

**Seattle Port Commission Motion
Supporting a Port Financial Contribution to the
Alaskan Way Viaduct Replacement Program
August 6, 2013**

Statement in Support of Motion

The Port of Seattle (“Port”) has supported the replacement of Alaskan Way Viaduct with the bored tunnel alternative and related system improvements as the design which affords essential transportation capacity, significant environmental benefits, and minimizes construction-related disruption on the waterfront.

To enable the construction of this program, the State of Washington has requested the Port of Seattle assist in the funding of the SR-99 Tunnel Alternative, the SR-99 South Access Connection Project, and the SR-99 North Access Construction Project.

The central waterfront section of the Viaduct is a critical north-south transportation facility of regional, state and national significance, one of two limited access routes through Seattle’s urban core carrying more than 100,000 vehicles daily. The Viaduct corridor is crucial to the region’s freight mobility because it provides for 1.5 million freight trips annually by grade-separation of through-traffic, rail lines and industrial corridors near the Port’s marine terminals, which support the movement of \$30 billion in cargo value through the Port each year.

The Alaskan Way Viaduct Replacement Program is now under construction. The design for the program elements will improve waterfront transportation access for users, including over 8 million annual ferry riders; ensure connectivity, including an oversized-vehicle corridor, between the Ballard-Interbay and Duwamish industrial areas and Seattle-Tacoma International Airport; provide access to Port cargo, fishing and cruise facilities; minimize construction disruption; and increase opportunities for the public and freight to access the shoreline and waterfront. Construction has been completed or is underway for complementary system upgrades to the transportation system, including SR-519, Spokane Street Widening, Mercer Corridor from Interstate 5, East Marginal Way Overpass, Intelligent Transportation Systems, and the seawall replacement.

Our Century Agenda calls for the creation of 100,000 new jobs in our region through economic growth led by the Port of Seattle over the next 25 years, in addition to the 194,000 jobs supported by the Port today. This goal can only be achieved with the effective movement of freight and goods locally, nationally and internationally. Seattle’s Duwamish and Interbay industrial areas are served by the SR-99 corridor and constitute a significant portion of Seattle’s maritime and industrial sector. Ultimately, such infrastructure investments will help us achieve growth in trade and jobs and increase our region’s competitiveness in global markets. Construction of the viaduct replacement will sustain nearly 3,900 jobs.

The Port continues to actively participate in the design and construction planning for the Alaskan Way Viaduct Replacement Program to ensure adequate connection to freight and cruise facilities, as well as in planning for construction mitigation and maintenance of traffic. The Port, the State, the City of Seattle and King County will continue to work collaboratively toward successful program completion.

Motion

The SEATTLE PORT COMMISSION hereby directs and authorizes the Port’s Chief Executive Officer to execute a Funding Agreement with the State of Washington in substantially the form attached as Exhibit A, providing Port participation for the following elements of the Alaskan Way Viaduct Replacement Program: the SR-99 Tunnel Alternative, the SR-99 South Access Connection Project, and the SR-99 North Access Construction Project, and authorizes the expenditure of \$275,000,000 in accordance with the terms of the funding agreement.