

MAYORAL PROCLAMATION OF CIVIL EMERGENCY

CITY OF SEATTLE

WEST SEATTLE HIGH-RISE BRIDGE

WHEREAS, on March 23, 2020, the Seattle Department of Transportation (SDOT) determined the need for an immediate closure of the West Seattle High-Rise Bridge so as to protect public safety; and

WHEREAS, the immediate nature of and unanticipated need for the closure of the West Seattle High-Rise Bridge preempted all opportunity for prior preparation and notice; and

WHEREAS, the closure of the West Seattle High-Rise Bridge has a similar level of complexity to the recent SR 99 Alaskan Way Viaduct closure, but with more travelers impacted, many fewer re-route choices, and an extremely condensed timeline for decision making; and

WHEREAS, the immediate closure of the West Seattle High-Rise Bridge has slowed, but not stopped, the continued cracking and deterioration of the bridge which confirms the necessity of immediately removing traffic from the bridge; and

WHEREAS, in 2013, SDOT observed cracking in the West Seattle High-Rise Bridge, and began a program of monitoring crack developments and preventative maintenance, an inspection and monitoring regime that exceeded federal standards; and

WHEREAS, inspections between 2014-2019 by SDOT confirmed low levels of crack growth, which called for observation but was not in and of itself abnormal for a cast-in-place concrete structure, and SDOT responded with continued monitoring and routine maintenance twice as frequently as required by federal guidelines; and

WHEREAS, in August 2019, SDOT detected moderate crack growth and responded by filling cracks with epoxy and increasing the rate of inspections to monthly; and

WHEREAS, from October to December 2019, SDOT continued monthly inspections and began to develop mitigation plans to respond to continued crack growth and model bridge structural capacity; and

WHEREAS, prior to February 2020, SDOT's frequent inspections of the West Seattle High-Rise Bridge, revealed no indication the High-Rise Bridge was unsafe for ordinary

use or, that cracking would either impact normal use by the public, or require more robust maintenance work; and

WHEREAS, SDOT conducted daily inspections of the West Seattle High-Rise Bridge from March 20 to 23, 2020 and observed the bridge move from “safe” to rapid deterioration in a matter of days; and

WHEREAS, in a matter of days in March 2020, eight cracks grew more than 12 feet total on a single wall, with the longest crack suddenly increasing by 4.5 feet, far exceeding in days the crack growth that had occurred over a period of seven years; and

WHEREAS, SDOT ordered the High-Rise Bridge closed on March 23, 2020, and by 7:00 pm that same day SDOT began implementing the bridge closure; and

WHEREAS, the closure of the West Seattle High-Rise Bridge happened in the midst of the COVID-19 pandemic public health emergency; and

WHEREAS, SDOT is taking steps to stabilize the current structure and continues to develop plans to either repair or replace the West Seattle High-Rise Bridge; and

WHEREAS, the West Seattle High-Rise Bridge will remain closed until it is either repaired or replaced and neither will occur in 2020; and

WHEREAS, the West Seattle High-Rise Bridge is a community lifeline, provides access and commerce to residents throughout the State and normally carries 100,000 vehicles and 19,000 transit riders a day; and

WHEREAS, without the High-Rise Bridge, movement between West Seattle and the rest of Washington requires travelers to take more circuitous and congested routes, creating negative impacts on travel, transportation, commerce, and pollution throughout the region; and

WHEREAS, SDOT has restricted access to the lower Spokane Street Bridge to freight, transit, and emergency vehicles in order to maintain these critical mobility and emergency response functions; and

WHEREAS, at the beginning of 2020, there were 21 vehicle travel lanes crossing the Duwamish River, with connections to the West Seattle peninsula: the West Seattle High-Rise Bridge (7 lanes), the West Seattle Low Bridge (2 lanes), the 1st Ave South Bridge (8 lanes) and the South Park Bridge (4 lanes). With the West Seattle High-Rise Bridge closure and the Spokane Street Bridge restrictions, there are now only 12 travel lanes for personal

vehicles to move between West Seattle and the rest of Washington, all concentrated at the south end of West Seattle; and

