

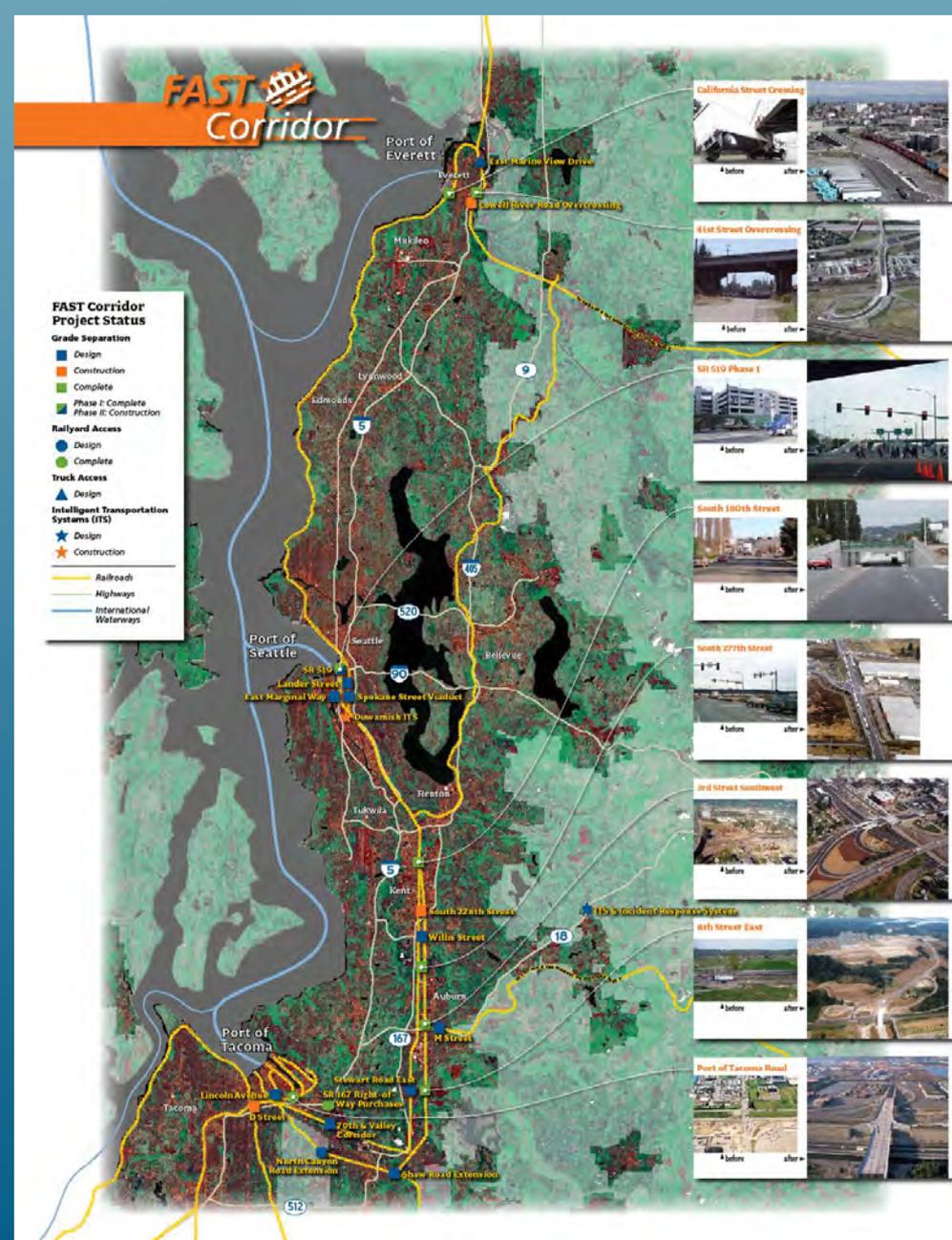
East Marginal Way Grade Separation Phase 2



September 11, 2012

FAST Corridor Partnership:

- Moves nation's freight through the NW trade corridor
- Fixes freight & general traffic bottlenecks
- Increases competitiveness of Puget Sound ports
- Improves safety at rail/roadway crossings
- Creates and maintain jobs



Why we are here

- Where we've been
- Where we'll go
- How we get there



Terminal 91

Pier 86

Terminal 46

T-18 On-Dock Rail

T-5 On-Dock Rail

Terminal 5

Terminal 18

Terminal 30

West Seattle Hwy

SR-99

5

90

SR-519

SR 99 Trestle Replacement

UPRR (ARGO)

EMWGS & Argo Access

SR-99

EMWGS Project History

- One of the original 15 FAST projects
- Complex project with many stakeholders
- Multiple “owners”:
 - WSDOT completed first design concept
 - Port of Seattle project lead since 2002
 - City of Seattle ultimate owner of the facility



