

41 runway, or a state highway – are shared resources that are developed by government entities for
42 use by the public. Ports were specifically created by voters in Washington state to combat the
43 potential dominance of private industry along the waterfront, and represent the core
44 Washington state value that the public owns the waterfront. At the Port of Seattle, we use public
45 resources collected through our taxing authority to leverage private sector investment and
46 partnerships with other public entities to maximize regional economic development.

47
48 The Port’s partnership with the State of Washington on the replacement of the Alaskan Way
49 Viaduct is a recent and illustrative example of the regional, and indeed statewide, gains that
50 can be made through such partnership. The Port of Seattle contributed \$275 million to that
51 project, out of a total cost estimated at \$4.1 billion. Other partners included Washington State,
52 City of Seattle and King County. Additional projects where the Port and the State of Washington
53 have partnered include 1) the Puget Sound Gateway Program, connecting growers and shippers
54 in Central and Eastern Washington with seaport and airport facilities needed to get their goods
55 to market, and 2) the FAST Corridor, a critical project to reduce the impact of freight congestion
56 on communities, Sound Transit Link Light Rail to Sea-Tac Airport, and the South Park Bridge, to
57 support failing infrastructure in a near-by Port community.

58
59 In addition, Initiative 976 would greatly reduce funding options for cities, who provide vital
60 services such as preservation and construction of roads, and provision of transit services. For
61 cities that use Transportation Benefit Districts, the initiative would eliminate \$60 million in
62 transportation revenue every year. The City of Seattle is one such municipality, and it also
63 partnered with the Port on efforts to ensure that our industrial operations on the waterfront can
64 coexist with non-freight users in the city, and promote public safety and efficient movement for
65 all modes. The Safe and Swift Corridor and the Heavy Haul Corridor are both examples of key
66 partnerships with the City that would be jeopardized by the passage of Initiative 976.

67
68 The impact of Initiative 976 on transit has troubling implications on transportation equity, and
69 the Port of Seattle Commission has made the promotion of diversity, equity, and inclusion a core
70 consideration as we carry out our state-authorized mission to support economic development.
71 Passage of the initiative would not only harm the ability of cities to build infrastructure and
72 partner with entities such as the state and port districts to reduce congestion, it would also
73 diminish the availability of transit services. Transit keeps single-occupancy vehicles off roads,
74 promoting mobility for all modes. But it also is key to providing economic opportunity to
75 historically underserved groups, who may live far from urban centers and need transportation
76 options to support fair employment. Therefore, from a social justice and economic equity
77 perspective, the implications of Initiative 976 are concerning.

78
79 In addition to the deleterious impacts Initiative 976 would have on city road and transit funding
80 and state transportation funding across the board, it would also harm Sound Transit 3, approved
81 by voters in 2016. Because of how the initiative is written, it is not clear yet what the exact impact
82 to Sound Transit would be. However, estimates have pointed to a potential \$20 billion hit to
83 Sound Transit 3, which was a \$54 billion package overall. The success of Sound Transit 3 has broad
84 implications for the Port, including in our efforts to promote light rail access to the airport.

85 Meanwhile, the West Seattle and Ballard Link Extensions, and the Sounder South Expansion, are
86 key to reducing congestion and speeding the movement of freight, and serve as additional
87 examples of negative outcomes that could result from passage of I-976.

88

89 For the reasons outlined in the above statement, the Port of Seattle views potential adoption of
90 Initiative 976 as a direct threat to its core mission of promoting economic development and
91 developing industrial facilities to serve regional trade activity.

92

93 **ADDITIONAL INFORMATION ATTACHED**

94 Full text of Initiative 976, as submitted to the Washington Secretary of State