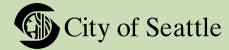


Alaskan Way Viaduct & Seawall Replacement Program



05.11



Understanding the program's cost and funding

In January 2009, the Governor, then-King County Executive, then-Seattle Mayor and Port of Seattle CEO recommended replacing the Alaskan Way Viaduct's central waterfront section, between S. King Street and Battery Street, with a bored tunnel beneath downtown. As part of this recommendation, the City of Seattle would build new public open space along the waterfront once the viaduct is removed, improve other city streets and replace the central seawall, and King County would seek new funding sources to invest in transit.

To implement this recommendation, the Governor, County Executive and Mayor signed a letter of agreement that assigns projects to each jurisdiction. Each jurisdiction would be responsible for their own projects' management, environmental work, design and construction. The State would be responsible for building the largest part of the recommendation – the proposed SR 99 bored tunnel.

To complete the environmental process for the viaduct's central waterfront section, we are carrying forward three alternatives – a bored tunnel, cut-and-cover tunnel and elevated structure. These alternatives will be discussed in the Final Environmental Impact Statement, scheduled for release in mid-2011.

The Alaskan Way Viaduct and Seawall Replacement Program includes projects led by the Washington State Department of Transportation, King County, City of Seattle and the Port of Seattle.



Program budget summary (\$ in millions)

The following State, City of Seattle, King County and Port of Seattle projects are part of the Alaskan Way Viaduct and Seawall Replacement Program.

State projects	Project status	Governor's proposed 2011 budget
S. Holgate Street to S. King Street Viaduct Replacement (South End)	Construction	\$394.8
S. King Street Vicinity to Roy Street Viaduct Replacement (Central)	Preliminary Design	\$1,960.7
Central Waterfront Viaduct Removal and New Alaskan Way	Planning	\$290.0
Central Waterfront Construction Mitigation	Planning	\$30.0
Program Management		\$75.0
Other Moving Forward Projects: <ul style="list-style-type: none"> • Column safety repairs • Electrical line relocation • Battery Street Tunnel repairs • Construction mitigation for the south end viaduct replacement 	Complete Complete Ongoing Construction	\$187.2
Prior Environmental Impact Statements, Right of Way and Design Costs		\$163.7
Total Use of Funds		\$3,101.4
State funding		
2005 Gas Tax (Partnership Funding)		\$1,503.7
2003 Gas Tax (Nickel Funding)		\$211.8
Other State Funds		\$210.4
Federal Funds		\$468.3
Local Funding		\$7.3
Toll Funding		\$400.0*
Port of Seattle Funding		\$300.0**
Total Source of Funds		\$3,101.4

* The 2009 Legislature stated the finance plan must include no more than \$400 million in toll funding.

** The Port of Seattle has committed \$300 million to the replacement program. In April 2010 Governor Gregoire signed an agreement with the Port for this funding. \$25 million of this amount will be counted toward the Port's contribution for projects including East Marginal Way Grade Separation, SR 519, S. Spokane Street Viaduct, Duwamish ITS and potential future projects.

City of Seattle projects	Project status	Project budget	Budget - Viaduct program portion	Funding sources
Elliott Bay Seawall Project	Design	\$310-390	\$310-390	For the seawall, Mercer West and parking program, potential funding sources include a property tax, vehicle license fee and/or a commercial parking tax. These sources would require approval by the City Council and, in some cases, a public vote.
Mercer Corridor Project <ul style="list-style-type: none"> Mercer East Mercer West and Parking Program/AWV Program Management 	Construction Design	\$164 \$116	\$50 \$116	
S. Spokane Street Viaduct Widening Project	Construction	\$163*	\$30	The Mercer East and S. Spokane Street Viaduct projects are fully funded.
Waterfront Seattle (Central Waterfront Public Spaces and Streets)	Planning	\$123	\$123	Potential Local Improvement District - Needs to be authorized by City Council.
Public Utility Relocation (for all AWV-related projects)	Design	\$239	\$239	Seattle Public Utilities and Seattle City Light ratepayers.
First Avenue Streetcar	Evaluated as part of Transit Master Plan	-	-	
Total		\$1,115-1,195	\$868-948**	

* WSDOT contributed \$50 million to the Spokane Street Viaduct project as part of construction mitigation for the south end Alaskan Way Viaduct replacement.

** The difference between this amount and the June 2010 estimate (\$841 million) is the result of updated cost estimates for Public Utility Relocation and the Elliott Bay Seawall Project.

King County projects	Project status	Project budget	Funding sources
Construction Mitigation (S. Holgate Street to S. King Street Viaduct Replacement): <ul style="list-style-type: none"> Transit service Transit travel time monitoring Demand management services 	Ongoing through 2014	\$32	Funding is provided by WSDOT as part of the Alaskan Way Viaduct replacement.
Transit Investments (bored tunnel recommendation): <ul style="list-style-type: none"> Transit pathways Transit infrastructure Transit operations annual cost 	Largely unfunded	\$190*	Sound Transit and grant funding for the Burien Park and Ride expansion and other smaller improvements.

* Amount does not include estimated \$15 million in annual operating costs for enhanced transit services.

Port of Seattle project	Project status	Project budget	Funding sources
East Marginal Way Grade Separation	Construction	\$50.4	This project is fully funded by Port of Seattle, federal, state and local sources.

Program Oversight Committee

In 2010 Governor Gregoire formed an oversight committee to review the projects to replace the Alaskan Way Viaduct, including the proposed bored tunnel, and serve as a single point of accountability for cost, schedule and scope issues. The committee receives updates from State, City of Seattle and King County departments of transportation, as well as Port of Seattle staff, on delivery of the projects, including major milestones, contracting approach, risk management and expenditures.

Information provided to the committee is made available to the public to ensure accountability and transparency. The public is welcome to attend oversight committee meetings to listen to the presentations and provide written comments. Materials presented to the committee are available on the program website at www.wsdot.wa.gov/Projects/Viaduct/POCmaterials.htm.

The members of the Program Oversight Committee include:

- Governor Christine Gregoire – committee chair
- State Sen. Mary Margaret Haugen
- State Rep. Judy Clibborn
- King County Executive Dow Constantine
- King County Councilmember Larry Phillips
- Seattle Mayor Mike McGinn
- Seattle Councilmember Tom Rasmussen
- Port of Seattle Commissioner Bill Bryant
- Port of Seattle CEO Tay Yoshitani

For more information

Visit the website at www.alaskanwayviaduct.org

Call the hotline at 1-888-AWV-LINE

Send an email to viaduct@wsdot.wa.gov

Send a letter to:

Alaskan Way Viaduct and Seawall Replacement Program
Washington State Department of Transportation
999 Third Avenue, Suite 2424
Seattle, WA 98104

Americans with Disabilities Act & Title VI information

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