EMWGS—Many Partners & Shades of Green

Funding Source	Total	PE/Design	ROW	Construction
ISTEA (Reg.)	2,500,000	856,000	1,644,000	
TEA-21 (B&C)	5,400,000	2,650,000	2,750,000	
TEA-21 (STP)	3,000,000	350,000	2,650,000	
TEA-21 (Hi Pri.)	1,847,000		1,847,000	
TEA-21 (Reg.)	1,667,000		1,667,000	
TEA-21 (NHS)	247,000			247,000
ARRA	2,875,171			2,875,171
TIB	7,300,000	1,340,000		5,960,000
FMSIB	6,920,000			6,920,000
Port of Seattle	18,800,000	2,300,000	1,500,000	15,000,000
City of Seattle	1,600,000			1,600,000
BNSF	950,000			950,000
UPRR	480,000			480,000
Total	\$ 53,586,171	7,496,000	12,058,000	34,032,171

Loaded stack train heading east from T5



EMWGS



Opening Celebration

Current Conditions

Overview



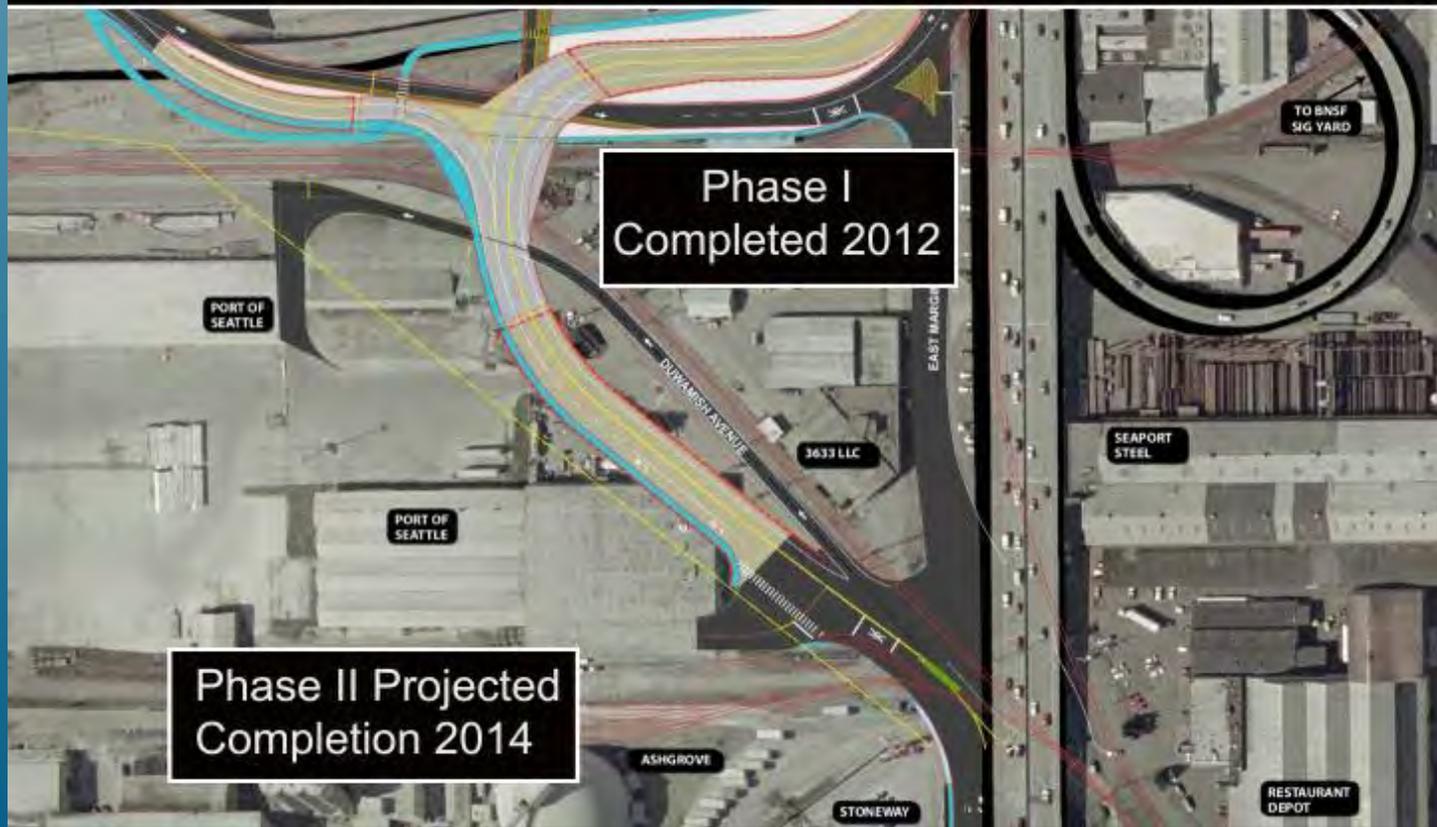
Proposed Conditions

Overview



2012-2014

E. Marginal Way Grade Separation



Requesting

- Increase previous Project Authorization by the amount of the ARRA
- Authorization for CEO to obligate \$500,000 to WSDOT for SR-99 work
- Authorization for CEO to design EMWGS Phase II



Thank you