Appendix A

Delegation of Authority for
WSDOT Chief Financial Officer to Certify Financial Plans

Washington State
Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
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Olympia, WA 98504-7300

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May 19, 2009

I, Paula J. Hammond, Secretary of the Department of Transportation of the state of Washington, under the powers granted to me by Title 47 RCW, do hereby delegate my powers, functions, obligations, and duties as Chief Executive Officer with respect to U.S. Department of Transportation related Financial Plans and Annual Reports to Chief Financial Officer and Assistant Secretary of Strategic Planning and Finance, Amy Arnis.

This delegation applies to certification and submittal of Financial Plans and Annual Reports to the U.S. Department of Transportation.

Nothing in the foregoing delegation shall limit my right or the right of the Chief Financial Officer, Amy Arnis, to take the foregoing actions in our own names.

Paula J. Hammond, P.E.
Secretary of Transportation

Appendix B

Memorandum of Agreement for Construction of the Bored Tunnel Alternative between the State of Washington and the City of Seattle

(GCA 6366)

October 24, 2009

MEMORANDUM OF AGREEMENT
NO. GCA 6366
FOR THE ALASKAN WAY VIADUCT AND
SEAWALL REPLACEMENT PROGRAM
BORED TUNNEL ALTERNATIVE

THIS agreement for the Alaskan Way Viaduct and Seawall Replacement (AWVSR) Program ("Agreement") is made and entered into between the State of Washington, hereinafter the "STATE," and the City of Seattle hereinafter the "CITY,' collectively the "Parties" and individually the "Party."

WHEREAS, in the 1950s, the City of Seattle and the Washington State Department of Transportation jointly designed and built the Alaskan Way Viaduct to accommodate passenger and freight mobility into the foreseeable future; and

WHEREAS, the central waterfront section of the Alaskan Way Viaduct is located in and adjacent to downtown Seattle's urban core and the Seattle waterfront, an area increasingly used for tourism and recreation; and

WHEREAS, the Duwamish and Interbay industrial areas in Seattle are served by the SR 99 corridor and constitute a portion of Seattle's industrial sector which accounts for over 120,000 jobs and an estimated $28.5 billion in annual economic activity city-wide. The SR 99 corridor provides important proximity to freight-dependent customers, distributors and suppliers; and

WHEREAS, in 2001 the Nisqually earthquake damaged the Alaskan Way Viaduct and Seawall; and

WHEREAS, the Alaskan Way Viaduct and Seawall are at risk of sudden and catastrophic failure in an earthquake and are nearing the end of their useful lives; and

WHEREAS, various studies conducted have determined that it is not fiscally responsible to retrofit the viaduct, and that retrofitting would cause significant construction impacts; and

WHEREAS, in March 2007, the Washington State Governor, the King County Executive, and the Mayor of Seattle pledged to advance a series of key SR 99 projects (Moving Forward Projects) that will facilitate the removal and/or repair of key portions of SR 99, including the Yesler Way Vicinity Stabilization Project, Electrical Line Relocation, the SR 99 South Holgate Street to South King Street Viaduct Replacement Project, and Transit Enhancements and Other Improvements; and

WHEREAS, in 2008 the STATE and CITY agreed to guiding principles for replacing the Alaskan Way Viaduct: improve public safety; provide efficient movement of people and goods now and in the future; maintain or improve downtown Seattle, regional, Port of Seattle and state economies; enhance Seattle's waterfront, downtown and adjacent

neighborhoods as a place for people; create solutions that are fiscally responsible; and improve the health of the environment; and

WHEREAS, in 2008 the STATE and the CITY considered feedback from 16 meetings of a stakeholder advisory committee made up of representatives from business, labor, environmental, and neighborhood interests and more than one thousand public comments collected during quarterly public meetings; and more than 50 community briefings; and

WHEREAS, in January 2009, the Governor of Washington state, the Mayor of Seattle and the King County Executive jointly recommended replacing the Alaskan Way Viaduct with a bored tunnel beneath downtown Seattle; and

WHEREAS, the Washington State Legislature passed Engrossed Substitute Senate Bill 5768 and the Governor signed the bill into law designating and funding the Bored Tunnel Program as the replacement for the Alaskan Way Viaduct; and

WHEREAS, the AWVSR Program consists of a four-lane bored tunnel and improvements to City streets, the City waterfront, and transit; and the Moving Forward Projects; and

WHEREAS, the new surface Alaskan Way boulevard will have four through travel lanes north of Colman Dock and will have signalized intersections and function similarly to other downtown arterial streets; and

WHEREAS, the AWVSR Program is consistent with the City of Seattle's adopted Comprehensive Plan; and

WHEREAS, the STATE and the CITY are committed to designing the bored tunnel and access portals to be consistent with Seattle's vision for the central waterfront, including reconnecting the downtown with the waterfront, enhancing the waterfront's environmental sustainability, increasing views of Elliott Bay and the landforms beyond, facilitating revitalization of Seattle's waterfront, maintaining transportation access to and through the waterfront, and increasing opportunities for the public to access and enjoy the shoreline and waterfront; and

WHEREAS the Port of Seattle is responsible for nearly 194,000 jobs in Washington state, $17 billion in business revenue and tenants, half of the $80 billion in cargo in Puget Sound ports, and is ranked the ninth largest port in the United States;

WHEREAS the Port of Seattle is funding projects that are part of or complement the AWVSR Program and which will provide capacity for future growth and improved safety, including the East Marginal Way Grade Separation Project, and the SR 519 South Seattle Intermodal Access Project Phase 2, has endorsed the bored tunnel concept, and is reviewing a proposed $300 million investment in the AWVSR Program; and

WHEREAS King County is responsible for providing bus service, which serves an annual ridership of 100 million within a 2,134 square mile area; and

WHEREAS, King County is funding transit investments as part of the AWVSR Program, which will provide capacity for an additional 17,000 riders and include RapidRide investments, park and ride facility expansion, enhanced express and local service during peak periods, and investments in maintenance base capacity.

NOW, THEREFORE, the Parties agree to proceed with the AWVSR Program in accordance with the following principles.

IT IS MUTUALLY AGREED THAT:

Jointly the STATE and CITY intend to:

1. Continue to work collaboratively toward the successful completion of the AWVSR Program; and
2. Endeavor to open the bored tunnel to drivers by the end of 2015; and
3. Develop additional program-wide agreements (Additional Agreements), such as utility relocation, right-of-way, ownership and maintenance, and others to be consistent with this Agreement.

Responsibilities, implementation, and funding to be addressed in Additional Agreements are assigned as follows:

I. RESPONSIBILITIES

The STATE will be responsible for the following:

1. The Moving Forward Projects; and
2. A bored tunnel from a point just north of S. Royal Brougham Way to Harrison Street including connections to the city street system and the reconnection of John Street, Thomas Street, and Harrison Street over SR 99; and
3. A surface street from S. King Street along Alaskan Way to Elliott and Western avenues, ending at Battery Street, including replacement of the Marion Street pedestrian overpass and reconstruction of the Lenora Street pedestrian overpass; and
4. A new roadway connecting the realigned Alaskan Way to East Marginal Way S.; and
5. Alaskan Way Viaduct demolition; and
6. Battery Street Tunnel decommissioning; and
7. Partial construction transportation mitigation; and
8. Protection of public and private facilities which can safely remain in place throughout construction of the bored tunnel; and
9. Agreement with King County for transit investments associated with the AWVSR Program; and
10. Agreements with the Port of Seattle for freight mobility improvements associated with the AWVSR Program.

The CITY will be responsible for the following:

1. City utility relocations associated with the AWVSR Program; and
2. Seawall replacement along the CITY's central waterfront; and
3. A promenade or public space along the central waterfront; and
4. Other City street improvements including the west phase of the Mercer Corridor Project and partial funding for the Mercer Corridor East and Spokane Street Viaduct projects; and
5. Evaluation of a potential streetcar on First Avenue, including a segment phasing approach.

II. IMPLEMENTATION

The Parties recognize that it may be in the public interest for one Party to implement portions of the other Party's program responsibilities. Each Party will be responsible for implementation roles, which are subject to change by agreement of the Parties, and may include, but are not limited to, the following:

The STATE shall, in accordance with the Additional Agreements:

1. Complete the following Moving Forward Projects: Electrical Line Relocations – Phase 1, S. Holgate to S. King Street Viaduct Replacement Project; SR 99 Intelligent Transportation System Projects; and establish an agreement with King County for transit service during construction; and
2. Design and construct a single bore tunnel from approximately S. Royal Brougham Way to Harrison Street, with four lanes of traffic including tunnel portals at either end; and
3. Design and construct the relocation of some CITY-owned utilities at the portal locations and bored tunnel alignment on behalf of the CITY; and
4. Design and construct new crossings of the SR 99 bored tunnel at John, Thomas, and Harrison streets; and
5. Design and construct a new City street grid between S. King and S. Atlantic streets including the realignment of Alaskan Way; and
6. Design and construct a new roadway connecting the realigned Alaskan Way to East Marginal Way; and
7. Demolish the existing Alaskan Way Viaduct from S. King Street to the Battery Street Tunnel; and
8. Decommission the Battery Street Tunnel; and
9. Complete the environmental review process for the Bored Tunnel Alternative, as required by federal and state law; and
10. Establish an agreement with the Port of Seattle to secure the $300 million port investment for the Alaskan Way Viaduct Replacement Program including the bored tunnel project.

The CITY shall, in accordance with the Additional Agreements, and subject to appropriation of funds for these purposes:

1. Design and construct the relocation of some CITY-owned utilities required for the AWVSR Program; and
2. Design and construct a new seawall between Colman Dock and Pine Street; and
3. Design and construct a new promenade or public space along the central waterfront; and
4. Design and construct two-way Mercer Street from I-5 to Elliott Avenue, including a new Sixth Avenue from Harrison Street to Mercer Street; and
5. Design and construct a widened Spokane Street Viaduct, including a new ramp to Fourth Avenue; and
6. Evaluate a potential streetcar on First Avenue between S. Jackson Street and the Seattle Center, including a segment phasing approach; and
7. Design and construct a new four-lane connection from Elliott and Western avenues, beginning at Battery Street, to Pine Street; and
8. Design and construct a new surface road from S. King Street to Pine Street; and
9. Design and construct intelligent transportation system projects along the SR 99 corridor.

III. FUNDING

Funding responsibilities for the estimated costs are as follows (these are preliminary cost estimates, with final funding commitments to be determined).

The STATE shall fund or procure funding for, if, and to the extent that the Washington State Legislature appropriates funds for these purposes as agreed to in the Additional Agreements, consistent with the State funding limits established in Engrossed Substitute Senate Bill 5768:

1. Bored tunnel from north of S. Royal Brougham Way to Harrison Street -- $1.9 billion
2. Surface street connection from S. Yesler Street along Alaskan Way to Pike Street, including replacement of the Marion Street pedestrian overpass; a new connection from Pike Street to Elliot and Western avenues; reconstruction of the Lenora Street pedestrian overpass; viaduct removal; Battery Street Tunnel decommissioning -- $290 million
3. Completion of the Moving Forward Projects including a new surface Alaskan Way from S. King to S. Yesler streets, and a new roadway connecting the realigned Alaskan Way to East Marginal Way S.-- $600 million
4. Partial construction transportation mitigation (mitigation to offset loss of on-street parking during construction) -- $30 million

The CITY shall fund or procure funding for, if, and to the extent that, the Seattle City Council appropriates funds for these purposes as agreed to in the Additional Agreements (the Parties acknowledge that no funds will be appropriated by the ordinance that approves this Agreement):

1. City utility relocation costs associated with the program -- $248 million
2. Central seawall replacement -- $225 million
3. Promenade or public space along the central waterfront -- $123 million

4. City streets and transit pathways including the west phase of the Mercer Corridor Project and partial funding for the Mercer East and Spokane Street Viaduct projects -- $191 million
5. Evaluation of a potential First Avenue Streetcar, including a segment phasing approach -- $140 million (design and construction estimate)

The STATE and CITY shall jointly work with King County and the Port of Seattle to endeavor to fully secure the respective funding commitments of these contributing agencies.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the last day and year written below.

CITY OF SEATTLE

By: _____

Print: _____

Title: _____

Date: 10/24/2009

STATE OF WASHINGTON

By: Christine Gregoire

Print: _____

Title: _____

Date: 10/24/09

APPROVED AS TO FORM:

Elizabeth Lagerberg
By (print)

Signature
Assistant Attorney General

Date: 10-22-09

Appendix C

Updated SR 99 Alaskan Way Viaduct Replacement Updated Cost and Tolling Summary Report to the Washington State Legislature, January 2010

SR 99 Alaskan Way Viaduct Replacement Updated Cost and Tolling Summary Report to the Washington State Legislature

January 2010

Washington State Department of Transportation

Executive Summary
Why was this report prepared?

The Washington State Legislature approved Engrossed Substitute Senate Bill (ESSB) 5768 during the 2009 session, which identified a deep bored tunnel as its preferred option for replacing the SR 99 Alaskan Way Viaduct. ESSB 5768 committed a maximum of $2.8 billion in state funding to the replacement program, with $2.4 billion raised from existing state and federal sources and no more than $400 million raised from tolling the proposed bored tunnel. A $300 million contribution from the Port of Seattle brings the total replacement budget to $3.1 billion.

ESSB 5768 directed WSDOT to:

- Provide updated cost estimates for the SR 99 Alaskan Way Viaduct replacement, including the bored tunnel, to the legislature and governor by January 1, 2010;
- Consult with independent tunnel engineering experts to review the cost estimates and risk assumptions; and
- Prepare a traffic and revenue study to determine the potential for tolls to contribute to construction funding. The study should include an analysis of potential diversion, mitigation to offset diversion, and impacts on the performance of the facility from tolling.

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This report summarizes the work completed by WSDOT as required by the legislature. This work was comprised of four integral and related steps as illustrated in Exhibit 1:

Exhibit 1 – Approach to Analysis

Step 1 — The SR 99 bored tunnel has a cost which must be defined in order to identify the funding required. A revised, risk-adjusted tunnel cost estimate was the outcome of an updated cost assessment including elements of an enhanced Cost Estimate Validation Process (CEVP®) based on extensive cost and risk workshops, value engineering and design changes.

Step 2 — Tolling tunnel traffic is part of the funding equation. The City of Seattle's travel demand model was used to predict future traffic patterns for five toll scenarios after the tunnel and other program improvements have been completed.