WHEREAS, prior to the West Seattle High-Rise Bridge closure, there were about 140,000 trips across all four bridges each day; current capacity is limited to approximately 52,000 trips each day; and

WHEREAS, available detour routes off the peninsula lead traffic south, increasing traffic and accompanying air pollution disproportionately to the south end of West Seattle and Duwamish Valley where communities already face a number of environmental impacts, including: [1] Proximity to the Lower Duwamish Waterway Superfund site, one of the most toxic hazardous waste sites in the nation; [2] Air pollution from a disproportionate number of polluting industries; [3] Air pollution from surrounding major highways – State Highways 99 and 509, and I-5; and

WHEREAS, among other major points, the West Seattle High-Rise Bridge provides access to and connects Washington State Route 99, Interstate Highway 5, Washington State Ferries Fauntleroy Ferry Dock, West and Downtown Seattle, and Seattle-Tacoma International Airport; and

WHEREAS, the collapse of the West Seattle High-Rise Bridge would severely impact the Muckleshoot Tribe’s access to the Duwamish River; and

WHEREAS, the collapse of the West Seattle High-Rise Bridge would disrupt commerce throughout the Duwamish waterway, Harbor Island, and the Port of Seattle, and negatively affect the state’s commercial and environmental interests throughout the region; and

WHEREAS, the West Seattle High-Rise Bridge and Spokane Street Bridge are located in the Duwamish Manufacturing and Industrial Center, one of the state’s busiest MICs, as well as provides access to the Northwest Seaport Alliance and Port of Seattle’s north cargo terminals, Harbor Island, and newly modernized Terminal 5, which is scheduled to open in spring 2021; and

WHEREAS, the structural ability of the Spokane Street Bridge to absorb increased freight, transit, and overall traffic volumes will challenge the health of the bridge and likely accelerate necessary maintenance and repair work; and

WHEREAS, the structural integrity of the Spokane Street Bridge is critical to emergency vehicles, the Port, the Duwamish Manufacturing and Industrial Center, the Northwest Seaport Alliance, the maritime traffic on the Duwamish waterway, the Muckleshoot

Tribe's access to the Duwamish River, and the traffic emergency rerouting from the West Seattle High-Rise Bridge; and

WHEREAS, SDOT is requesting City, County, State, and Federal agencies to prepare and practice evacuation plans for businesses below the high-span of the West Seattle High-Rise Bridge; and

WHEREAS, I have directed SDOT to report monthly to City Council on uses of the emergency powers contained herein; and

WHEREAS, I have reviewed the situation, consulted with City Department Directors, including the Director of the Seattle Department of Transportation, and verified the existence of the emergency cited below, and the necessity for me to take immediate, extraordinary action as outlined in this proclamation; NOW, THEREFORE,

I, JENNY A. DURKAN, AS MAYOR OF THE CITY OF SEATTLE DO PROCLAIM AND ORDER THAT:

SECTION 1. CIVIL EMERGENCY POWERS

A. A civil emergency exists requiring and authorizing me to exercise the emergency powers vested in me as Mayor by RCW Chapter 38.52, the Charter of the City of Seattle, Article V, Section 2, and Seattle Municipal Code Chapter 10.02 as described in this proclamation.

B. Effective upon my signing this proclamation, I will be exercising that authority through the issuance of Emergency Orders and through the use and direction of City personnel, services and equipment and additional acts necessary to the management of this emergency; and

C. Pursuant to Seattle Municipal Code section 12A.26.040, it is unlawful for anyone to knowingly fail to obey an Emergency Order issued or proclaimed by me under authority of sections 10.02.010 or 10.02.020 of the Seattle Municipal Code.

