

The logo for the Port of Seattle, featuring three horizontal, rounded rectangular bars in shades of blue and green, stacked vertically. The word "Port" is positioned to the left of the top bar, and "of Seattle" is positioned below the middle and bottom bars.

Port of Seattle

**AAPA Maritime Economic Development Workshop
July 13, 2010**

**Putting Together a Portfolio of Funding for Freight Focused Projects
Port Case Studies: East Marginal Way Grade Separation**

Dan Burke, Port of Seattle Regional Transportation Planning

Elliott Bay and Port of Seattle Marine Terminals and Rail Yards



Pier 90/91

Pier 86

Pier 66

Terminal 46

Terminal 18 On-Dock

BNSF (SIG - North)

Terminal 30

BNSF (SIG - South)

Terminal 5 On-Dock Rail

Terminal 25

Terminal 5

Terminal 18

EMWGS

UPRR (ARGO)

Elliott Bay and Port of Seattle Marine Terminals and Rail Yards



Pier 90/91

Pier 86

Pier 66

Terminal 46

Terminal 18 On-Dock

BNSF (SIG - North)

Terminal 30

BNSF (SIG - South)

Terminal 5 On-Dock Rail

Terminal 25

Terminal 5

Terminal 18

EMWGS

UPRR (ARGO)

Port of Seattle Regional Transportation Network



The Problem: Issues

- Increase growth in cargo containers coming and going from expanded T-5 & T18 Terminals
 - Increased roadway traffic congestion from overall regional and Port growth
 - Increased Train movements from Terminals 5 and 18 expected to increase daily truck delay from 50 hours to 270 hours daily
- 
- A decorative horizontal bar at the bottom of the slide, consisting of a green gradient bar with a slight shadow effect.

The Solution: Goals


- Remove Grade conflicts between roads and existing rail tracks
 - Improves Access to Port terminals, UP and BNSF rail yards, local manufactures and distribution warehouses
 - Reduce area wide traffic congestion
 - Provide opportunities for Economic Growth
 - Increase Safety
 - Improve air quality
- 
- A decorative horizontal bar at the bottom of the slide, consisting of a thick green line with a slight gradient and rounded ends.



Project Background

- Project need was identified in the 1980's/90's through planning and environmental work on the Terminal 5 and Terminal 18 Expansion Studies
- Incredibly complex project with many stakeholders
- Included as one of original 15 FAST projects
- Washington State DOT completed first project design concept
- Port of Seattle, as project lead, took over design in 2002
- While the Port is the lead, the City of Seattle is a key reviewing agency and ultimate owner of the facility

Original Cost and Funding

- Original Cost estimated at \$19M in the 1998 FAST I Agreement
 - WSDOT completed first pre-design, project estimated at \$45M in 1998
 - Port takes project lead, completes pre-design with cost estimated at \$34.5M in 2002
 - Project Funding Package of \$33.5M is pulled together from many sources over many years
- 
- A decorative horizontal bar at the bottom of the slide, consisting of a thick green line with a slight gradient and rounded ends.



The Many Colors of Money

Funding Source	Total	PE/Design	ROW	Construction
TEA-21 (B&C)	5,400,000	2,650,000	2,750,000	
TEA-21 (STP)	3,000,000	350,000	567,625	2,082,375
TEA-21(H.Pri.)	1,847,402		1,847,402	
TEA-21(Reg.)	1,666,500		1,666,500	
ISTEA(Reg.)	2,500,000	855,700	1,644,300	
TEA-21 (NHS)	247,254			247,254
TIB	7,300,000	1,340,000		5,960,000
FMSIB	6,920,000			6,920,000
Port of Seattle	1,600,000		1,000,000	600,000
City of Seattle	1,600,000			1,600,000
BNSF	950,000			950,000
UPRR	480,000			480,000
Total	33,511,156	5,195,700	9,475,827	18,839,629

The Port Design





Project Issues & Delays

- Utility Relocation Issues
- Increased Property Needs
- Maintenance and Liability Responsibility
- Potential Soil Contamination
- Increased Cost
- Delays Create Risk of Losing Grants
- Agreement between the Port and City in September, 2005. Phase 1 Groundbreaking in 2007