Step 3 — A revenue model was used to estimate gross annual revenues from the traffic projections, deduct costs for toll collection and facility operations and maintenance, and calculate net toll revenue.

Step 4 — The Office of the State Treasurer's financial advisors applied a financial model to determine the toll funding contribution that could be supported by borrowing against future net toll revenues for each of the five scenarios. When combined with

other identified funding, toll scenarios for which the SR 99 program is financially feasible were identified.

What is the SR 99 Alaskan Way Viaduct replacement and how much will it cost?

The southern mile of the SR 99 Alaskan Way Viaduct will be replaced by a one–mile-long side-by-side road with three lanes in each direction. The bridge and roadway work for this project, known as the S. Holgate Street to S. King Street Viaduct Replacement, is currently on advertisement to contractors and has been completely designed. The south end replacement is one of several safety and mobility projects in the corridor that are known as the "Moving Forward" projects[1].

An approximately two-mile-long bored tunnel, with two lanes in each direction, has been proposed to replace the section of viaduct along Seattle's downtown waterfront. The bored tunnel would be built beneath downtown. Once the remaining viaduct is removed, a four-lane surface street would be built along the central waterfront. WSDOT has advanced the design of the proposed SR 99 bored tunnel to approximately 15 percent and has pre-qualified four teams of interested contractors for the tunnel design-build contract.

Using the final design for the south end viaduct replacement and the current 15 percent design/engineering plans for the proposed bored tunnel, WSDOT updated the cost estimates for the SR 99 Alaskan Way Viaduct (AWV) replacement using an updated cost assessment including elements of an enhanced Cost Estimate Validation Process (CEVP®) based on extensive cost and risk workshops, value engineering and design changes. The updated costs estimates for the key project components are:

Exhibit 2 – AWV Replacement Projects Cost Estimate by Element

Project	2009 Cost Estimate (millions)*	2010 Cost Estimate (millions)*
S. Holgate Street to S. King Street viaduct replacement	$537	$483
Other Moving Forward projects and prior expenditures	$363	$345
SR 99 proposed bored tunnel and systems	$1,900	$1,960
Alaskan Way surface street and viaduct removal	$290	$290
Central waterfront construction mitigation	$30	$30
Total Cost Estimate	**$3,120**	**$3,108**

*All costs are rounded in year of expenditure dollars.

[1] Other "Moving Forward" projects include Yesler Way Vicinity Foundation Stabilization, Electrical Line Relocation, Battery Street Tunnel Fire and Safety Improvements, and Transit Enhancements and other Improvements.

In January 2009, Governor Gregoire, former King County Executive Sims, former Seattle Mayor Nickels and Port of Seattle Chief Executive Officer Tay Yoshitani agreed to replace the aging Alaskan Way Viaduct with a deep bored tunnel. In addition to the tunnel, the executives agreed to a program of investments, funded through state, local and federal sources, that includes improvements to Alaskan Way and other city streets, additional transit service and improvements to freight, bike and pedestrian pathways. At that time, the Port of Seattle stated its intent to contribute $300 million toward the replacement of the Alaskan Way Viaduct, to close the funding gap between $2.8 billion in state funding and the $3.1 billion cost to replace SR 99 through downtown Seattle. The port and state will enter into a memorandum of agreement to confirm the port's funding commitment in February 2010.

Can $400 million be raised by tolls?

WSDOT evaluated five scenarios to determine whether tolling could raise up to $400 million in funding for the replacement of the Alaskan Way Viaduct. These five scenarios considered a range of toll rates which vary by time of day and direction of travel according to a set schedule. Some of the scenarios would only toll the tunnel, while others would toll the tunnel as well as trips using ramps in the portal areas to access downtown.

The results of the analysis are:

- Three of the five scenarios could raise $400 million in toll funding. A fourth scenario comes close.
- Tolls should be different in each direction during peak periods due to directionality of traffic.
- Peak period tunnel toll rates could range from $2.75 to $5.00 in the year of opening (2015 dollars) or from $2.30 to $4.20 in 2008 dollars, depending on the scenario and direction of travel.
- A scenario charging a low toll rate during weekday peak periods, which would minimize diversion from the tunnel, could contribute approximately $100 million for construction funding.

How would the performance of the transportation system change with tolls?

The combination of the proposed bored tunnel and an improved Alaskan Way surface street would accommodate the future trips that use the Alaskan Way Viaduct today. The surface street would primarily handle trips to and from downtown Seattle while the bored tunnel would serve through trips.

If drivers were charged a toll to use the proposed bored tunnel, some drivers traveling through downtown Seattle would seek alternative routes, especially during off-peak times (midday, evenings and weekends). Some would use Alaskan Way, some would divert to other city streets, and some would choose I-5.

However, analysis of the transportation system in 2030 shows that tolling would result in little or no change to travel times for trips to and through downtown Seattle. Due to the little or no change to travel times, WSDOT is not recommending mitigation for diversion from the tunnel, if a toll is charged.

Other key findings from the 2030 transportation analysis are:

- The majority of drivers in peak periods would use the tunnel even if it is tolled. Of the peak period commute traffic that would use the tunnel if there were no toll, 69 to 81 percent would continue to use the tunnel with a toll rather than take city streets or I-5, which are congested during morning and evening commutes.
- During off-peak periods, drivers are more likely to divert. Of the off-peak period traffic that would use the tunnel if there were no toll, 54 and 58 percent would continue to use the tunnel with a toll.
- Many drivers who avoid the toll would choose to take an improved Alaskan Way, rather than other city streets or I-5, with the greatest percentage increase during off-peak periods. Approximately 12,700 vehicles would use Alaskan Way during off-peak periods if no toll were charged; between 18,550 and 19,050 would use it if there were a medium or high tunnel toll rate.
- As some drivers choose to take city streets or I-5 to avoid the tunnel toll during peak periods, trips from Ballard to West Seattle on Alaskan Way would take two to four minutes longer due to increased volumes; the same trip using Mercer Street and the tunnel would be up to two minutes faster than if there was no toll.
- Volumes on I-5 would increase the most during off-peak periods if the proposed bored tunnel is tolled. An expected vehicle volume of six percent would not significantly change travel times because there is some capacity on I-5 during off-peak periods.

What are the upcoming funding needs for the SR 99 Alaskan Way Viaduct replacement?

The 2009 Washington State Legislature committed $2.8 billion toward the replacement of the Alaskan Way Viaduct, including up to $400 million in funding from tolls. With this funding commitment, WSDOT has the needed authorization for construction of the south end viaduct replacement and to initiate the design-build contracting process for the proposed bored tunnel. Subsequent tolling and bonding authority will be necessary. The current project schedule assumes that bond authorization would be provided in 2011 and that bonds would be issued starting in mid-2012 (fiscal year 2013). The financial graphic in Exhibit 10 assumes that funding from the Port of Seattle will be received in 2016 and 2017. If this funding is received earlier in the replacement program, the financial plan will be updated accordingly. When the Port of Seattle funding is received, the project will need authorization to spend an additional $300 million.

Chapter 1.
How much will the replacement of the SR 99 Alaskan Way Viaduct cost?

The governor, WSDOT and the legislature are committed to delivering the SR 99 Alaskan Way Viaduct replacement within the $3.1 billion budget. The budget is based on the $2.8 billion funding commitment from the state legislature and a $300 million contribution from the Port of Seattle.

WSDOT updated the cost estimates for the Alaskan Way Viaduct replacement projects. The team assessed costs by using an enhanced CEVP® process that included extensive cost and risk workshops and iterative value engineering processes. The efficiencies and improvements developed from the value engineering process are used to not only improve function, but are also used to keep the replacement program within budget if cost increases were to occur in other areas.

The 2010 cost estimate for the overall Alaskan Way Viaduct replacement remained unchanged from late year's estimate of $3.1 billion. The cost estimate for the proposed bored tunnel project increased by approximately $60 million over the 2009 estimate. However, cost savings realized on the S. Holgate Street to S. King Street Viaduct Replacement Project (one of the Moving Forward projects) kept the total cost of the viaduct replacement projects within the $3.1 billion budget. The 2010 cost estimate is broken out by project or element and is summarized in Exhibit 3.

Exhibit 3 – Updated 2010 Alaskan Way Viaduct Replacement Projects Cost Estimate by Element

Project Element	Most Likely Cost (millions)[1]
S. Holgate Street to S. King Street viaduct replacement	$483
Other Moving Forward projects and prior expenditures	$345
SR 99 proposed bored tunnel and systems	$1,960
Alaskan Way surface street and viaduct removal[2]	$290
Central waterfront construction mitigation[2]	$30
Total Replacement Cost Estimate	**$3,108**

[1]All costs are rounded in year of expenditure dollars.
[2]The cost estimates for the Alaskan Way surface street, viaduct removal, and construction mitigation have not been updated. Additional design work and construction planning for these project elements will inform future cost estimate updates.

What was the previous cost estimate to replace the SR 99 Alaskan Way Viaduct?

When Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels were evaluating potential options for replacing the Alaskan Way Viaduct along the central waterfront, a preliminary cost estimate for the bored tunnel was prepared in December 2008/January 2009. The executives also relied on previously prepared estimates that established the costs of replacing the south mile of the viaduct,

demolishing the structure along the waterfront, and re-constructing Alaskan Way. The updated estimates are based on more advanced engineering plans.

Exhibit 4 – 2009 Alaskan Way Viaduct Replacement Projects Cost Estimate by Element (Dec 2008/Jan 2009)

Project Element	Most Likely Cost (millions)*
S. Holgate Street to S. King Street viaduct replacement	$537
Other Moving Forward projects and prior expenditures	$363
SR 99 proposed bored tunnel and systems	$1,900
Alaskan Way surface street and viaduct removal	$290
Central waterfront construction mitigation	$30
Total Replacement Cost Estimate	**$3,120**

*All costs are rounded in year of expenditure dollars.

What is the cost estimate for the SR 99 S. Holgate Street to S. King Street Viaduct Replacement Project?

The S. Holgate Street to S. King Street Viaduct Replacement Project will replace the south mile of the viaduct, near Seattle's sport stadiums, with a side-by-side road with three lanes in each direction and new access into and out of downtown Seattle. This project is one of the Moving Forward projects, which were agreed to by the state, county and city in early 2007.

Since the S. Holgate Street to S. King Street Viaduct Replacement Project is currently being advertised to potential contractors, the updated cost estimate for this portion of the Alaskan Way Viaduct replacement reflects the final project design. The reduction in the estimate is largely due to the redesign of the crossing at S. Atlantic Street, which is now designed to be an above-grade rather than a below-grade crossing. Like the previous design, the overcrossing will improve freight mobility and reliability by providing an alternate route over train tracks located on S. Atlantic Street. The new design is less complex to build, and the components are less expensive to construct. In addition, this new design allows for an integrated roadway connection between Alaskan Way and E. Marginal Way, a connection that the old design did not allow.

Exhibit 5 – S. Holgate Street to S. King Street Viaduct Replacement Project Cost Elements

	2009 Cost Estimate (millions)	2010 Updated Cost Estimate (millions)*
Construction	$385	$330
Right of way costs	$75	$63
Preliminary and final design	$77	$90
Total	**$537**	**$483**

*All costs are rounded in year of expenditure dollars.

What is the cost estimate for the proposed SR 99 bored tunnel?

The 2010 cost estimate for the proposed bored tunnel is $1.96 billion, an approximately $60 million increase from the 2009 cost estimate. Though the cost estimate for the proposed tunnel increased, changes to the design have and will mitigate several significant risks that were identified during the estimating process.

Changes have been made to the proposed bored tunnel and portals, including the following:

- Moving the alignment of the tunnel's south end to Alaskan Way instead of through Pioneer Square on First Avenue. This change would avoid impacts to the historic Pioneer Square Historic District, as well as impacts to individual historic buildings, reduce the total number of buildings affected, reduce construction difficulty and reduce traffic disruptions during construction.
- Moving the tunnel's north portal under Sixth Avenue instead of Aurora Avenue. This change would allow WSDOT to avoid complex and costly staging to keep traffic moving on SR 99 during construction, reduce contractor conflicts, reduce the right of way needs, and reduce the impacts to businesses along the affected roadway.
- Changing the overall tunnel alignment. Shifting the north and south portals allowed curves in the tunnel to be lessened, which would create a safer environment for drivers.

The net rise in the tunnel cost is due primarily to the lengthening of the tunnel. The new portal configurations resulted in an overall increase in length of 640 feet.

Exhibit 6 – 2010 Proposed Bored Tunnel Alignment

Exhibit 7 – 2009 SR 99 Bored Tunnel Cost Estimate (Dec. 2008/Jan. 2009)

	2009 Cost Estimate (millions)*
Construction (including construction management)	$1,062
Right of way	$149
Preliminary and final design	$118
Risk and escalation	$571
Total	**$1,900**

*Estimates reflect year of expenditure dollars.

Exhibit 8 – 2010 SR 99 Bored Tunnel Cost Estimate

	2010 Cost Estimate (millions)*
Construction (including construction management)	$1,224
Right of way	$152
Preliminary and final design	$169
Risk and escalation	$415
Total	**$1,960**

*Estimates reflect year of expenditure dollars.

How was the bored tunnel cost estimate prepared?

An extensive and iterative six-month cost and risk assessment was undertaken to identify the probable cost and schedule for the proposed SR 99 bored tunnel, north and south access facilities and systems components. Both the base cost and the risk register were continuously revised and updated during the six-month process. The assessment involved a number of independent, highly-qualified subject-matter experts and cost estimators experienced in tunnels, underground construction and megaproject delivery. Additionally, as required by the legislature, independent tunnel engineering experts were consulted and their comments considered in the development of the cost and risk assessment.

How will the costs for the proposed bored tunnel be managed?

By engaging in a thorough cost assessment process, using independent experts, and quantifying risk and risk-mitigation actions, WSDOT has a higher level of confidence that the significant project costs and risks have been indentified. Since these risks are better understood, they can be effectively and proactively managed. Strategies have been developed to manage each of the identified risks, and as design advances, we will continue to indentify, address, and retire risks, supplemented by the pre-qualified design-build contractors. In addition, WSDOT will continue to make improvements in design, and conduct additional value engineering workshops, allowing for more advanced management of risks.

What prior funds have already been expended?