SECTION 2. DETERMINATION OF EMERGENCY

Based on my review of the present circumstances, the ongoing reports of the Seattle Department of Transportation and its engineering consultants, and my consultations with City Department Directors, including the Seattle Department of Transportation and the Seattle Office of Emergency Management, I proclaim that an emergency exists, as defined

in SMC 10.02.010.A., due to the degradation and potential failure of the West Seattle High-Rise Bridge, which has led to the closure of a critical part of the City of Seattle's and Washington State's transportation infrastructure, and which will disrupt travel and commerce for many years, and may have adverse health consequences for people in the South Seattle area. The response to this will require the use of all city resources and the need to access State and Federal resources and financial mechanisms. I exercise the authority assumed in Section 1 and take the extraordinary measures in Section 3 in order to prevent death or injury of persons and to protect the public peace, safety and welfare, and alleviate damage, loss, hardship or suffering.

SECTION 3. CONTRACTING AND BORROWING AUTHORITY

Pursuant to SMC Section 10.02.030, I hereby assume the authority to enter into contracts and incur obligations necessary to relieve the emergency, protect the health and safety of persons and property, and provide emergency assistance to the victims if this becomes necessary in the future, and to exercise the authority in light of the exigencies of the situation without regard to time-consuming procedures and formalities prescribed by ordinance, statute, rule or regulation (excepting mandatory constitutional requirements), including, but not limited to the following limitations and requirements:

- Budget law limitations;
- Competitive bidding and the publication of notices pertaining to the performance of public works (RCW 35.22.620 et seq.; RCW Chapters 39.04 through 39.12; SMC Chapter 3.18; and SMC Chapter 20.48, etc.);
- Entering into contracts;
- Incurring of obligations;
- Employment of temporary workers;
- Rental of equipment;
- Purchase of supplies and materials; and
- Appropriation and expenditure of public funds.

Notwithstanding the enumerated limitations and requirements of this Section, I shall comply with the emergency purchasing and contracting requirements of SMC Chapter 10.02, including the verification and submittal of emergency purchases and contracts to the City Council, as required by SMC 10.02.070.

SECTION 4. CIRCULATION

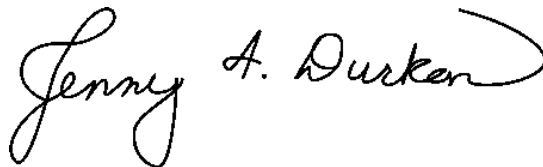
A copy of this proclamation and any Emergency Order issued hereunder shall be delivered to the Governor of the State of Washington and to the County Executive of King County. To the extent practicable, a copy of this Proclamation and any Emergency Orders issued hereunder shall be made available to all news media within the City and to the general public. In order to give the widest dissemination of this Proclamation to the public, as many other available means as may be practical to use shall be used, including but not limited to posting on public facilities and public address systems.

SECTION 5. PRESENTATION, RATIFICATION, TERMINATION

This proclamation shall immediately upon issuance, or as soon as practical, be filed with the City Clerk for presentation to the City Council for ratification and confirmation, modification, or rejection, and if rejected, shall be void. If the Council modifies or rejects this proclamation said modification or rejection shall be prospective only as provided by law and shall not affect any actions taken prior to the modification or rejection.

This proclamation shall be terminated by the issuance of another proclamation when I determine that extraordinary measures are no longer required for the protection of the public peace, safety and welfare, or by the passage of a termination resolution by not less than two-thirds (2/3) of all the members of the City Council. Before termination of this civil emergency, I or the City Council shall consult with the Chief of Police, the Fire Chief, the Director of Public Health – Seattle and King County, and the Director of the Office of Emergency Management to determine if there are any fiscal, public safety response or disaster recovery imperatives that require the continuation of emergency measures.

DATED this 16th day of July, 2020 at 9:50 a.m.

A handwritten signature in black ink that reads "Jenny A. Durkan". The signature is written in a cursive, flowing style.

Jenny A. Durkan, Mayor
The City of Seattle