

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

**COMMISSION AGENDA STAFF BRIEFING**

<b>Item No.</b>	<u>7c</u>
<b>Date of Meeting</b>	<u>February 2, 2010</u>

**DATE:** January 22, 2010

**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: Proposed Port participation

**BACKGROUND**

In January 2009, Governor Gregoire, Mayor Nickels and County Executive Sims recommended the Alaskan Way Viaduct (Viaduct) be replaced by a bored tunnel along with other transportation improvements and seawall reconstruction. Port CEO Tay Yoshitani participated in the announcement and committed to work in partnership and pursue Port participation not to exceed \$300 million to fund critical port-related elements of the program, subject to Port of Seattle Commission (Commission) approval.

Under the replacement program, the State would move SR 99 into a bored tunnel beneath downtown, reconnect the street grid at the ends of the tunnel and remove the viaduct along the waterfront. The State is responsible for managing the project and the environmental review. 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 seawall. King County (County) would seek new funding to invest in expanded transit service. The City and County are responsible for managing these projects, and 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, for a total of \$2.8 billion.

During 2009, the bored tunnel alternative has progressed into preliminary design and environmental review. The program is led by the Washington State Department of Transportation (WSDOT) in partnership with the Federal Highway Administration, the City, the County and the Port. In addition, the 2007 "Moving Forward" projects 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.

## **COMMISSION AGENDA**

Tay Yoshitani, Chief Executive Officer

January 28, 2010

Page 2 of 3

On October 24, 2009, Mayor Nickels and Governor 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 City's obligation of \$927 million for the program, and includes accountability for projects and implementation roles.

### **TODAY'S BRIEFING**

Today's briefing is to review a proposed Memorandum of Agreement (MOA) between the State and the Port to memorialize support for the program, including Port participation not to exceed \$300 million in anticipation of the Commission's vote on February 9, 2010, on the motion to authorize the Chief Executive Officer to sign the MOA.

### **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. After the briefing, the Commission also hosted a Policy Roundtable with key Port customers and stakeholders to discuss the Viaduct Replacement Program.

## **COMMISSION AGENDA**

Tay Yoshitani, Chief Executive Officer

January 28, 2010

Page 3 of 3

On January 5, 2010, Port staff and the Alaskan Way Viaduct program team representatives presented an update on project design, early action construction and stakeholder involvement, and project benefits and areas of concern for the Port. The State requested a Memorandum of Agreement to memorialize the Port's support for the program, including Port participation not to exceed \$300 million.

On January 12, 2010, the Commission hosted a Policy Roundtable to discuss the Viaduct Replacement Program with Port customers and stakeholders.

Attachment: Proposed Memorandum of Agreement between the Port and the State of Washington