

The logo for the Port of Seattle, consisting of three horizontal, rounded rectangular bars. The top bar is light blue, the middle bar is green, and the bottom bar is dark teal.

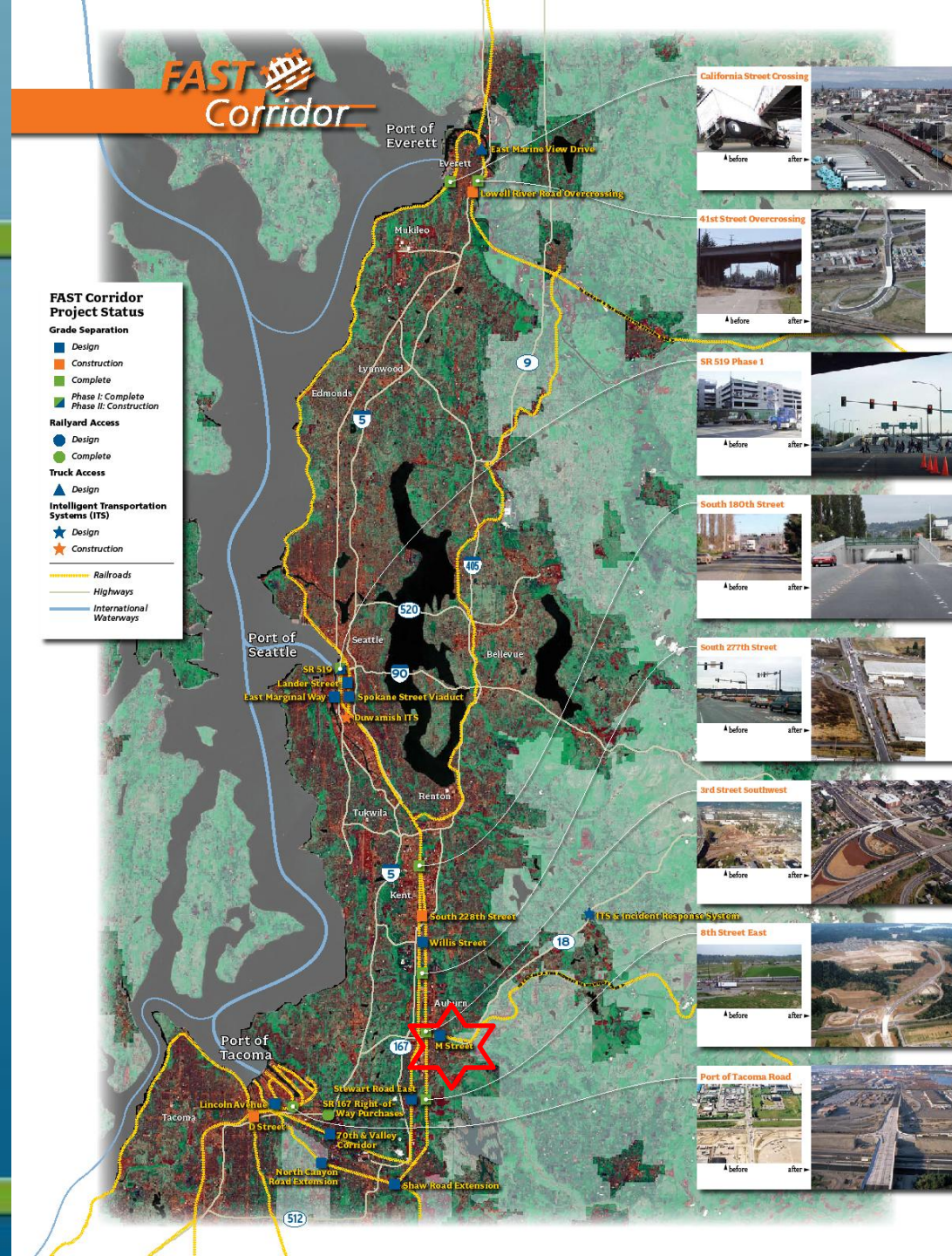
Port of Seattle

Potential Port Contribution to the City of Auburn's M Street Grade Separation Project

Working with Partners

Port contribution to FAST project:

- Continues Port commitment to FAST Corridor Partners
- Fills funding gap



POS FAST Corridor Investment

Lead Agency	Project	Year CN	POS Investment	Total Project Investment
Auburn	3 rd St. SW Grade Separation	1999	\$ 1,250	\$ 31,500
Tukwila	S. 180 th St. Grade Separation	1999	\$ 250	\$ 23,300
WSDOT	SR-519 P 1: Atlantic Overpass	2003	\$ 7,100	\$ 109,300
WSDOT	SR-519 P 2: West-Bound Freeway Connection & Royal Brougham	2009	\$ 5,600	\$ 74,400
Seattle	Duwamish ITS	2009	\$ 500	\$ 9,100
POS	East Marginal Way Grade Separation	2009	\$ 14,212	\$ 49,000
Kent	S. 228 th St Grade Separation P 1 & 2	2009	\$ 1,200	\$ 46,100
Seattle	Spokane St Viaduct	2009	3,400	168,500
<i>Auburn</i>	<i>M St Grade Separation</i>	<i>2012</i>	<i>\$ 771.4</i>	<i>\$ 22,785</i>
	TOTAL FAST		\$ 34,283	\$ 553,985

(\$ in thousands)

POS Interest

- Support longer, more frequent trains on the Stampede Pass rail line
- Reduce freight delays on M Street
- Reduce conflicts among modes
- Enhance freight mobility
- Improve safety and traffic flow

Interlocal Agreement

- Port contribution for construction
- Tied to:
 - Benefit to the Port
 - Stamped Channelization Plan contained in ILA
- Port collaboration on any design changes affecting Port benefit

Funding Request

M Street Grade Separation Project	\$771,400
Port Staff Resources and Expenses	\$2,500
Net Project Cost	\$773,900