WSDOT initiated work to replace the Alaskan Way Viaduct in 2001, including the environmental process. Program expenditures, through June 30, 2009, total approximately $325 million. This includes Moving Forward projects as well as the following activities:

- Preliminary engineering, right of way purchases and construction of the first phases of the S. Holgate to S. King Street Viaduct Replacement Project.
- Contributions to the City of Seattle's Spokane Street Viaduct Project and a new Fourth Avenue off-ramp on the structure.
- Environmental review, including publication of a draft environmental impact statement (EIS) in 2004, supplemental draft EIS in 2006, and preparation of a second supplemental draft EIS to be published in fall 2010.
- Engineering and design for previously considered alternatives, such as an elevated structure, cut-and-cover tunnel and integrated elevated structure.
- Right of way purchases for property that would be required along the corridor, regardless of the preferred alternative.
- Other improvements to minimize construction impacts.

What is the project schedule?

The following milestones were assumed in the 2010 cost estimate:

- Completion of column safety repairs and electrical line relocation projects
- Issue draft bored tunnel request for proposals to pre-qualified design-build teams – February 2010
- Begin bridge and roadway construction on the S. Holgate Street to S. King Street Viaduct Replacement Project – Summer 2010
- Announce apparent best value for SR 99 bored tunnel design-build contract – January 2011
- Receive Record of Decision from the Federal Highways Administration (FHWA) – mid- 2011
- S. Holgate Street to S. King Street Viaduct Replacement Project, including a grade-separated crossing at S. Atlantic Street, open to traffic – Late 2014
- Open SR 99 bored tunnel to drivers – December 2015

Chapter 2.
How much funding has been committed to replace the SR 99 Alaskan Way Viaduct?

What funding has been provided by the state and federal government?

The cost to replace the Alaskan Way Viaduct has been estimated at $3.1 billion. As outlined in ESSB 5768, the state's contribution to the replacement program is capped at $2.8 billion, with $2.4 billion already committed through existing state and federal funding sources and up to $400 million assumed to be provided through tolling. The committed federal and state funding sources include:

Exhibit 9 – Program Funding from State, Federal and Local Sources

State Sources	Funding (millions)
2003 Gas Tax (Nickel Funding)	$253.1
2005 Gas Tax (Transportation Partnership Program)	$1,558.7
Multi-modal Transportation Funding	$200.0
Motor Vehicle Fund Special C Account	$47.4
Total State Committed Sources	**$2,059.2**
Federal Sources	**Funding (millions)**
National Highway of Significance *	$7.5
Bridge Replacement (FY 2014-2017)	$72.6
Emergency Relief	$48.3
SAFETEA-LU "Project of Regional and National Significance"	$199.3
SAFETEA-LU High Priority Project	$10.1
Federal Demonstration Project (Prior)	$4.0
Total Federal Committed Sources	**$341.8**
Local Sources	**Funding (millions)**
All Local Sources**	$6.5
Total Local Committed Sources	**$6.5**
Total State, Federal, and Local Committed Sources	**$2,407.5**

*Funding from the National Highway of Significance Program is paying for the installation of automated closure gates on the Alaskan Way Viaduct.
**Local sources include: City of Seattle and Private Utilities (betterments)

What funding has been committed by the Port of Seattle?

In January 2009 the Port of Seattle stated its intent to contribute $300 million in funding toward the replacement of the Alaskan Way Viaduct. The port made this commitment based on its support for options that maintain capacity in the SR 99 corridor. In addition, the S. Holgate to S. King Street Viaduct Replacement Project will provide more reliable connections between the port's container terminals by building a grade-separated crossing of SR 99 and the railroad tracks. The project will also improve connections between the nearby interstate freeways and the port's container terminals.

The Port of Seattle is working with WSDOT to develop a memorandum of agreement that outlines the benefits of the Alaskan Way Viaduct replacement projects to freight mobility, the commitment of funding, and each agency's responsibilities. The port commission is expected to consider this memorandum of agreement for approval in February 2010. It is expected that the majority of the port's funding would become available toward the end of the replacement program.

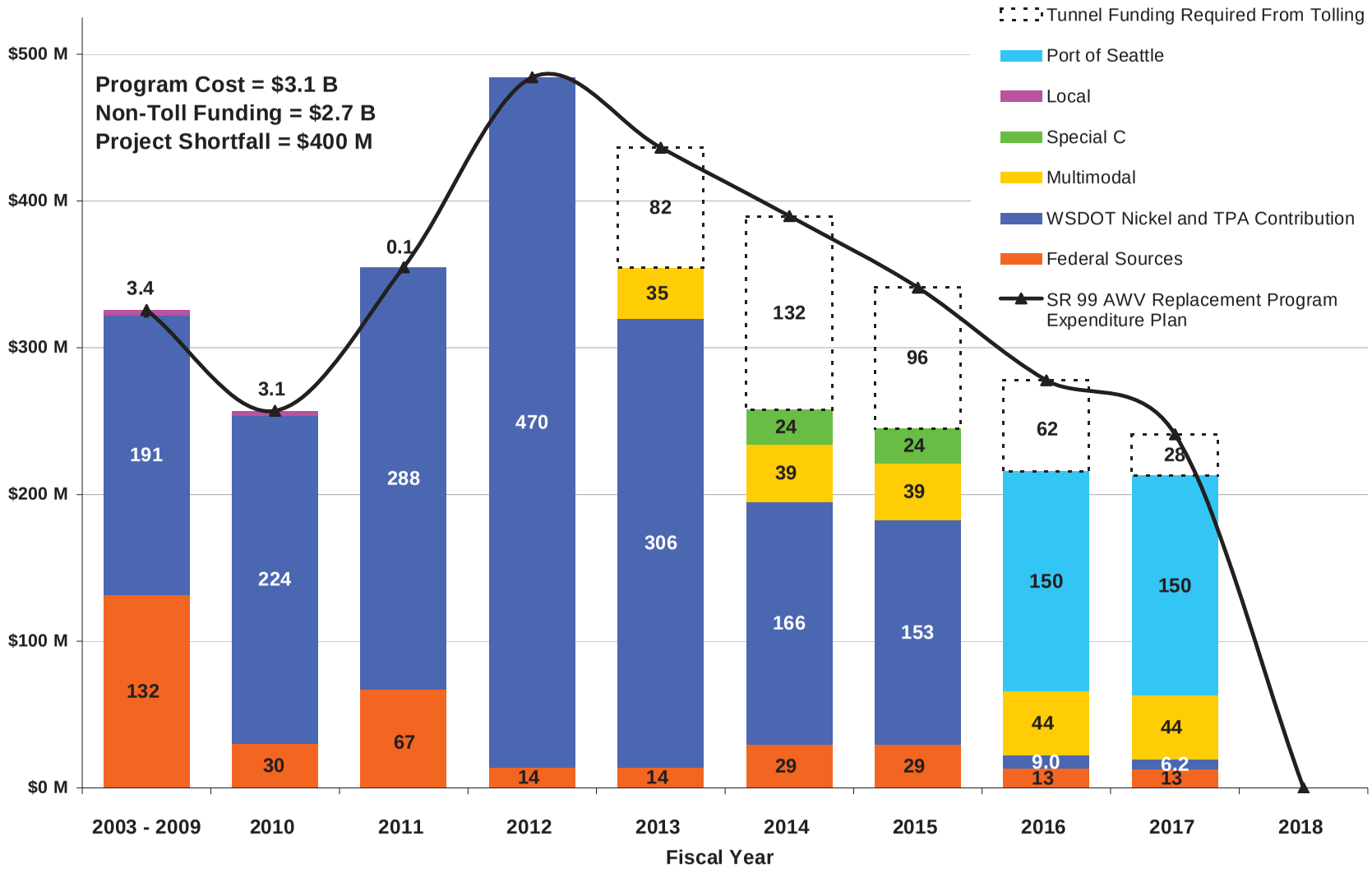
What is the remaining funding gap?

After the federal, state and Port of Seattle funded commitments to replace the Alaskan Way Viaduct, there remains a $400 million funding gap. The 2009 Washington State Legislature assumed that up to $400 million of the state's $2.8 billion funding commitment could be raised through tolls.

Both the amounts and timing of funds are important in determining a project's financial feasibility. It is necessary not only for the total funding to match the overall capital expenditures, but also to ensure that timing of those sources of funds coincides with the construction expenditure schedule. As part of this aging process, funding sources with certain restrictions need to be matched with their appropriate uses.

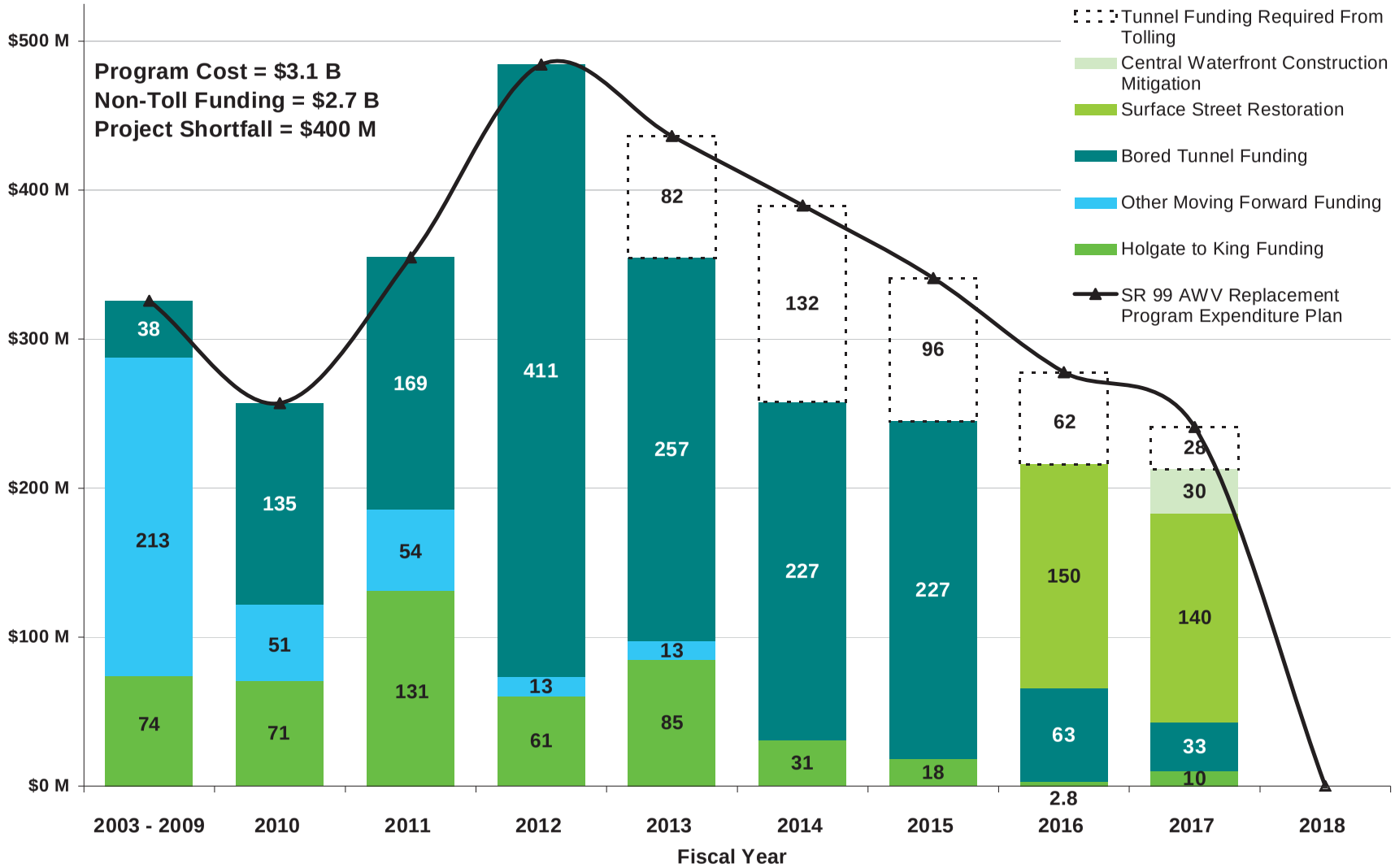
Exhibit 10 illustrates the estimated timing of capital expenditures (black line) and the timing of existing sources of funds (stacked bars) excluding tolls. The gap between the black line and the stacked bars represents the funding gap for which the toll funding contribution is targeted. Bonding authority in excess of $400 million will be required in order to deliver $400 million in construction funding, pay for capitalized interest during construction, and cover bond sale expenses.

Exhibit 10 – Program Expenditures and Funding by Source



Note: If funding from the Port of Seattle is received earlier than shown above, the financial plan and uses of those funds will be updated accordingly.

Exhibit 11 – Program Expenditures and Funding by Use



Note: If funding from the Port of Seattle is received earlier than shown above, the financial plan and uses of those funds will be updated accordingly.

Chapter 3.
What tolling scenarios were analyzed?

Five toll scenarios were evaluated to determine if they could contribute up to $400 million in funding for the SR 99 Alaskan Way Viaduct replacement, while at the same time encouraging through trips to use the proposed bored tunnel, especially during peak travel times. These scenarios include several variables, which are shown in Exhibit 12:

Exhibit 12 – SR 99 Bored Tunnel Toll Scenarios Analyzed

	Overall Toll Level	Extent of Tolling	Toll Variation
Scenario A *Medium Tolls Tunnel Only*	Medium	Tunnel Only	Toll Rates vary by Time of Day — Directionally Different
Scenario B *Medium Tolls Tunnel & Corridor*		Corridor Tolling (Adds SR 99 N & S segments inbound AM peak outbound PM peak period)	
Scenario C *High Tolls Tunnel Only*	High	Tunnel Only	
Scenario D *Medium-High Tolls Tunnel & Corridor*	Medium High	Corridor Tolling (Adds SR 99 S segment during AM & PM peak periods)	
Scenario E *Low Tolls Tunnel Only*	Low	Tunnel Only	Tunnel tolled in the AM & PM Peaks Only (Directionally Different)

*All scenarios assume full AWV Program improvements and a tunnel open date of Jan 1, 2016

- **Geographic boundary.** Some scenarios evaluated tolls charged only in the tunnel while others also charged a toll to drivers who used the segments of the corridor north and south of the tunnel to get to or from downtown Seattle.
- **Toll rate.** A range of toll rates were evaluated based on the time of day, direction of travel, and a high, medium, or low toll rate approach.

