Nothing in this MOU is intended to, nor shall be construed to give any rights or benefits in the MOU to anyone other than the Port and the City, and all duties and responsibilities undertaken pursuant to this MOU will be for the sole and exclusive benefit of the Port and the City and not for the benefit of any other party.

12.7 Authority. Each individual executing this MOU on behalf of the Port or the City represents and warrants that he or she is duly authorized to execute and deliver the MOU on behalf of the Port or the City.

IN WITNESS WHEREOF, the Parties hereto have executed this MOU which shall be effective upon the date of recording.

PORT OF SEATTLE

THE CITY OF SEATTLE

Stephen P. Metruck
Executive Director

Sam Zimbabwe, Director
Seattle Department of Transportation

Date: _____

Date: _____

ATTEST:

Attachments:

- A. Exhibit A: Vicinity Map
- B. Exhibit B: Project Benefits
- C. Exhibit C: Program Components
- D. Exhibit D: Summary Estimate of Cost and Funding Strategy
- E. Exhibit E: Map of Potential Truck Parking Areas

DRAFT

Exhibit A: Vicinity Map

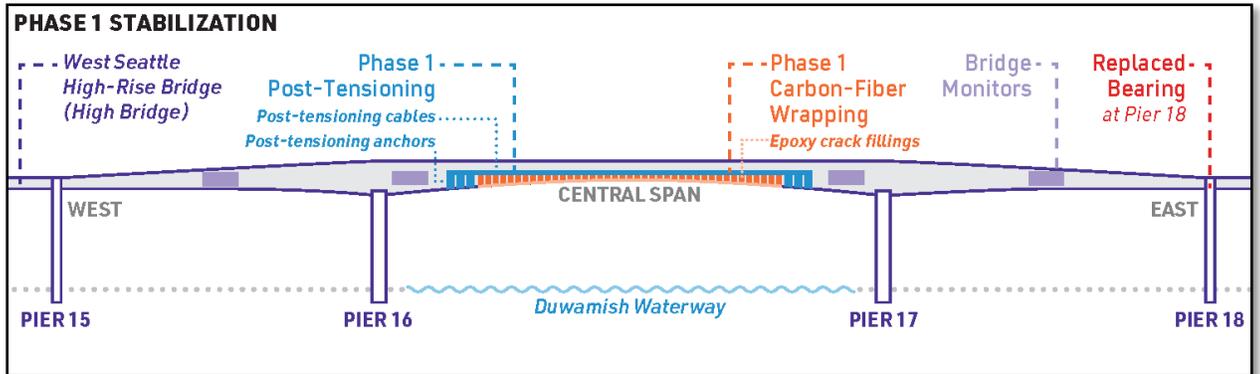


Exhibit B: Project Benefits

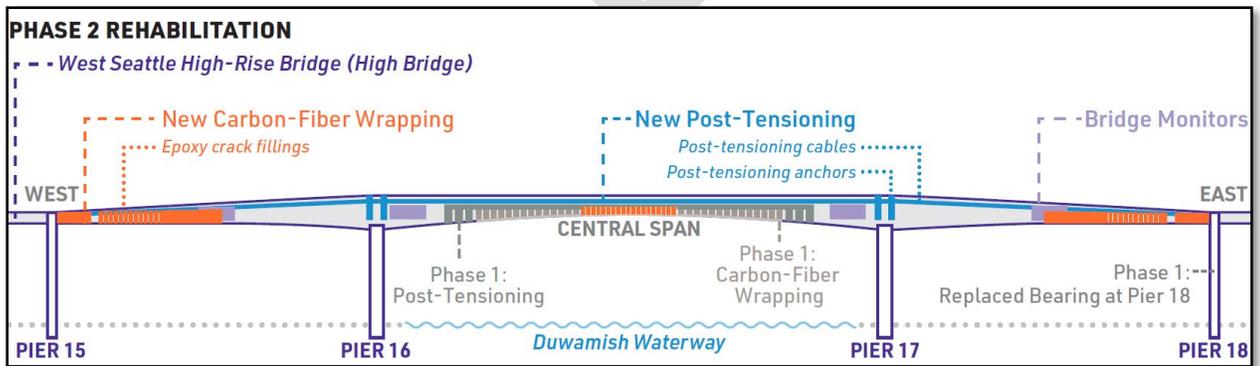


Exhibit C: Program Components

1. WSHB Emergency Repairs/Stabilization (phase 1)



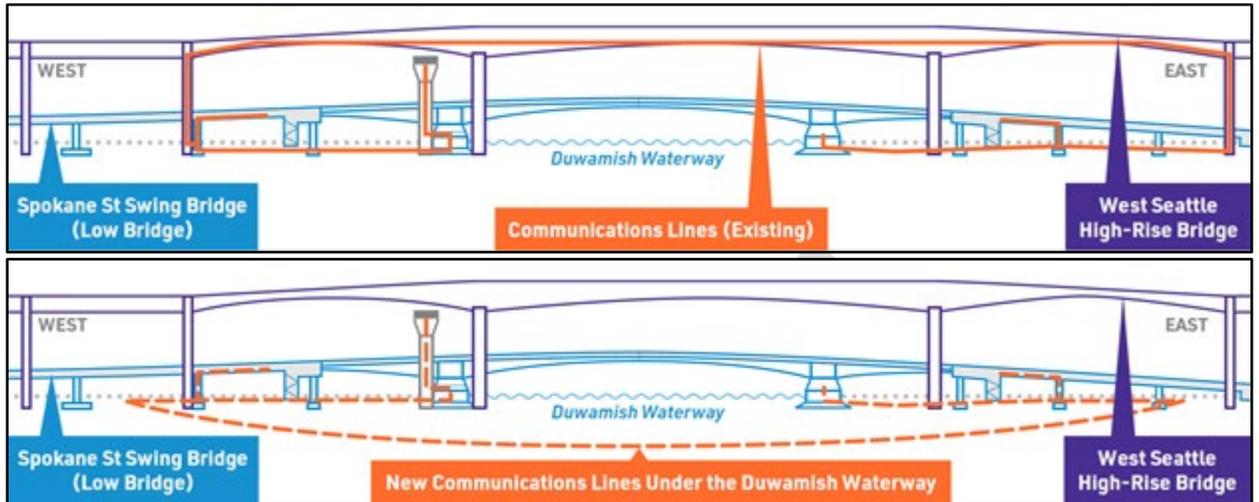
2. WSHB Rehabilitation (phase 2)



3. Low Bridge Rehabilitation Project



4. Low Bridge Controls Project



5. High Bridge Replacement Planning

REPLACEMENT PLANNING STUDY SCHEDULE		
2021		
June	Q3	Q4
<ul style="list-style-type: none"> ▪ Launch high bridge replacement planning scope and schedule 	<ul style="list-style-type: none"> ▪ Feasibility findings ▪ Introduce core concepts ▪ Draft planning study 	<ul style="list-style-type: none"> ▪ Final planning study

6. Reconnect West Seattle (RWS):

