

Item No. 6a\_supp

Meeting 2/9/10

# Alaskan Way Viaduct / Seawall Replacement Program

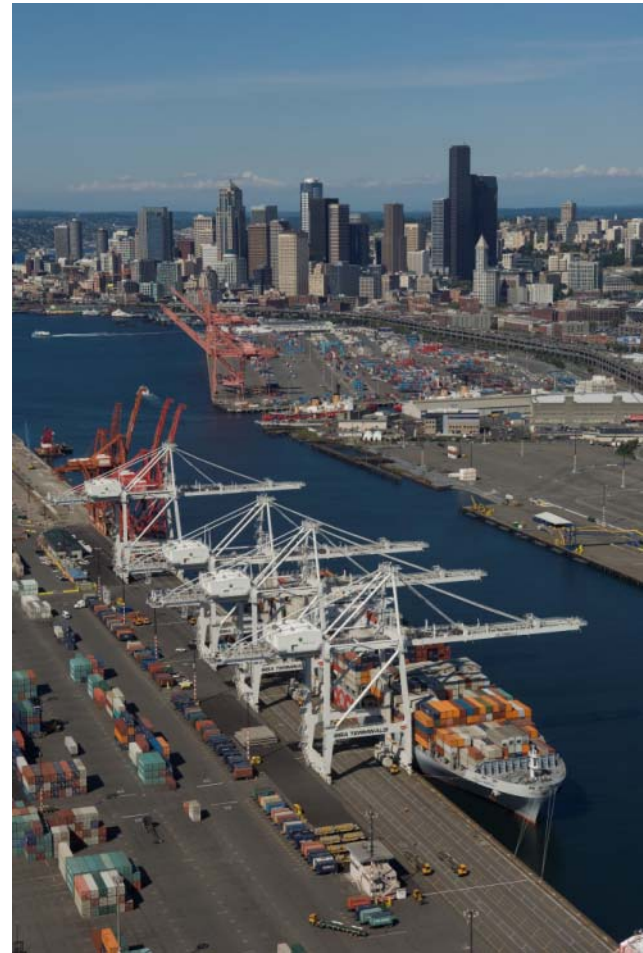


**Port of Seattle Commission  
February 9, 2010**

# The Working Waterfront

The Port of Seattle is an international gateway creating jobs and economic growth for the region in an environmentally responsible way.

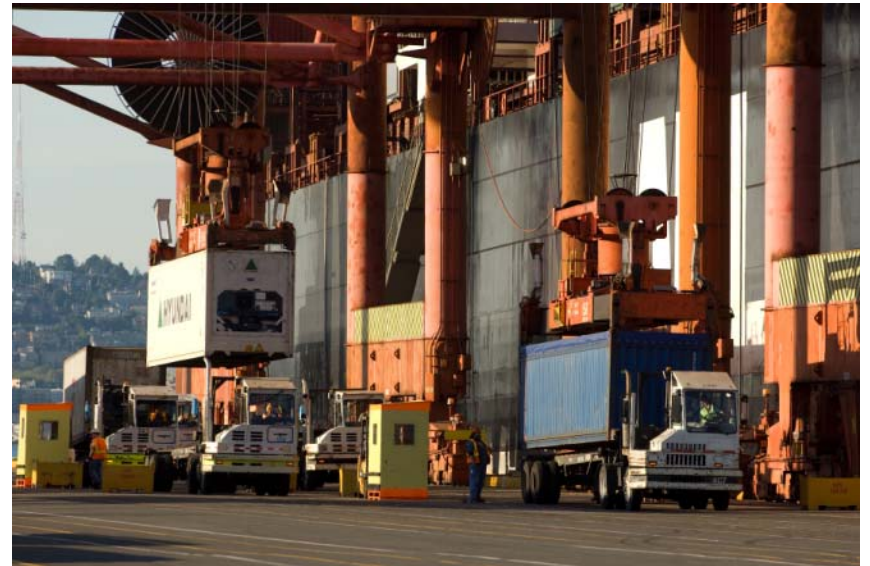
We must have a transportation system that moves people and cargo quickly and efficiently.



# Port of Seattle relies on an efficient transportation system

Our priorities for a Alaskan Way Viaduct / Seawall Replacement Program (AWVSRP):

- provides sufficient capacity to move freight traffic efficiently
- grants easy access to our cargo, commercial fishing and cruise facilities and Sea-Tac Airport
- minimizes construction disruption



# Port of Seattle relies on an efficient transportation system

Without the capacity and connections we need, cargo – and the jobs associated with it – will go away, and the thousands of businesses dependent on maritime, trade and passenger activities will be in jeopardy.