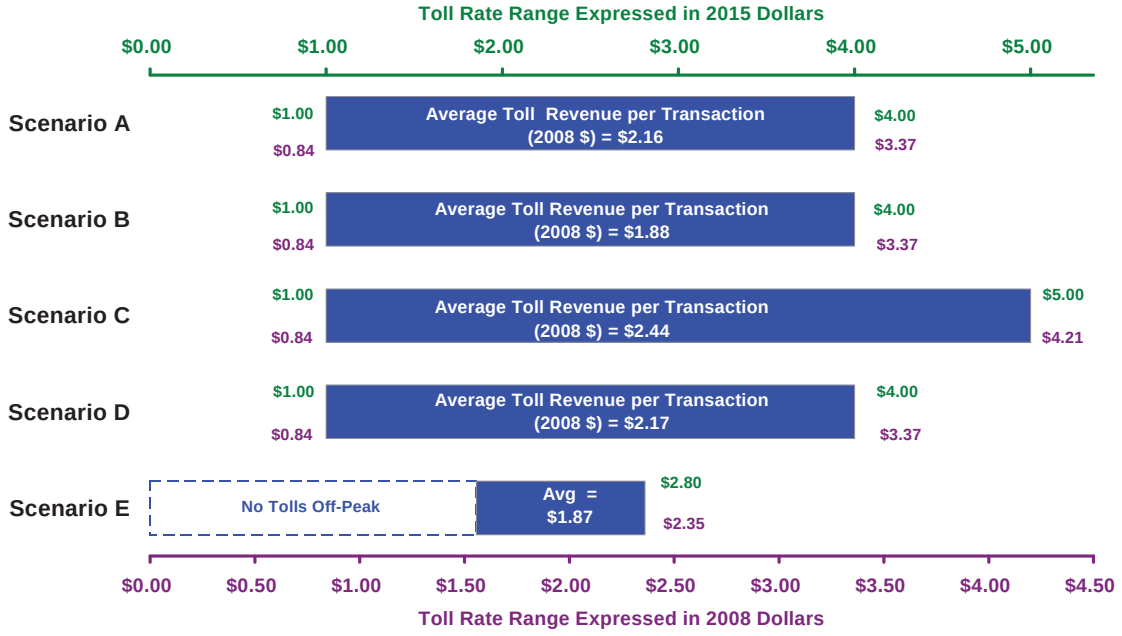
Key observations from previous traffic and tolling analysis conducted for the SR 99 corridor as well for the SR 520 bridge replacement informed the development of the scenarios:

- **Direction of traffic.** Traffic demand on SR 99 varies significantly by direction of travel. This finding suggests that tolls should be tailored to these variations.

- **Time of day.** There are several alternate routes to the proposed bored tunnel and those alternatives are most viable during off-peak times when they are not congested. This suggests that variable tolling should be employed so that tolls would be lower during off-peak times to keep traffic in the tunnel and discourage diversion. Also, tolls can be used most effectively to manage traffic and optimize revenue when they vary by time of day.
- **Price sensitivity.** Drivers begin to divert even at relatively low toll rates.
- **Toll optimization.** After a certain point, higher toll rates do not generate more revenue. Every facility has an optimal toll rate that balances revenue generated by each trip with the number of trips taken. If toll rates are set higher, revenue will begin to decline.
- **Inflation.** Toll rates need to generally keep pace with inflation. If toll rates are not adjusted for inflation, the buying power would decline over time, which would eventually lead to growth in demand sufficient to degrade facility performance.

Exhibit 13 shows the range and average of the weekday toll rates for each of the five scenarios analyzed in this report. The lowest toll rate would generally be for the overnight toll rate, except for Scenario E, which would not charge drivers a toll during non-peak periods. In most cases the highest toll would be charged to drivers traveling southbound in the afternoon peak period.

Exhibit 13 – Range of Weekday Tolls for Tunnel Trips by Scenario



SR 99 tunnel toll rates are expected to vary by time of day and direction according to a set schedule so that drivers would know in advance what they can expect to pay to use the bored tunnel. Tolls also would vary by day of the week with weekend tolls being lower than tolls at the same time of day on a weekday. The average revenue per

transaction shown in Exhibit 13 is intended for comparing the weighted average toll across the scenarios, and does not reflect a specific toll that a user would pay.

What is Toll Scenario A?

Toll Scenario A would toll only the proposed bored tunnel and is based on a medium toll rate structure. Medium tolls are designed to balance revenue generation with managing traffic. The weekday toll rates tested under Toll Scenario A are:

Exhibit 14 – Weekday Toll Rates for Toll Scenario A

Weekday Toll Rates	2008 Dollars	2015 Dollars
Maximum Morning Toll Rate	$2.94	$3.50
Maximum Afternoon Toll Rate	$3.37	$4.00
Average Revenue per Transaction	$2.16	$2.57

What is Toll Scenario B?

Toll Scenario B applies the same tolls to the proposed bored tunnel as Toll Scenario A. In addition, Scenario B adds a toll to drivers who use the segments of SR 99 north and south of the tunnel to access downtown in the morning and depart from downtown in the afternoon. Known as a segment toll, drivers would be charged a toll if they used SR 99 south of the tunnel from the Spokane Street Viaduct and exited at S. King Street, or if they used the northern section of SR 99 south of the Aurora Bridge and exited before the north tunnel portal.

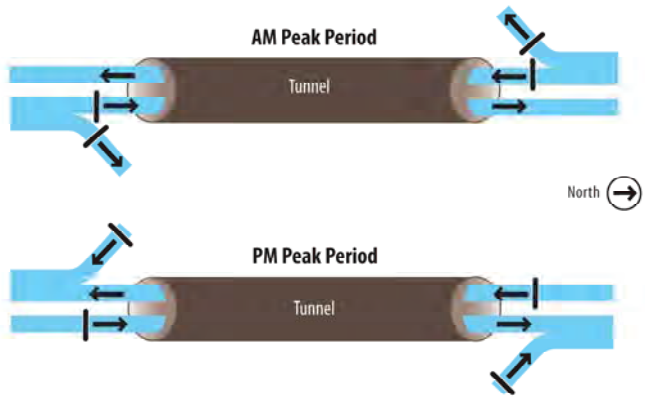


Exhibit 15 – Proposed Segment Tolls

If drivers drove through the tunnel or used the north and south segments of SR 99 during off-peak times, they would not be charged a segment toll. Trips into downtown during the morning and trips out of downtown in the afternoon would be charged a segment toll.

Exhibit 16 – Weekday Toll Rates for Toll Scenario B

Weekday Toll Rates	2008 Dollars	2015 Dollars
Maximum Morning Toll Rate	$2.94	$3.50
Maximum Afternoon Toll Rate	$3.37	$4.00
Average Revenue per Transaction	$1.88	$2.24
Peak Period, Peak Direction-only Segment Toll Rate (for non-tunnel trips)	$1.05	$1.25

What is Toll Scenario C?

Toll Scenario C tolls the tunnel with high toll rates designed to maximize gross revenues, and thus, toll funding.

Exhibit 17 – Weekday Toll Rates for Toll Scenario C

Weekday Toll Rates	2008 Dollars	2015 Dollars
Maximum Morning Toll Rate	$3.37	$4.00
Maximum Afternoon Toll Rate	$4.21	$5.00
Average Revenue per Transaction	$2.44	$2.90

What is Toll Scenario D?

Toll Scenario D analyzed a medium-high toll rate of the tunnel that would be between the rates of Toll Scenarios A and C. It also included a segment toll on the portion of SR 99 south of the tunnel to the Spokane Street Viaduct. The south-only segment toll was tested because of significant investments made in this section of the corridor. In addition this section of the corridor has limited access and fewer alternative routes available to drivers, which limits the potential for diversion. In this scenario, both directions of the south segment would be tolled during both the morning and afternoon peak travel times. If drivers stay on SR 99 through the tunnel, they would only pay the tunnel toll.

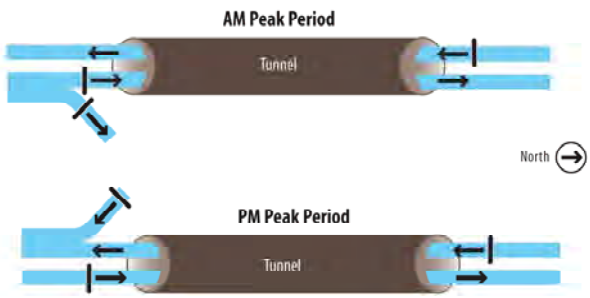


Exhibit 18 – Proposed Segment Tolls

Exhibit 19 – Weekday Toll Rates for Toll Scenario D

Weekday Toll Rates	2008 Dollars	2015 Dollars
Maximum Morning Toll Rate	$3.37	$4.00
Maximum Afternoon Toll Rate	$3.37	$4.00
Average Revenue per Transaction	$2.17	$2.58
Peak Period-only South Segment Toll Rate (for non-tunnel trips)	$1.26	$1.50

What is Toll Scenario E?

Toll Scenario E tested low toll rates sufficient to minimize congestion in the tunnel during peak travel periods only. This has the effect of minimizing toll diversion of traffic at the expense of revenue generation. The toll rates are the lowest of all the scenarios, and there are no weekend or segment tolls.

Exhibit 20 – Weekday Toll Rates for Toll Scenario E

Weekday Toll Rates	2008 Dollars	2015 Dollars
Maximum Morning Toll Rate	$1.85	$2.20
Maximum Afternoon Toll Rate	$2.36	$2.80
Average Revenue per Transaction	$1.87	$2.23

Would trucks, transit, and carpools pay a toll?

The toll rates, if any, which would be paid by trucks, transit and carpools would be determined by the Washington State Transportation Commission. It was assumed in this traffic and revenue analysis that trucks would pay a rate depending on the number of axles, similar to the Tacoma Narrows Bridge toll rate structure.

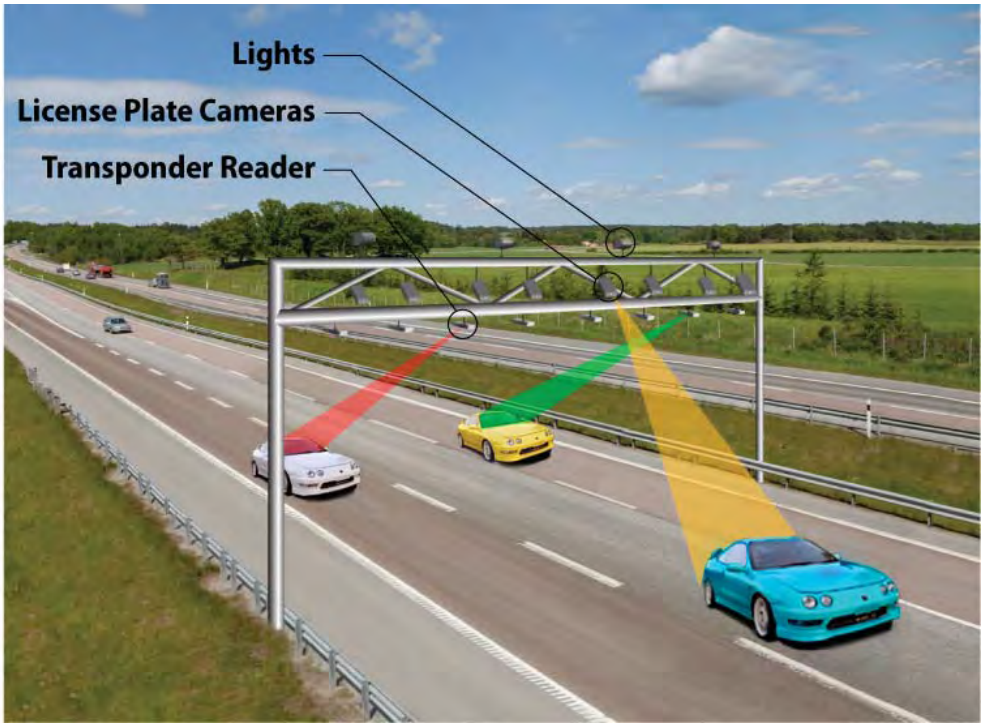
The traffic and revenue analysis did not assume that transit would be charged a toll. It also did not assume that carpools would pay a toll.

How would tolls be collected?

Tolls would be collected electronically; there would be no toll booths. Drivers would have transponders linked to prepaid accounts. License plate recognition would identify users and assess tolls accordingly. As vehicles approach the toll collection point, an overhead reader would search for a transponder. If a transponder is detected, the system would automatically identify the user's account and deduct the appropriate toll.

If the driver did not have a valid transponder, then one of the following would occur: a license plate transaction would be initiated based on license plate recognition; or a current customer would be identified from the license plate and the toll deducted from their account.

Exhibit 21 – Visual Demonstration of Electronic Toll Collection



Chapter 4.
How much funding could be generated by toll revenue?

For the purposes of this report, it was assumed that the proposed bored tunnel would open to drivers in late 2015 and that tolling would begin January 1, 2016. To fund construction of the tunnel, the State of Washington would need to borrow against future net toll revenues in order to capture the value of future toll collection. This would be done by issuing bonds for which net toll revenues would be pledged toward the bond principal and interest payments. The dollar value of the bonds sold, and thus the funding contribution from tolls, is directly related to four factors:

- When bonds must be sold;
- How the financing is structured;
- How the market perceives the traffic and revenue risk of the tunnel, and the market assessment of how that risk is shared between potential bondholders and the state; and
- The financial market conditions, including interest rates, at the time bonds are sold.

The Office of the State Treasurer completed an analysis of the five tolling scenarios. The results of this analysis show that four of the scenarios would generate close to or more than the $400 million directed by the legislature. Toll Scenario E, which assumes the lowest toll rates, would raise approximately $100 million in funding.

- Toll Scenario A would yield $384 million in toll funding for the Alaskan Way Viaduct replacement. This toll scenario could be modified to generate the required funding.
- Toll Scenario B would yield up to $460 million in toll funding for the Alaskan Way Viaduct replacement. This exceeds the level of toll funding authorized by the legislature by $60 million.
- Toll Scenario C would yield $406 million in toll funding for the Alaskan Way Viaduct replacement. This scenario most closely meets the target for toll funding.
- Toll Scenario D would yield $439 million in toll funding for the Alaskan Way Viaduct replacement. This exceeds the level of toll funding authorized by the legislature by $39 million.
- Toll Scenario E would yield approximately $100 million in toll funding for the Alaskan Way Viaduct replacement. This would result in large funding gaps beginning in 2014 and continue through the life of the construction period. In order for the replacement of the Alaskan Way Viaduct to be fully funded in this scenario, other funding sources would be required to fill the remaining gap of approximately $300 million.