Guided by community feedback the Reconnect West Seattle Implementation Plan describes planned investments for neighborhood mitigation projects: bike projects, freight projects, and projects/services to support mobility. Example projects include updating the markings on the road, adjusting signal timing, and improving road signs and real-time information.

In addition, the City is working with neighborhoods like Highland Park, South Park, Georgetown, and SODO to prioritize projects that will reduce the impact of increased detour traffic through their communities; prioritizing transit connections; building new bicycle projects.

The Freight Network Prioritization Process portion of the RWS framework aims to fill gaps in the freight network and build needed connections. Access to T5, T18, and other key locations in the Spokane St and West Marginal Way corridors is a focus of this effort.

**EXHIBIT D: Summary Estimates of
COST and FUNDING SHARES**

SUMMARY PROJECTS COSTS:

West Seattle Bridges Program	
Reconnect West Seattle	49,994,731
Emergency Repairs	19,742,722
Bridge Monitoring/Testing	3,360,344
High Bridge Repair	58,173,189
Low Bridge Strengthening	13,297,000
Low Bridge Control System / HDD and Comms	4,051,005
High Bridge Replacement Planning	10,000,251
Traffic and Revenue Study	2,354,303
Program Development	14,276,672
Total:	175,250,217

SUMMARY ESTIMATE OF FUNDING STRATEGY:

City of Seattle	
• Bonding – City of Seattle	107,813,000
• STBD	8,000,000
• Gas Tax	4,840,000
• Street Use & Occupation	730,000
• Commercial Parking Tax	217,000
• General Funds/TNC	500,000
Federal	
• WSDOT Local Bridge Grant	12,000,000
• INFRA Grant	11,250,600
• HIP Grant	7,500,000
• STP Grant	6,900,000
• FHWA Grant (TDM)	1,500,000
Port of Seattle	9,000,000
Other Local Funds	5,000,000
Total:	175,250,600

Exhibit E: Map of Potential Truck Parking Areas



Exhibit E– Potential Truck Parking locations to be investigated

Last Updated: 9/2/2021