# Memorandum of Agreement

February 2010 Draft

Title Block and WHEREAS section

NO. GCA 6444 (corrected to reflect State numbering)

**WHEREAS**, a failure to maintain the Viaduct capacity would result in unacceptable congestion for freight and other traffic within the harbor and industrial areas; and

# Memorandum of Agreement

February 2010 Draft

## Section I. GENERAL PRINCIPLES

- A. **The Port supports the proposed AWVSRP 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.
- B. **The Port recognizes the economic importance of an efficient SR 99 roadway network with complementary system improvements for the effective movement of freight and goods locally, nationally and internationally.**
- C. The Port and State will **continue to work collaboratively** toward the successful completion of the AWVSRP.
- D. **Complementary system upgrades** to the transportation system will be completed, including SR 519, Spokane Street Widening, Mercer Corridor from Interstate 5 to Elliott Avenue, East Marginal Way Overpass, North Argo Access, Duwamish Intelligent Transportation Systems, Seawall Replacement (or rehabilitation), and transit enhancements, to support the priorities of the efficient movement of freight, cruise-related traffic and public transit.
- E. **The State and the Port will work together to review funding plans by the City and King County** for their implementation of the aforementioned complementary elements of the AWVSRP.

# Memorandum of Agreement

January 2010 Draft

## Section II. RESPONSIBILITIES

### A. STATE:

1. The State shall endeavor to open the bored tunnel for operation by the end of 2015.
2. The AWVSRP will be designed to provide **functionality equal to or better than what is available today** to facilitate efficient **movement of freight and other** traffic on the west side corridors of the Seattle transportation system from the Duwamish neighborhood to Ballard-Interbay and protect access to fishing, cruise and other Port facilities. Of critical importance is the ability of the 15<sup>th</sup>/Elliott and Mercer corridors to provide sufficient capacity for the purposes listed above.
3. The design of the **north and south portals and their connection to the street system** shall be **designed to accommodate freight movements and provide access for buses** serving the port's cruise facilities. The State will coordinate with the Port prior to making any changes to the design elements reviewed by the Port under II B below.
4. The State shall work to **minimize and mitigate its construction impacts** on Port activities, customers and tenants, and will coordinate with the Port and its tenants to ensure productive operations during construction.

### B. PORT:

1. **Port staff shall participate in timely review and comment** of the State's design elements of the tunnel and north and south portals and the Central Waterfront surface street to ensure adequate connection to freight and cruise facilities
2. **Port staff** shall participate in the State's **planning for construction mitigation** and maintenance of traffic.

# Memorandum of Agreement

January 2010 Draft

## Section III. FUNDING: State

**A. STATE:** As defined by ESSB 5768, the **total state contribution** for AWWSRP is **\$2.4 billion in state funds and \$400 million in toll revenue** for a total state contribution of \$2.8 billion toward the following state program elements:

1. The **proposed bored tunnel**
2. **Surface street connection** from King Street **along Alaskan Way** to Elliott/Western Avenues
3. Completion of the **Moving Forward Projects**; and
4. Central Waterfront **Construction Mitigation**



# Memorandum of Agreement

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## Section III. FUNDING: Port

- B. PORT:** To the extent feasible and authorized by the Port Commission, the Port shall fund or procure funding within the life of the project not to exceed \$300 million toward the state's program elements, except as described in Section 4 below:
1. Funding must be for elements that will **improve transportation access** to and through the **waterfront; ensure connectivity** for freight and cruise-related vehicles between Interbay, Ballard and Duwamish industrial areas, Interstate 5 and Interstate 90 and Seattle-Tacoma International Airport; **provide access for port** cargo, fishing and cruise facilities; **minimize construction disruption**; and **increase opportunities** for the public and freight to **access the shoreline and waterfront**.
  2. The Port will take steps to **obtain funding** as described herein **while retaining** at all times the **strategic financial capability to meet its overarching public obligations**: maintaining current assets; responding to emerging customer or market demands; continuing significant environmental remediation and restoration projects; and maintaining sufficient transportation access in and around its facilities.