Exhibit 22 – Toll Funding Contribution by Scenario

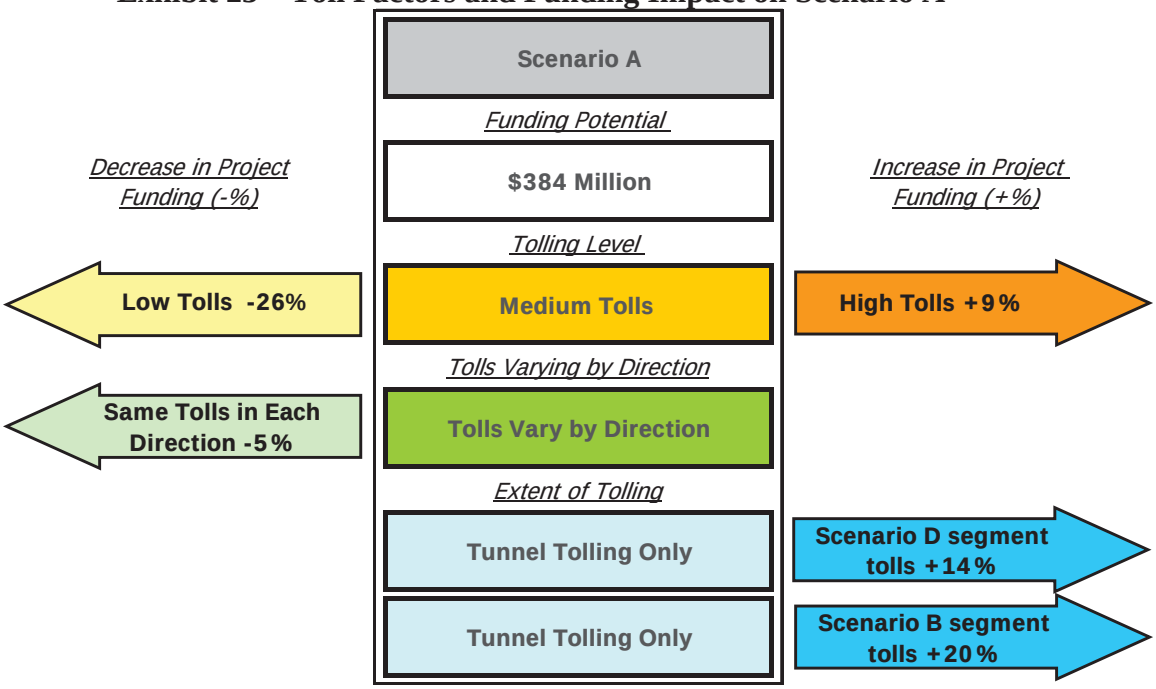
	Date Revenue Operations Begin	Program Unfunded Need = Target Toll Funding (YOE $s)	Fiscal Years with Unfunded Needs after Toll Funding Contribution	Toll Funding Contribution		Toll Funding Target Shortfall		Share of Overall Program Cost Funded
				Total Possible	% of Need	Unmet Need	% Unmet	
Scenario A *Medium Tolls Tunnel Only*	**1/1/2016** (mid FY 2016)	**$400 M**	**FY 2016-17**	**$384 M**	***96%***	**$16 M**	***4%***	***99%***
Scenario B *Medium Tolls Commuter Corridor Tolls*	**1/1/2016** (mid FY 2016)	**$400 M**	**None**	**$460 M**	***115%***	**None**		***100%***
Scenario C *High Tolls Tunnel Only*	**1/1/2016** (mid FY 2016)	**$400 M**	**None**	**$406 M**	***102%***	**None**		***100%***
Scenario D *Medium-High Tolls/Limited Access Corridor Tolls*	**1/1/2016** (mid FY 2016)	**$400 M**	**None**	**$439 M**	***110%***	**None**		***100%***
Scenario E *Low Tolls Peak Periods Only*	**1/1/2016** (mid FY 2016)	**$400 M**	**FY 2013-17**	**$100 M**	***25%***	**$300 M**	***75%***	***90%***

Notes: State Fiscal Year is from July 1 to June 30, e.g., FY 2016 = 7/1/2015 to 6/30/2016

How would different approaches to tolling affect funding?

Several factors were evaluated in this analysis, including toll rates, the geographic boundaries of tolls, and tolling of other routes. The example below shows the relative effect these factors have on how much funding can be generated from tolls.

Exhibit 23 – Toll Factors and Funding Impact on Scenario A



What assumptions were made?

In order to determine how much gross revenue would be generated from tolling the bored tunnel, the following assumptions were made about toll collection methods, collection rates and real toll rates:

- Eighty percent of toll transactions are assumed to be paid by prepaid accounts by the end of the first year of operations. Prepaid account use is expected to increase by two percent each year, eventually reaching 90 percent of all transactions. This assumption is based on WSDOT's experience with the Tacoma Narrows Bridge.
- Pay-by-plate transactions would be assessed a fee to offset the additional processing costs of reading the plate images, obtaining electronic payment by self-identified users and/or generating and issuing a collection. This fee would be added to the gross toll revenue and is estimated to be approximately $1.00 in 2009 dollars.
- Uncollected toll transactions would result in a 2.5 percent reduction in gross revenue. A ramp-up period to account for the potential of lower demand during the initial years of operation was also assumed. These two assumptions provide an

extra layer of conservatism in forecasting revenues at the beginning of toll operations.

- Tolls would increase to keep pace with inflation.

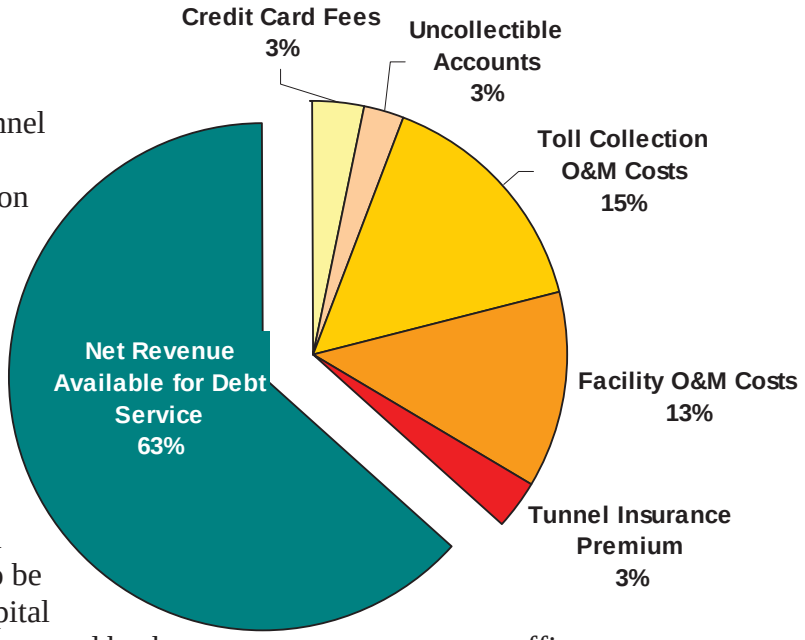
Gross revenue was calculated at a daily level by multiplying weekday and weekend traffic projections for cars and trucks by the appropriate toll rates, which vary by direction and time period. These daily revenue estimates were then multiplied by a factor of 110 for weekend days (52 Saturdays, 52 Sundays, six non-weekend holidays), with the remaining 255 days per year allocated as weekdays.

What expenses would be paid out of the gross toll revenue?

After the gross revenue from the five tolling scenarios was identified, deductions were made for credit card fees, the operation and maintenance of the toll collection system, and the operation and maintenance of the proposed bored tunnel. The net toll revenue after these deductions would be the amount available for debt service. The following assumptions are consistent with those used for the SR 520 tolling analysis prepared for the state legislature in 2009.

- **Credit card fees.** The cost of banking fees related to credit card payments for tolls were assumed to be 3.0 percent of the gross revenues. Additional gross revenue deductions of 1.5 percent in the first year, and 0.45 percent thereafter were assumed to account for additional credit card fees associated with customer account refunds.
- **Collection system.** Toll collection for the bored tunnel would be coordinated in a unified back office operation being developed for SR 520, the Tacoma Narrows Bridge, and SR 167.
- **Toll collection operation and maintenance (O&M).** The annual costs to maintain the toll collection equipment are estimated to be 15 percent of the initial capital cost for the in-road equipment and back office system hardware.

Exhibit 24 – Uses of Gross Toll Revenues (2030)



- **Tunnel operation and maintenance.** Annual operating and maintenance costs are estimated be $5 million (2009 dollars) in order to ensure the tunnel remains open and functioning for drivers.
- **Tunnel insurance.** The cost to insure the tunnel and cover both asset replacement and business interruption costs are estimated to be $2 million per year (2009 dollars), beginning in 2016.

The costs for major rehabilitation and replacement were not included in the net toll revenue forecasts because we assume these costs would be covered after debt payments have been made. Contributions to a rehabilitation and replacement reserve account could be made annually, and could be sized each year with consideration given to future significant expenditures that would be required. In lieu of a reserve account, major preservation could be paid directly.

What financing assumptions were made?

The Office of the State Treasurer established several key assumptions for how the tunnel toll bonds would be structured and sold:

- The toll bonds would be 30-year general obligation/motor vehicle fuel tax (GO/MVFT) bonds that are backed by and repaid from net toll revenues, with additional backing or credit support from the Motor Vehicle Fuel Tax Fund and, ultimately, the full faith and credit of the State of Washington. This is referred to as a "triple pledge." It would make the toll bonds essentially equivalent to the state's general obligation bonds from a financial market perspective. The triple pledge is consistent with the approach for SR 520. Triple pledge bonds have the same highly favorable cost of borrowing, issuing, and servicing as other state general obligation bonds.
- The first bond issue would occur in fiscal year 2013 when toll funding would be first needed, with subsequent bond issuances assumed every other year.
- The pledge of toll revenue to repay debt was assumed to be net of operations and maintenance expenses, which is an industry convention that ensures sufficient funding to collect toll revenues and maintain the tunnel which is generating the revenue.
- The issued bonds would have a maximum maturity of 30 years, consistent with State of Washington constitutional and statutory requirements for general obligation bonds.

How do these findings compare to previous toll analysis?

WSDOT completed a preliminary toll analysis in December 2008 to assist with the selection of options to be considered in the environmental process for the central waterfront section of the Alaskan Way Viaduct. Picking up where that preliminary analysis left off, this report provides the more detailed analysis necessary to further

decisions about funding the proposed bored tunnel based upon toll revenue. The following chart compares the 2008 work to this 2009 analysis.

Exhibit 25 – Comparison to Previous Study

2009 Study Difference from 2008	Impact on Traffic, Revenue and Funding
Construction is advanced and accelerated; tolling would now start in fiscal year 2016 instead of fiscal year 2019	– 30-year toll traffic and revenue projections are lower when tolling starts earlier, and – Higher construction spending in the early years increases interest costs
Refined toll collection operation and maintenance costs were based on higher 2009 SR 520 estimates	– Reduces net revenues available for financing, and thus, toll funding
An expanded overall program of improvements is planned for adjacent city streets	– Network improvements make alternatives more attractive, resulting in less toll paying traffic in the tunnel
Higher peak period tolls were tested	+ Increases net revenues available for financing, and thus, toll funding

The higher tolls assumed in four of the five scenarios tested in 2009 help to offset the downward impacts of the other three key revisions from the preliminary 2008 analysis, thereby maintaining a toll funding contribution in the $400 million range.

Projecting the traffic, revenue and funding from tolling the tunnel is a dynamic and evolving process. Additional refinements to the travel demand model as well as revised toll collection operations and maintenance costs based upon recent vendor bids will be considered when the investment-grade financial plan is prepared.

Chapter 5.
How would tolling affect the transportation system?

The proposed bored tunnel and other investments in city streets and transit would change who uses SR 99 regardless of whether a toll is charged. Access ramp locations would be moved further to the north and south ends of downtown Seattle, and Alaskan Way along the waterfront would have additional lanes. This would result in less traffic on SR 99 through downtown Seattle than occurs today on the existing Alaskan Way Viaduct, as many people would shift their trip to the new routes.

Charging a toll to drivers in the bored tunnel would make it more likely that longer trips would use the tunnel. For drivers making shorter trips, paying a toll would be a greater part of the total trip cost, making it more attractive for those trips to use city streets or I-5.

Thus, charging a toll would provide capacity for longer trips through downtown Seattle. When a new toll is charged on a previously toll-free road, traffic patterns are likely to change as drivers look for ways to reduce the costs of driving. These changes can take the form of one or more of the following:

- **Mode diversion.** A change in how someone makes a trip to avoid a toll or share the costs, such as choosing to take transit.
- **Time of travel changes**. A change in when a trip is taken to a time of day when a lower toll rate is charged.
- **Trip frequency or consolidation.** A reduction in the frequency that a trip is made, including eliminating the trip altogether.
- **Trip destination.** A shift in travel to a new destination to avoid a toll.
- **Route diversion.** Choosing to take another route to avoid a toll.

How does the transportation system function today?

The SR 99 Alaskan Way Viaduct provides a route to and through downtown Seattle for neighborhoods and industrial areas on the west side of the city, including West Seattle, Ballard, Greenwood, Queen Anne, Magnolia, Interbay and Duwamish. It is an important north-south route that serves as an alternate to I-5 for Seattle drivers, as well as drivers from Tukwila, Burien and other west side cities. In addition to I-5 and SR 99, there are several city arterials that run parallel to the Alaskan Way Viaduct including Alaskan Way, Second Avenue and Fourth Avenue.