Completing Funding Gap

- Existing Funding

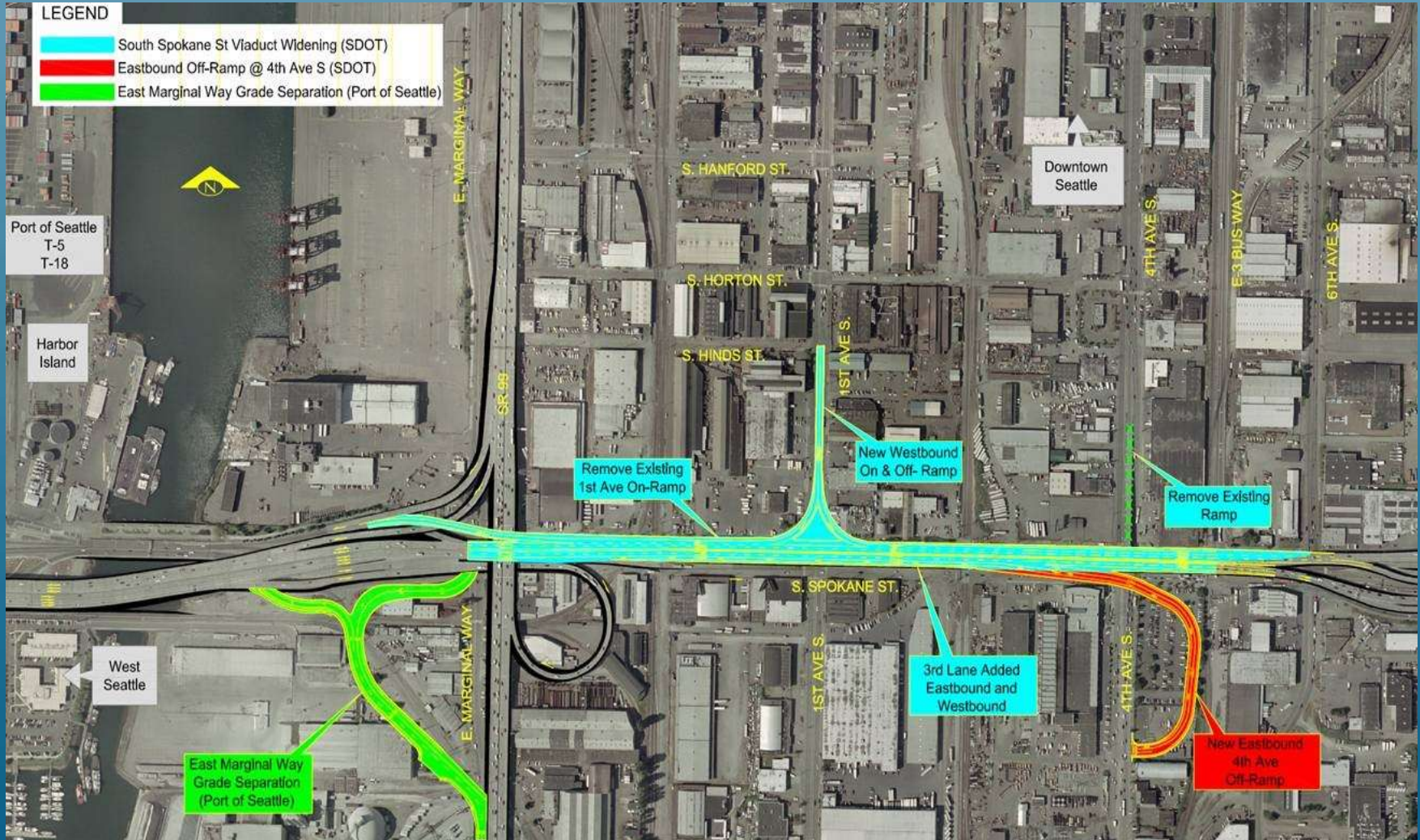
• Federal:	\$14.6M
• State:	\$14.2M
• Local:	\$ 3.2M
• Private:	\$1.4M

- Additional Funding (2009)

• Port of Seattle:	\$14.4M
• ARRA Funding:	\$ 2.9M

- Total: \$50.7M

Inter-relationship with Spokane Street Viaduct Project



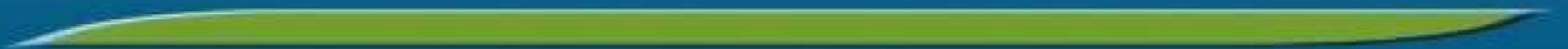
Project Site: Looking to the West at rail level



Ramp Being Constructed at Duwamish Avenue (South Leg)



Lessons Learned

- Stakeholder Coalitions are critical
 - Early Community Outreach is important
 - Large Freight Related Projects often require complicated funding packages
 - Industrial Projects are rarely considered Sexy
- 
- A decorative horizontal bar at the bottom of the slide, consisting of a thick, curved green line that tapers at both ends.



Happy Ending

**Project open to traffic:
Anticipated Fall, 2011**



The logo consists of three horizontal, rounded rectangular bars stacked vertically. The top bar is light blue, the middle bar is green, and the bottom bar is dark teal. The text 'Port of Seattle' is overlaid on the image in a blue, sans-serif font.

Port of Seattle

Where a Sustainable World is Headed

www.portseattle.org