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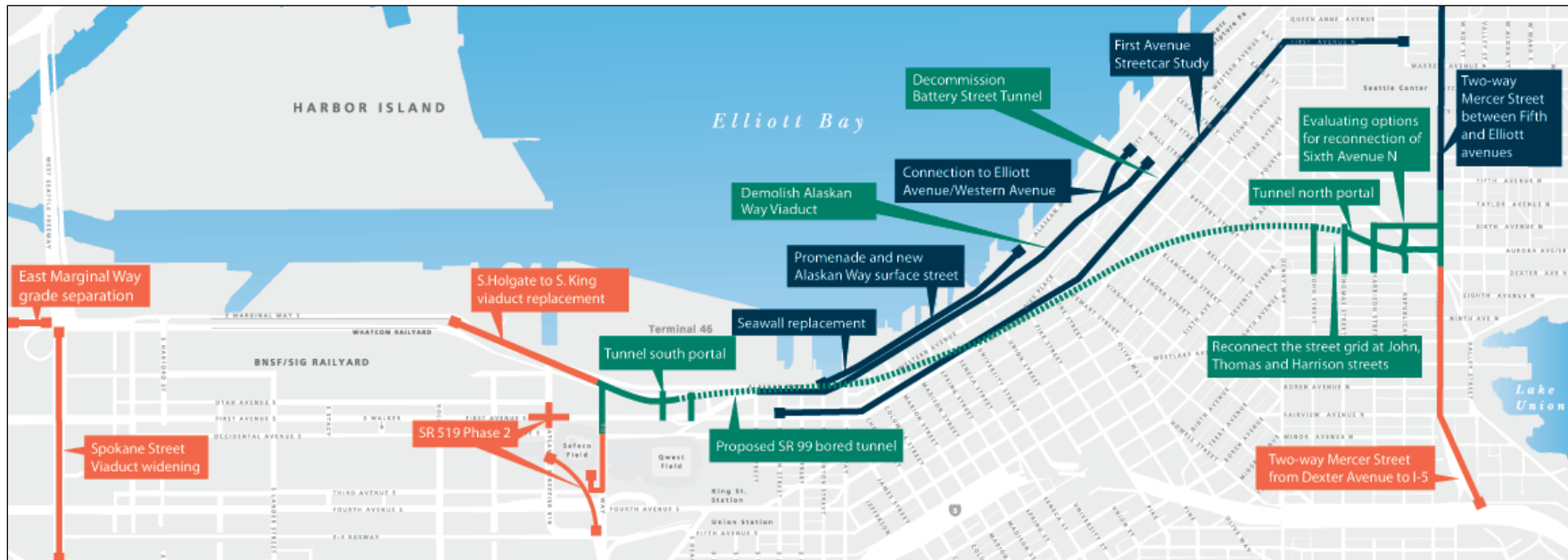
## Section III. FUNDING: Port (continued)

### B. PORT (continued):

3. The Port and State acknowledge that **contributions will be made during the life of the AWVSRP** but no funds are being authorized by the Port Commission upon approval of this Agreement. The Parties intend to request authorization from the Port Commission for a portion of the Port's contribution to AWVSRP as early as possible in 2010.
4. The sum of **\$25 million will be counted toward the Port's \$300 million** contribution to the AWVSRP as follows:
  - a. Up to \$19 million for existing or recently completed Port funding commitments on transportation projects related to the SR 99 system (such as the East Marginal Way Overpass, SR 519 Phase 2, the Spokane Street Viaduct, and the Duwamish ITS).
  - b. The remaining \$6 million will be allocated to those projects complementary to the AWVSRP, such as Mercer Corridor West, as negotiated by the Parties. Allocation of the \$6 million under this subsection will be based upon valid data and traffic analysis agreed to by the Parties.
5. **A funding plan** describing the specific timing and amounts of the Port's contribution over the life of the AWVSRP **will be developed by the Parties.** It is understood that the majority of the Port's contribution will occur in the years 2016-2018.

# Key components with Port benefit

Map updated: 1/4/10



## Critical Project Components

- South End Holgate to King
- Surface Alaskan Way to Elliott/Western connections
- Bored Tunnel, South Access, North Access (Portals)

## Complementary system upgrades

Spokane Street Corridor  
 East Marginal Way  
 SR519  
 Duwamish ITS  
 Mercer Corridor  
 Transit