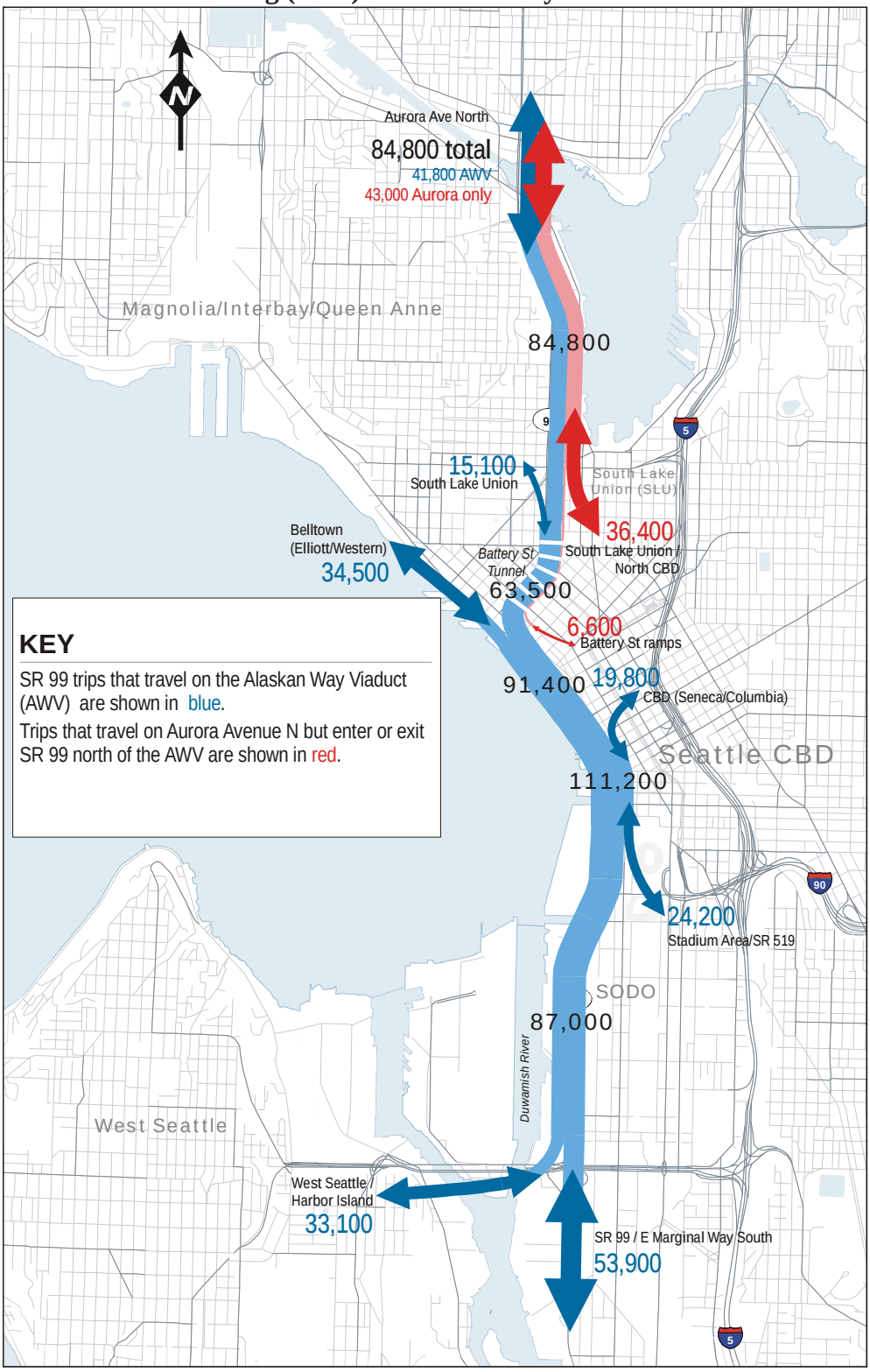
In the morning, the highest concentration of trips that use the viaduct begin in the downtown, Queen Anne, Fremont, Ballard and West Seattle neighborhoods. Most of these trips are destined to work or other activities in downtown Seattle, the Ballard/Fremont/Interbay areas northwest of downtown, or the SODO and Duwamish areas south of downtown.

Vehicle volumes on SR 99 are highest during the morning and afternoon commute times, when they total nearly twice the mid-day volumes in both directions. In the morning, volumes are heavier entering downtown. In the afternoon, volumes are heavier in the directions leaving downtown. Volumes are fairly balanced in the Battery Street Tunnel, which connects the north end of the Alaskan Way Viaduct to Aurora Avenue N. Exhibit 26, on the following page, shows the existing (2005) SR 99 weekday traffic patterns.

There are no sharp peaks in vehicle volumes on SR 99 during the weekend, but rather one flat peak that runs from mid-morning to early evening. The peak volumes on the weekends are slightly higher than the midday peak volumes seen during the week.

SR 99 currently provides transit access into downtown from north and south neighborhoods. Buses carry an estimated 11,900 transit riders in each direction per day north of downtown (entering/exiting at the Denny Way ramps), and 14,300 riders in each direction per day south of downtown. This accounts for about 25 percent of transit riders entering or leaving downtown from the south. There are currently no transit routes that use SR 99 to bypass downtown.

Exhibit 26 – Existing (2005) SR 99 Weekday Traffic Patterns



What improvements to the transportation system were assumed?

The program of investments agreed to by the governor, King County executive, and Seattle mayor in January 2009 was assumed to have been implemented by 2030, which is the traffic analysis' forecast year. The list of investments includes:

- A bored tunnel from approximately S. King Street to Republican Street with two lanes in each direction.
- New east-west surface streets reconnecting the grid across SR 99 at the tunnel's north portal, and new east-west streets to create local circulation in the south portal area.
- A new connection from Alaskan Way south of S. King Street to East Marginal Way south of S. Atlantic Street.
- A rebuilt Alaskan Way surface street with a connection from Battery Street to Pike Street, four lanes from Pike Street to Yesler Way, and six lanes from Yesler Way to S. King Street.
- A new public space along the central waterfront.
- Improvements to Mercer Street from Fifth Avenue N. to Elliott Avenue.
- Enhanced transit service, per the executives' recommendation, such as (1) a new Delridge RapidRide bus rapid transit line, (2) additional service hours on the planned West Seattle and Ballard RapidRide lines, (3) peak-hour express routes added to South Lake Union and Uptown from the north, and (4) local bus changes to several West Seattle and northwest Seattle routes.

In addition, it was assumed that the Alaskan Way Viaduct has been removed, the seawall along the central waterfront rebuilt, and the Battery Street Tunnel decommissioned.

How would volumes and travel times in the tunnel and on Alaskan Way change if the tunnel is tolled?

If drivers in the proposed bored tunnel are not charged a toll, the traffic model forecasts that 94,300 vehicles would use the tunnel each day in 2030. Daily volumes would decrease the most if drivers are charged a high toll, and would decrease the least if they are charged a low toll:

- Daily volumes would decrease by 36,900 or 39 percent if drivers are charged a high toll (Toll Scenario C).
- Daily volumes would decrease by 32,700 or 35 percent if drivers are charged a medium toll (Toll Scenario A).
- Daily volumes would decrease by 6,700 or 7 percent if drivers are charged a low toll (Toll Scenario E).

Exhibit 27 – Toll Rates, Configuration and Weekday Traffic Volumes by Scenario

	Test	Test Elements[1]		Maximum Peak Period, Peak Direction Toll (2015 $s)		2030 Weekday Traffic Volumes		
		Toll Configuration	Tunnel Toll Strategy	AM Peak (NB / SB)	PM Peak (NB / SB)	*Total Vehicles in both directions*		
						AM Peak	PM Peak	Daily
	Toll Free	n/a	n/a	n/a	n/a	19,300	22,600	94,200
Anaylzed Toll Scenarios	A	AWV Bored Tunnel	Medium Tolls: Variable by Time of Day and direction of travel	$3.50 / $2.75	$3.25 / $4.00	13,700	17,500	61,700
	B	AWV Bored Tunnel	Medium Tolls: Variable by Time of Day and direction of travel	$3.50 / $2.75	$3.25 / $4.00	15,200	18,400	64,100
		SR 99 Segments: AM Peak Inbound & PM Peak Outbound Only		$1.25 / $1.25	$1.25 / $1.25	6,800*	9,800*	n/a
	C	AWV Bored Tunnel	High Tolls: Variable by Time of Day and direction of travel	$4.00 / $3.00	$4.00 / $5.00	13,100	16,000	57,400
	D	AWV Bored Tunnel	Medium - High Tolls: Variable by Time of Day and direction of travel	$4.00 / $3.00	$4.00 / $4.00	13,700	17,000	59,000
		SR 99 Segments: South, Peak Period Only		$1.50 / $1.50	$1.50 / $1.50	3,800*	5,300*	n/a
	E	AWV Bored Tunnel	Low Tolls: Peak Only and direction of travel	$2.20 / $1.85	$2.10 / $2.80	15,700	19,100	87,500

Volumes in the tunnel would be higher if drivers on the segments of SR 99 north and/or south of the bored tunnel are also charged a toll. Tolling the segments diverts some non-tunnel trips to other routes, which would improve the traffic flow on SR 99. The improvements to travel times in the corridor would make the tunnel more attractive to some through-trip drivers who otherwise would have used a different route. For example, results for Toll Scenario B show tunnel volumes could be 2,400 or four percent greater than under Toll Scenario A.

During peak periods, when alternate north-south routes are more congested, the percentage of vehicles that divert from the tunnel would be lower.

- Volumes would decrease by 6,300 or 32 percent in the morning and 6,600 or 29 percent in the afternoon if drivers are charged a high toll (Toll Scenario C).
- Volumes would decrease by 5,600 or 29 percent in the morning and 5,100 or 23 percent in the afternoon if drivers are charged a medium toll (Toll Scenario A).
- Volumes would decrease by 3,600 or 19 percent in the morning and 3,500 or 15 percent in the afternoon if drivers are charged a low toll (Toll Scenario E).

When the viaduct is taken down, Alaskan Way is proposed to become a four-lane city street that includes a connection over nearby rail lines to Elliott and Western avenues. This new connection would serve trips coming to and from northwest Seattle neighborhoods and industrial areas.

Vehicle volumes on Alaskan Way would be affected by whether the tunnel is tolled or not. If drivers in the proposed bored tunnel are not charged a toll, the traffic model forecasts that 26,300 vehicles would use Alaskan Way each day in 2030. This would change if the tunnel is tolled:

- Daily volumes on Alaskan Way would increase between 8,000 and 10,000 vehicles or between 31 and 38 percent if drivers are charged a medium or high toll to use the bored tunnel.
- Daily volumes on Alaskan Way would increase by 2,000 vehicles or eight percent if drivers are charged a low toll to use the bored tunnel.

Exhibits 28 and 29 show the toll impact on travel volumes for north-south facilities through downtown for both weekday and peak period trips.

Changes in volumes would affect travel times on Alaskan Way and through the bored tunnel.

- For drivers traveling in the a.m. peak hour from Ballard to the West Seattle Bridge using Alaskan Way, their trip would take 16 minutes if no toll is charged or would take one to two minutes longer if the tunnel is tolled. This longer travel time is because of the added volumes on Alaskan Way.
- For drivers making the same trip in the a.m. peak hour from Ballard to the West Seattle Bridge using the bored tunnel, their trip would take 15 minutes if no toll is charged and would stay the same if the tunnel is tolled. This is because there would be fewer trips in the tunnel.

Exhibit 28 – 2030 Weekday North-South Traffic Through Downtown (at Seneca Street)

