



August 15, 2011

Ms. Paula Hammond
Secretary of Transportation
State of Washington Transportation Building
PO Box 47316
Olympia, WA 98504-7316

The Honorable Richard Conlin
Council President
City of Seattle
Seattle City Hall
600 Fourth Avenue, 2nd Floor
Seattle, WA 98104

Re: Port of Seattle - Alaskan Way Viaduct Replacement Project FEIS

Dear Secretary Hammond and Councilmember Conlin:

L-001-001 Thank you for the opportunity to review and comment on the Alaskan Way Viaduct Replacement Project Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation. The Port of Seattle (Port) congratulates the project team on completing this very complicated environmental analysis. We appreciate the team's effort, which included the opportunity for the Port to participate meaningfully in the process. We look forward to continuing work with the project team as we move closer to project implementation.

From the beginning of the Viaduct Replacement Project, the Port's major concern has been to protect and improve the regional transportation system in order to maintain and grow the region's economy. Our view is broad and does not end at our terminal gates. The Port supports more than 194,000 jobs in our region. We must assure that businesses throughout the state have a reliable transportation network to move their goods to the world's markets. We must also demonstrate to international shippers that we can accommodate their goods and move them quickly when arriving in Seattle.

On April 12, 2010, the Port Commission signed a Memorandum of Agreement (MOA) with Washington State signifying the Port's commitment to a viaduct replacement alternative which affords essential transportation capacity and significant environmental benefits while minimizing construction related disruptions on the waterfront. The MOA recognized 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.

The Port strongly supports the Bored Tunnel (Tunnel) as the Preferred Alternative for the replacement of the Alaskan Way Viaduct. The Port feels that the Tunnel is the best alternative to:

- Retain and create jobs
- Provide sustainable economic development

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FHWA appreciates the Port of Seattle's input and partnership on this project. We look forward to continuing to work closely with you as design and construction progress.

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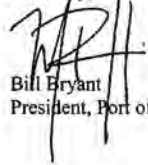
- Bring quality environmental benefits, including expansion of opportunities for transit, bicycles and pedestrians
- Enhance the waterfront for the movement of people and goods
- Ensure long-term capacity for regional growth
- Minimize construction impacts.

The Tunnel, with the complementary system upgrades including the Alaskan Way surface street, the Mercer Corridor, the Alaskan Way Seawall and South Holgate to King, provides the needed capacity to move traffic while allowing uncongested access to cargo terminals. The Tunnel and the Alaskan Way surface street maintains a critical connectivity between north and south industrial areas and keeps freight traffic moving efficiently within the harbor area while providing a good connection to the regional roadway network.

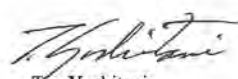
The Port has a strong interest in the continuing health of the working waterfront and the economic benefits it brings to the city and the region. As a major US gateway, the Port of Seattle, combined with the Port of Tacoma, represents the second largest container load center on the US west coast. The preferred alternative, including the Tunnel and complementary improvements, will provide needed access to cargo at Terminals 5, 18, 25, 30 and 46 while providing access to cruise services at Pier 66 and Piers 90-91. The Port will continue working with the project team to identify, resolve and mitigate construction impacts, especially at Port facilities, as design and construction progress.

Thank you again for the opportunity to partner on this project and to review and comment on this FEIS. The construction of the Tunnel is a major undertaking, which will create short-term hardships for neighboring properties and businesses and for the traveling public in general. However, we anticipate these impacts can be mitigated more easily than with the other replacement alternatives. We encourage the team to continue to work closely with the Port in identifying and mitigating construction impacts that adversely affect Port properties and Port tenants. We look forward to continuing our collaboration throughout the completion of this project. Please do not hesitate to contact us personally if you have any questions.

Sincerely,



Bill Bryant
President, Port of Seattle Commission



Tay Yoshitani
CEO, Port of Seattle