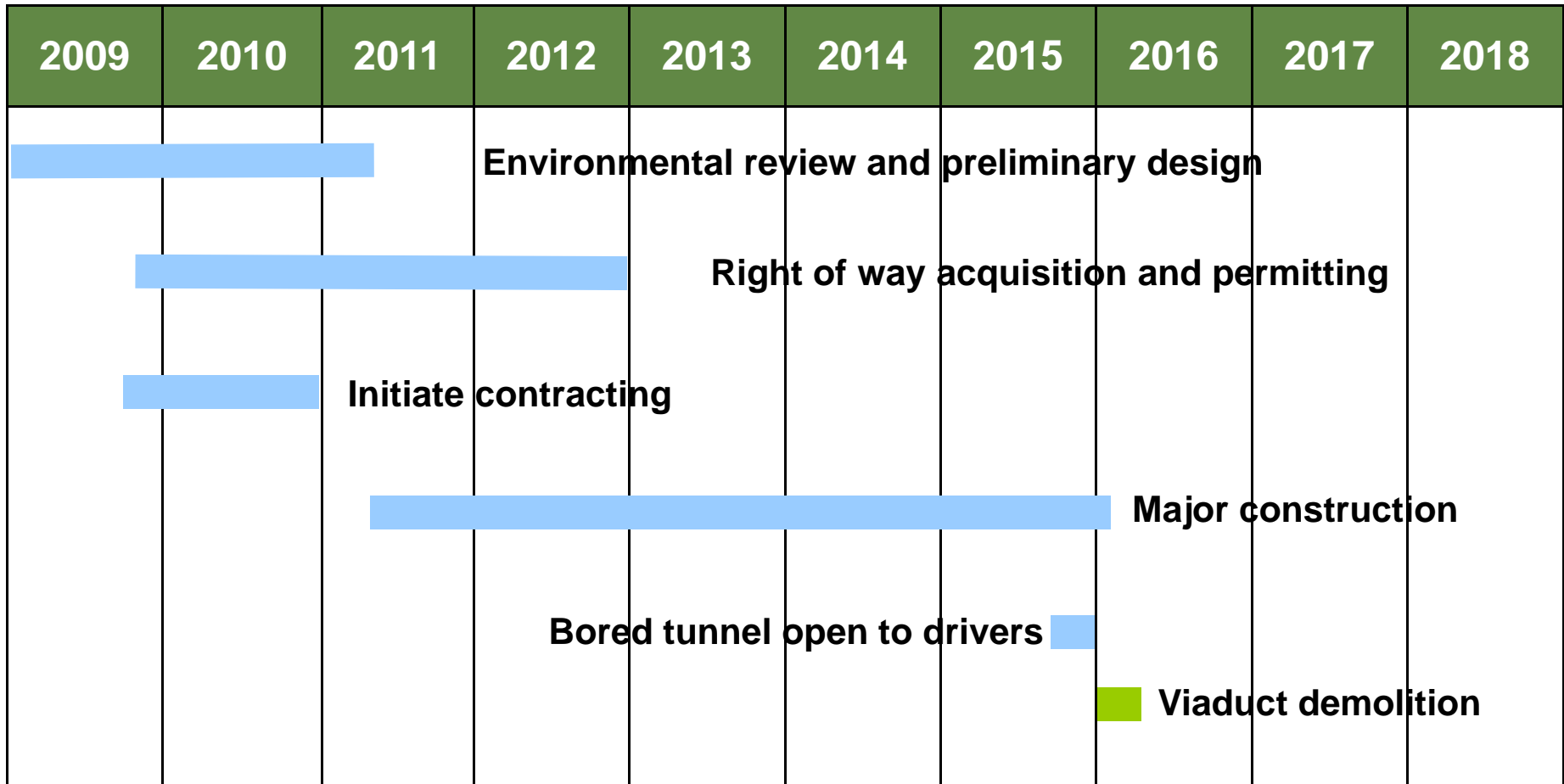
## Construction impact mitigation

### Risk mitigation

- Seawall replacement
- Viaduct risk mitigation

# Back Pocket

# Proposed Bored Tunnel Timeline\*



\*Assumes Record of Decision (ROD) for the bored tunnel alternative is issued in 2011.