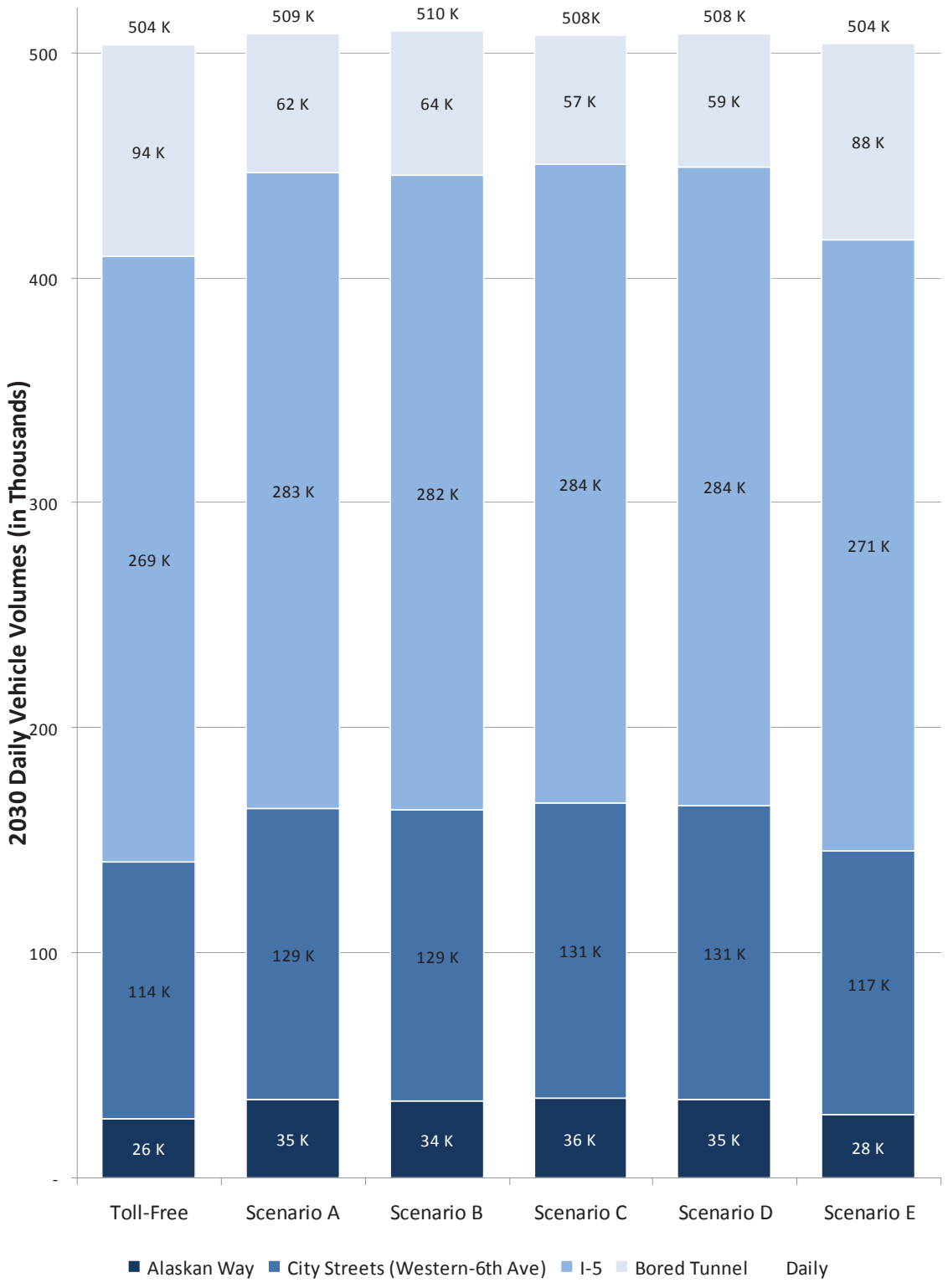
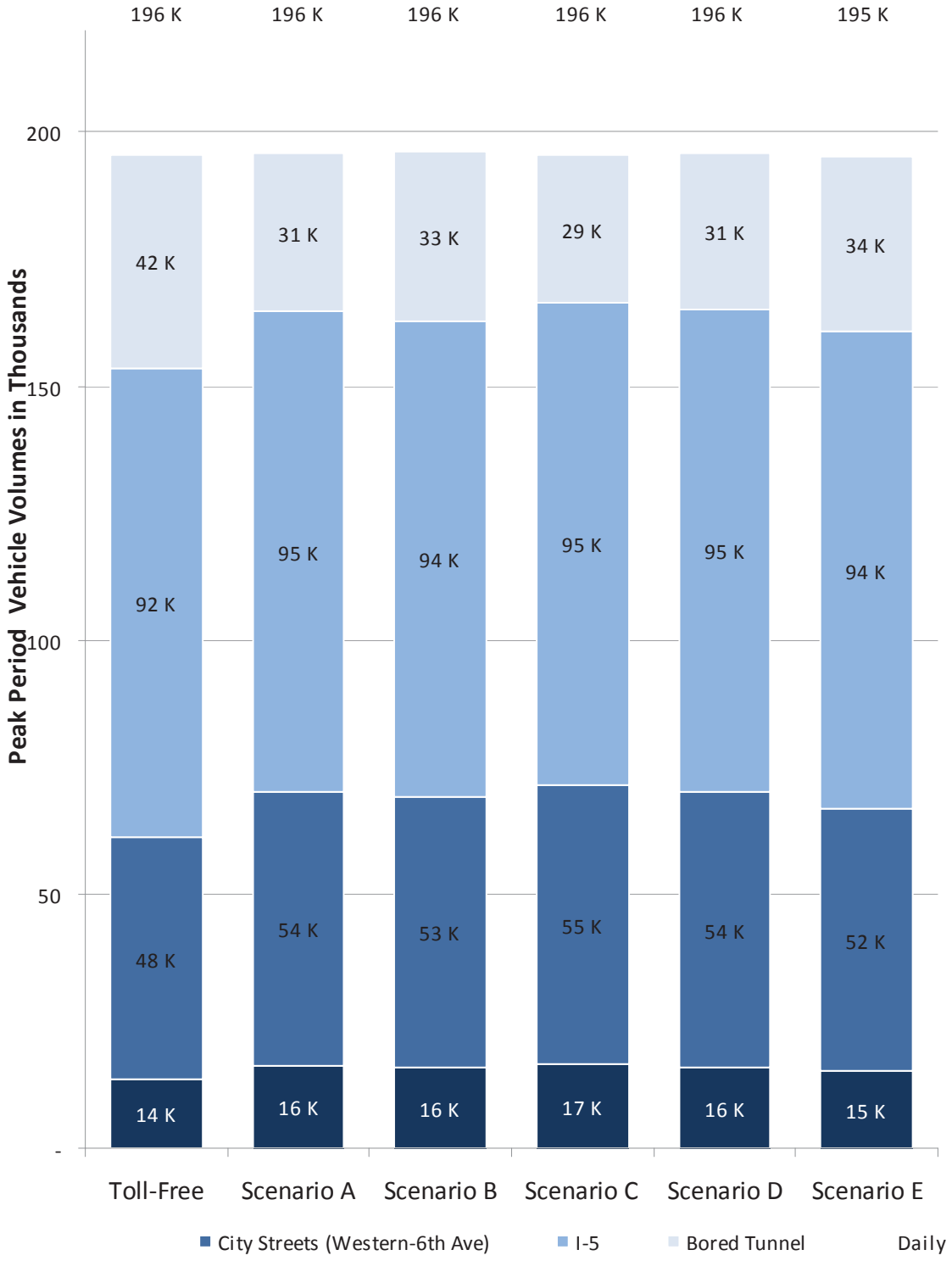


Exhibit 29 – 2030 Peak Period* North-South Traffic Through Downtown (at Seneca Street)



Travel times for longer trips that use the bored tunnel would stay the same or get faster if the tunnel is tolled.

- Trips from the West Seattle Bridge to Woodland Park in the a.m. peak would take 12 minutes if the tunnel is not tolled, but would take 11 minutes if the tunnel is tolled.
- A trip from the West Seattle Bridge to the Aurora Bridge in the a.m. peak would take nine minutes if the tunnel is not tolled, but between seven and eight minutes if the tunnel is tolled.

How would volumes and travel times on downtown streets change if the tunnel is tolled?

Some drivers choosing to avoid paying a toll on the bored tunnel would choose to take city streets through downtown Seattle. Traffic analysis shows that few would choose to take city streets during peak travel times, when those streets are already at capacity. If the bored tunnel is toll free, approximately 48,000 vehicles would use downtown city streets between Western Avenue and Sixth Avenue during peak travel times. These volumes would increase by eight to 14 percent during the peak period if a toll is charged in the proposed bored tunnel.

Daily vehicle volumes on downtown city streets would be approximately 114,000 if the tunnel is not tolled. These daily volumes would increase by 11 to 13 percent if a medium or high toll rate is charged and would increase by three percent if a low toll rate is charged.

Exhibit 30 – 2030 Peak Hour Representative Trips and Travel Times for Selected Toll Scenarios

Travel Time in Minutes	Year 2030					
	AM Peak Hour			PM Peak Hour		
	Scenario A	Scenario E	Toll-Free	Scenario A	Scenario E	Toll-Free
Woodland Park to West Seattle Bridge (via SR 99 Bored Tunnel)						
Southbound	14	14	14	12	13	13
Northbound	11	11	12	13	14	14
South of Aurora Bridge to West Seattle Bridge (via SR 99 Bored Tunnel)						
Southbound	8	8	8	7	8	8
Northbound	7	8	9	8	8	10
Ballard to West Seattle Bridge (via Mercer Street, Bored Tunnel)						
Southbound	15	15	15	25	26	26
Northbound	17	18	19	24	24	25
Ballard to West Seattle Bridge (via Alaskan Way)						
Southbound	18	17	16	28	26	24
Northbound	21	19	18	31	30	28
West Seattle to Downtown Seattle						
Inbound	25	24	23	21	20	19
Outbound	18	19	16	32	30	29

How would volumes and travel times on I-5 change if the tunnel is tolled?

Volumes on I-5 would increase slightly if a medium or high toll is charged to use the proposed SR 99 bored tunnel. Most of the shift would occur during non-peak travel times when there is some capacity left for the trips to be absorbed on I-5. If the bored tunnel is not tolled, I-5 daily vehicle volumes in 2030 would be 269,350, with 177,150 occurring during non-peak travel times and 92,250 occurring during the morning and afternoon commute periods.

If either Toll Scenarios A, B, C, or D were implemented, daily volumes on I-5 would increase five percent; non-peak volumes would increase by six or seven percent; and peak volumes would increase by two or three percent. If a low toll is charged to drivers, daily vehicle volumes would increase by one percent; non-peak volumes would stay the same as if the tunnel is not tolled; and peak volumes would increase by one percent.

This increase in volumes on I-5 is not expected to significantly change travel times in 2030.

How would transit ridership change if the tunnel is tolled?

The number of transit trips to, through, and from the central downtown area would not substantially change if the proposed bored tunnel is tolled, partly because no transit routes are assumed to operate in the tunnel. The most likely category of travelers to shift

to transit would be those who travel to and from downtown Seattle, but these transit trips would not use the tunnel.

How would the length of trips on SR 99 change if the tunnel is tolled?

Tolling the proposed bored tunnel would encourage longer through trips and discourage shorter, more localized trips on SR 99. The traffic analysis showed that the largest number of trips that would choose to take other north-south routes, rather than pay a toll to use the tunnel, would be short trips such as those between West Seattle and South Lake Union or from SODO to Queen Anne.

Longer trips, such as trips through the City of Seattle, would be less likely to divert from the tunnel. In Toll Scenario A, which would charge a medium toll rate, the number of longer trips would increase by 1,800 compared to a toll-free tunnel. The average trip lengths for Scenario A would be seven to 24 percent longer than if no toll is charged.

How would vehicle miles traveled change if the bored tunnel is tolled?

The traffic analysis did not show a significant shift to alternate modes of travel when the proposed SR 99 bored tunnel is tolled. Most travelers would choose to make their trips to or through downtown Seattle in cars. Of those trips, the shorter trips would be more likely to divert to other routes, which in most cases would be slightly longer routes. This diversion would cause vehicle miles traveled to increase by one or two percent, because shorter trips that divert would take slightly longer routes.

How would the transportation system function in 2015 when the bored tunnel would open to drivers?

This study assumed that the proposed bored tunnel would open to traffic in 2015. At that time, several of the street and transit investments that are part of the overall program to replace the Alaskan Way Viaduct would not yet be in place. The most significant project is the new Alaskan Way and its connection to Elliott and Western avenues. That project would be completed by 2017 after the viaduct is taken down, since construction of the street and connection would occur in the viaduct's current location.

During the two years required to construct the Alaskan Way surface street, daily vehicle volumes in the proposed bored tunnel would be approximately three percent higher than the vehicle volumes forecast in 2030.

How would transportation system performance compare between a tolled bored tunnel and the I-5/Surface/Transit scenario?

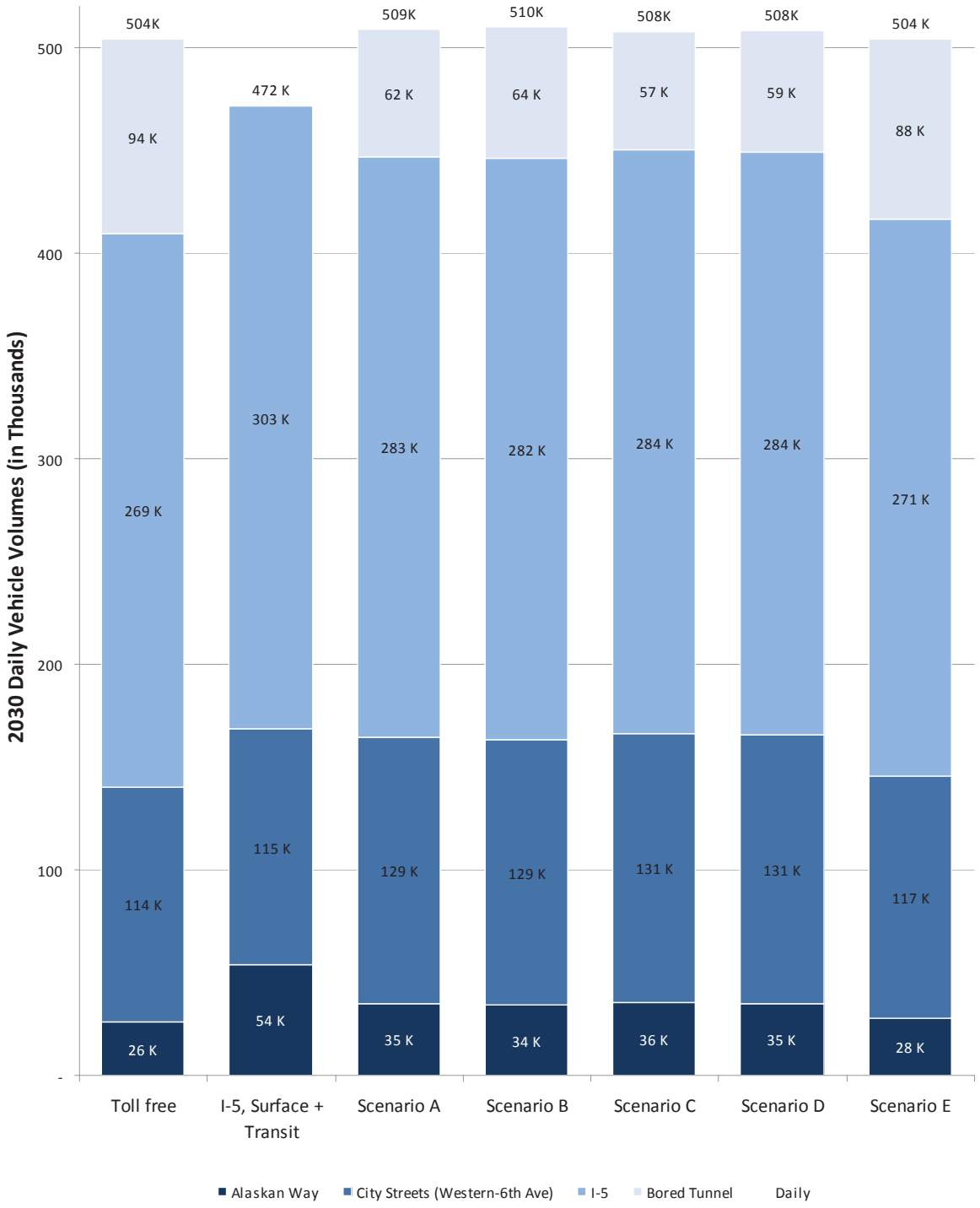
One of the options previously under consideration to replace the central waterfront section of the Alaskan Way Viaduct was the I-5/Surface/Transit scenario. That scenario included a one-way couplet along the waterfront with southbound traffic using Alaskan Way and northbound traffic using Western Avenue. Improvements on I-5 included an

additional northbound lane between Seneca Street and SR 520, and converting the southbound HOV lane at Mercer Street to a managed lane. Transit improvements included transit lanes on downtown city streets.

If the proposed bored tunnel is not implemented and the I-5/Surface/Transit scenario or similar scenario was selected, traffic analysis shows that the daily volumes of vehicle traffic on Alaskan Way could be up to 54,000. This compares to 28,000 to 36,000 daily vehicles in the bored tunnel toll scenarios.

