

**PORT OF SEATTLE**  
**MEMORANDUM**

**COMMISSION AGENDA STAFF BRIEFING**

<b>Item No.</b>	<u>7g</u>
<b>Date of Meeting</b>	<u>January 5, 2010</u>

**DATE:** December 30, 2009

**TO:** Tay Yoshitani, Chief Executive Officer

**FROM:** Kurt Beckett, Director, External Affairs  
Mike Merritt, Local Government Affairs Manager  
Geri Poor, Regional Transportation Manager

**SUBJECT:** Alaskan Way Viaduct/Seawall Replacement Program

**BACKGROUND**

In January 2009, Governor Chris Gregoire, Seattle Mayor Greg Nickels and King County Executive Ron Sims recommended the Alaskan Way Viaduct (Viaduct) be replaced by a bored tunnel along with other transportation improvements and reconstruction of the seawall. Port CEO Tay Yoshitani participated in the announcement and committed to work in partnership and pursue Port participation up to \$300 million to fund critical port-related elements of the program, subject to Port of Seattle Commission (Commission) approval.

Under the replacement program, the City of Seattle (City) would build a new Alaskan Way roadway funded by the State, build new public open space along the waterfront once the viaduct is removed, improve other city streets and replace the central waterfront seawall. King County (County) would seek new funding sources to invest in expanded transit service. The City and County are responsible for managing these projects, including their environmental review.

On April 24, 2009, the Washington State Legislature approved the deep-bore tunnel concept for the replacement of the Viaduct. The state's maximum contribution for the Alaskan Way Viaduct replacement will be \$2.4 billion, with up to \$400 million financed with toll revenue.

During 2009, the bored tunnel alternative has progressed into preliminary design and environmental review. This program is led by the Washington State Department of Transportation (WSDOT) in partnership with the Federal Highway Administration, County, the City and the Port. In addition, the "Moving Forward" projects identified in March 2007, including the south mile of the viaduct and other system improvements, are under construction. Working groups are meeting to review design concepts at the proposed tunnel's south and north portals, and the City has formed a Central Waterfront Partnerships committee.

On October 24, 2009, Mayor Greg Nickels and Governor Christine Gregoire signed a Memorandum of Agreement (MOA) that details investments in the SR 99 corridor, city streets, a new Alaskan Way, Mercer and Spokane streets, the waterfront promenade, and central seawall. The MOA outlines the

## **COMMISSION AGENDA**

Tay Yoshitani, Chief Executive Officer

December 31, 2009

Page 2 of 2

City's obligation of \$927 million for the program, and includes accountability for projects and implementation roles.

## **TODAY'S BRIEFING**

At today's briefing, Port staff and the Alaskan Way Viaduct program team representatives will present an update on project design, early action construction and stakeholder involvement, and project benefits and areas of concern for the Port. The State has requested a MOA by the end of January, to memorialize the Port's support for the program, including Port participation up to \$300 million.

## **PREVIOUS COMMISSION REVIEW**

After the March 2007 announcement of the Collaborative Process, the Port CEO voiced our business interests to the Mayor, Governor and County Executive. Maintaining system capacity, freight mobility, access to waterfront businesses and the seawall's function are critical to the Port. As important, construction must be planned to mitigate impacts and support Port tenants and other private businesses.

In August 2007, the Commission reviewed and commented on the six Moving Forward projects and an overview of the central waterfront Collaborative Process.

In August 2008, the program team presented the guiding principles and measures, and eight hybrid scenarios for Commission review and discussion. In advance and in response, Port staff summarized the discussions between the program team and the Port, including the Commission's consistent statements about our overarching tenets to maintain or enhance: system functionality, complementary system upgrades, freight mobility, access to Port and other waterfront properties (including provision for growth in business activity) and the seawall's function. These tenets must be measured both for the final design concept and for its construction impacts.

In December 2008, the Commission heard from Speaker of the House Frank Chopp, and reviewed and commented to the program team about the scenarios' performance on the guiding principles and measures. On December 16<sup>th</sup>, the Commission passed a motion recommending to the State, City, and County that a Subsurface Hybrid option be retained for further study as part of the Viaduct and Seawall Replacement Program.

On January 6, 2009, Port staff updated the Commission on the anticipated process for the final recommendation, and on January 27, 2009, Port staff reviewed Viaduct replacement program issues and benefits for the Port, freight mobility and the regional transportation system.

On March 10, 2009, the Viaduct Program Team briefed the Commission on the Bored Tunnel Hybrid, particularly with regard to the north portal and freight connections.