## Costs and Funding

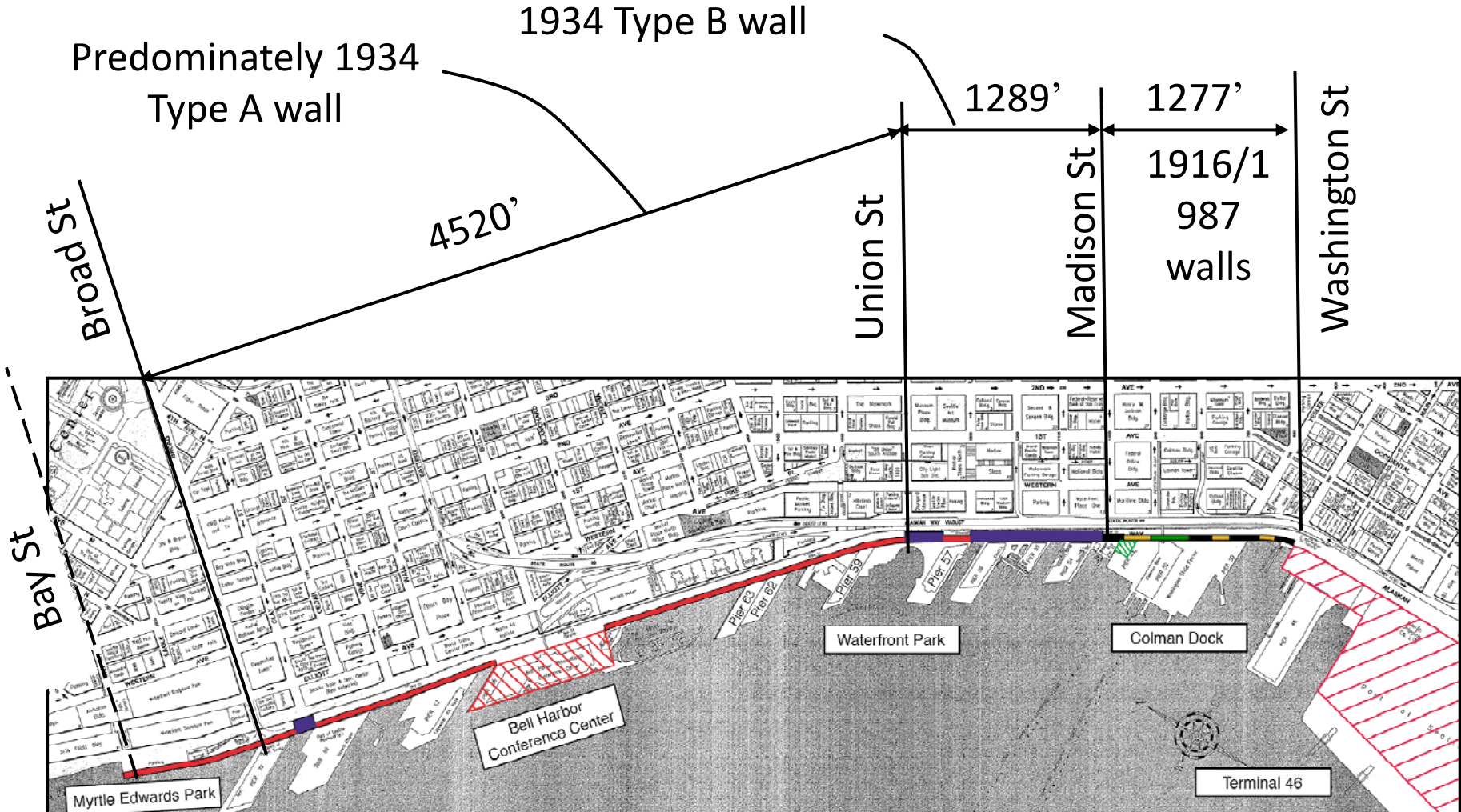
State Projects	Cost	Funding
Bored tunnel and systems, including vent buildings and north and south portals	\$1.9 billion	
Central waterfront construction mitigation	\$30 million	
S. Holgate to S. King viaduct project and prior program expenditures	\$900 million	
Viaduct removal and funding for new Alaskan Way surface street and connection to Elliott and Western	\$290 million	
State gas tax and federal funding		\$2.4 billion
Tolling		\$400 million
Port of Seattle funding (subject to Port Commission approval)		\$300 million
<b>TOTAL</b>	<b>\$3.1 billion</b>	<b>\$3.1 billion</b>

## Costs and Funding

City Projects	Cost	Funding
Seawall replacement between Colman Dock and Pine Street	\$225 million	\$927 million funding commitment by the City of Seattle
Public utility relocation	\$248 million	
Two-way Mercer, Spokane Street Viaduct widening and transit pathways	\$191 million	
Potential implementation of First Avenue Streetcar	\$140 million	
Public space along the waterfront	\$123 million	
<b>TOTAL</b>	<b>\$927 million</b>	<b>\$927 million</b>

King County Projects	Cost	Funding
Transit investments and construction mitigation	\$190 million	Funding authority needed 15

# Plan of Alaskan Way Seawall





# Maintaining important freight connections to Ballard/Interbay