Volumes on I-5 would be significantly higher in the I-5/Surface/Transit scenario compared to the proposed bored tunnel if it is toll free or if a low, medium, or high toll rate is charged. Daily vehicle volumes on I-5 would range between 269,000 if no toll is charged and 281,000 if a high toll rate is charged. There would be more than 303,000 daily vehicles on I-5 in the I-5/Surface/Transit scenario.

Exhibit 31 – 2030 North-South Weekday Traffic Through Downtown by Scenario including Surface Scenario (at Seneca Street)



Chapter 6.
How can the effects of tolling SR 99 be addressed?

In addition to the proposed bored tunnel, replacing the viaduct would be achieved through a program of state, local and federal investments. These include investments in Alaskan Way and other surface streets, additional transit service, and improvements to freight, bike and pedestrian pathways. ESSB 5768 requested that WSDOT include an analysis of mitigation to offset diversion, if tolls are charged in the proposed bored tunnel. The traffic analysis in the previous section factored the full program of investments into the transportation network. It showed that while drivers would choose to take other routes if a toll were charged, the overall effect to travel times would be minimal. Based on the traffic analysis completed, no significant investments in mitigation are recommended as part of this report. Additional analysis will be completed through the environmental process.

Would tolling I-5 reduce diversion from the proposed bored tunnel?

A traffic analysis sensitivity test was performed to determine if charging a toll to use I-5 between the Ship Canal and Spokane Street would reduce the number of trips diverting from the proposed bored tunnel. Vehicle volumes in the tunnel would increase by about three percent if tolls are added to I-5, since this would discourage diversion from a tolled SR 99 to a formerly toll-free I-5. Tolling I-5 may also divert some shorter distance trips from I-5 to other north-south arterials, the impact of which could also improve the travel time savings of the tunnel, thereby attracting a few more vehicles.

The toll rate tested was $1.20 during the morning and afternoon commute times, $0.60 during the midday and evening, and $0.50 during the night (2015 dollars). A higher toll rate was not tested because the objective was not to raise revenue by tolling I-5, but rather to analyze providing a deterrent to travelers diverting to I-5 in order to avoid the SR 99 toll.

Would tolling the north and south segments of the SR 99 corridor reduce diversion from the proposed bored tunnel?

Toll Scenarios B and D evaluated the potential for charging a toll to drivers using the north and south segments of SR 99 to raise revenue and manage traffic. When segment tolls are added to a medium toll rate, daily vehicle volumes increase by approximately six percent in the proposed bored tunnel. This would be primarily due to lower volumes on the north and south segments of SR 99, which means higher speeds and faster travel times through the proposed bored tunnel. As a result, the tunnel would attract more trips than it would if there were not segment tolls.

Would implementing active traffic management and intelligent transportation systems reduce diversion from the proposed bored tunnel?

An active traffic management system to help improve traffic flow during congestion and reduce collisions on I-5 is currently being developed as part of the Alaskan Way Viaduct and Seawall Replacement Program. This technology includes variable speed limits, individual lane controls, and enhanced traveler information. These investments will be able to accommodate additional vehicles expected to divert to I-5 if the proposed bored tunnel is tolled.

Implementing additional intelligent transportation systems to monitor traffic on city streets would also assist in managing diversion from the proposed bored tunnel. This would alert traffic managers to congestion on a real-time basis, so blocking incidents or other issues can be immediately addressed. This would help the transportation system work more efficiently during peak travel periods.

Chapter 7.
What are the key findings from this report?

During the 2009 session the Washington State Legislature approved Engrossed Substitute Senate Bill (ESSB) 5768, which identified a deep bored tunnel as its preferred option for replacing the SR 99 Alaskan Way Viaduct. The legislature also directed WSDOT to update cost estimates, have those estimates reviewed by independent tunnel engineering experts, and prepare a traffic and revenue study. This report documents the work done by WSDOT in response to the legislative direction.

How much will the SR 99 Alaskan Way Viaduct Replacement cost?

The 2010 cost estimate for the SR 99 Alaskan Way Viaduct replacement, including the proposed bored tunnel, is $3.1 billion. This overall cost matches WSDOT's January 2009 cost estimate for the replacement.

The 2010 cost estimate for the proposed bored tunnel is $1.96 billion. This is an increase of $60 million from WSDOT's January 2009 cost estimate.

What feedback did WSDOT receive from independent tunnel experts and cost estimators?

While risk can never be entirely avoided, the early identification of risks and the development of strategies to minimize or manage risks were seen as prudent approaches for developing cost estimates within which the project can be delivered.

WSDOT's 2010 cost estimate was prepared using a value engineering approach. The 2009 estimate was prepared using standard WSDOT estimating methods for conceptual engineering plans, (i.e., cost per square foot). Numerous national and international experts advised WSDOT on ways to reduce project risk by designing solutions to the risk items in the base cost. This value engineering effort led to the recommendation to move the alignment of the tunnel's south end to Alaskan Way instead of First Avenue through historic Pioneer Square.

The bored tunnel cost estimate increased by $60 million from the 2009 cost estimate. Increases predominantly relate to the additional length of the tunnel based on the new alignment. These increases were offset by changes in the tunnel alignment and schedule streamlining opportunities. Additionally, cost savings realized on the S. Holgate to S. King Street Viaduct Replacement Project maintain the total budget of $3.1 billion budget ($2.8 billion state commitment supplemented by $300 million commitment from the Port of Seattle).

The very thorough cost assessment process, use of independent experts, quantification of risk and initial risk mitigation actions give us a higher level of confidence that project costs and risks can be effectively managed.

Can an additional $400 million in construction funding be raised by tolls?

WSDOT and the Office of the State Treasurer found that it is feasible to toll the proposed bored tunnel at a medium toll rate and generate up to $400 million in funding for the viaduct replacement. The current project schedule assumes that bond authorization would be provided in 2011 and that bonds would be issued starting in mid-2012 (fiscal year 2013).

What would be the impacts from tolling, including diversion and performance of the facility?

Replacing the viaduct would be achieved through a program of state, local and federal investments. These include investments in Alaskan Way and other surface streets, additional transit service, and improvements to freight, bike and pedestrian pathways. If a toll is charged to use the tunnel, traffic model analysis shows that some traffic would divert from the tunnel to local streets and Interstate 5, but travel times would stay the same or increase slightly. Based on the traffic analysis completed, no significant investments in mitigation are recommended as part of this report. Additional analysis will be completed through the environmental process.

SR 99 Alaskan Way Viaduct Replacement
Updated Cost and Tolling Summary Report to the Washington State Legislature

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Appendix D

Advisory Committee on Tolling and Traffic Management (ACTT)
2014 Advisory Recommendations for Tolling the SR 99 Tunnel

Alaskan Way Viaduct Replacement Program Advisory Committee on Tolling and Traffic Management

Advisory recommendations for tolling the SR 99 tunnel
March 2014

March 2014

It is our pleasure to submit the Advisory Committee on Tolling and Traffic Management's recommendations in accordance with the 2011 Alaskan Way Viaduct Replacement Project's Record of Decision and Seattle City Council's resolution 31323.

In 2009, the Washington State Legislature identified tolling as a funding source for the Alaskan Way Viaduct Replacement Program and in 2013, confirmed that tolling revenue should contribute $200 million toward viaduct replacement construction. In 2011, the City of Seattle and the Washington State Department of Transportation (WSDOT) formed the Advisory Committee on Tolling and Traffic Management (ACTT Committee) to explore ways to toll the SR 99 tunnel to raise revenue while minimizing and mitigating diversion onto city streets and I-5.

The ACTT Committee, appointed by WSDOT, the Seattle Mayor and the Seattle City Council, has met over the past two years to analyze how various SR 99 tunnel toll scenarios would affect revenue generation and traffic patterns. We have worked diligently to understand transportation dynamics in and around downtown Seattle and how these dynamics could be altered by key policy choices.

We recognize and value the significant investment that the Alaskan Way Viaduct Replacement Program and specifically the SR 99 tunnel play in improving mobility to and through Seattle. We have approached our task with the goal of successfully completing the program, which includes generating sufficient toll revenue to satisfy the project financing plan, while minimizing traffic diversion in order to maintain mobility for all modes, protect economic vitality and create opportunities for a world-class waterfront. We also recognize the unique nature of this corridor compared to other state facilities that are currently tolled or planned to be tolled in the future.

Throughout this process, the ACTT Committee has struggled with the challenging task of translating modeling data on traffic diversion and determining how diversion will not only impact drivers in the area and the broader multi-modal transportation network, but also the character and economic vitality of downtown Seattle. We are wary of the potential for unintended impacts from diversion on the community, particularly considering that traffic modeling and financial forecasting reflect a narrow perspective. Without careful and deliberate planning, tolling could undermine broader community mobility and livability goals.

The attached report describes the work of the ACTT Committee, the recommended toll strategy and policies that could help mitigate diversion. While our role is advisory in nature, we hope that our work will inform future SR 99 toll planning efforts led by various appointed and elected officials and agency staff.

We would be happy to provide a briefing or answer any questions about our work. For your reference, this report is available on the Alaskan Way Viaduct Replacement Program website: www.alaskanwayviaduct.org. Please contact the Alaskan Way Viaduct Replacement Program staff at viaduct@wsdot.wa.gov or 1-888-AWV-LINE (298-5463) with questions about this report.

We look forward to seeing progress on future traffic and revenue analysis, the rate setting process and implementation of tolling the SR 99 tunnel.

Sincerely,

Claudia Balducci
Advisory Committee on Tolling and Traffic Management Co-chair

Maud Daudon
Advisory Committee on Tolling and Traffic Management Co-chair

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Advisory recommendations

1 Strategy for tolling the SR 99 tunnel and minimizing traffic diversion

After studying eight potential toll scenarios (see traffic and revenue analysis later in this report), the Advisory Committee on Tolling and Traffic Management (ACTT Committee) supports a tolling strategy similar to Scenario 7, which meets the $200 million funding target for the program while minimizing diversion. Toll rates studied in Scenario 7 ($1 tolls 24 hours per day with a $1.25 toll during the 6 to 9 a.m. and 3 to 6 p.m. peak periods) generate more than $1 billion in gross revenue over 30 years. In addition to paying for the required capital contribution, this revenue can pay for expenses such as toll collection costs, operations and maintenance of the tunnel and transportation system improvements needed to address diversion.

Charging a toll 24 hours a day helps keep toll rates at a level that minimizes diversion while generating sufficient revenue. Approximately half of the gross revenue is earned during the morning and afternoon/evening peak periods, while the remainder is earned on weekends, during the midday and overnight. Diversion rates are approximately 20 percent during peak periods and 38 percent during daytime off-peak periods based on transportation model forecasts for year 2017.

Under Scenario 7, 20 percent diversion rates would result in approximately 3,500 vehicles diverting from the SR 99 tunnel onto north-south arterial streets through downtown during the afternoon/evening peak period. This is the equivalent volume of cars traveling on a three-lane street over a three-hour period of time. This diversion causes added congestion and other effects during the peak periods compared to a non-tolled alternative. These impacts are substantial but the effects could be reduced if mitigation strategies discussed later in this report were implemented. Higher levels of diversion seen in other scenarios increase traffic volumes and cause significant impacts that may not be feasible to mitigate.

Diversion rates during the daytime off-peak periods could be higher (up to 30 percent) because of the unused capacity on city streets. The ACTT Committee is concerned about the higher level of diversion during the daytime off-peak periods for Scenario 7 and more analysis is needed to identify ways to minimize these diversion levels from 38 percent to less than 30 percent; some recommendations are included below.

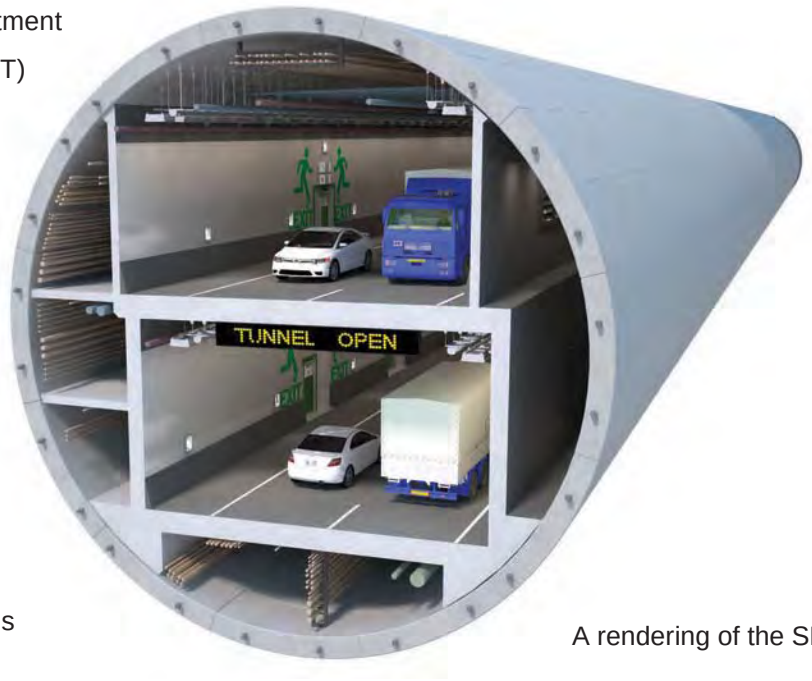
Based on the analysis completed to date, we believe that increasing toll rates significantly higher than Scenario 7 would result in levels of diversion that would negatively impact the economic vitality of downtown Seattle due to the congestion created. The ACTT Committee considered other scenarios with higher toll rates, but those scenarios resulted in unacceptable levels of diversion during both peak and off-peak travel times. Those levels of diversion cause significant adverse impacts such as longer travel times for drivers, freight and buses on city streets or travel delay on I-5. Scenarios with lower toll rates were also considered, but they did not generate as much revenue.

The ACTT Committee understands the significant investment that the SR 99 tunnel represents and recognizes the fragile transportation system that exists around it. Minimizing diversion from the tunnel to city streets and I-5 helps to maximize the benefit of the tunnel and the overall efficiency of the region's transportation system.

To this end, the ACTT Committee believes the Washington State Transportation Commission should establish two utilization guidelines for the SR 99 tunnel: at least 80 percent utilization during peak periods and at least 70 percent utilization during daytime off-peak periods, compared to utilization of a non-tolled tunnel. Given the correlation between toll rates and diversion, these thresholds should serve as guidelines for the Washington State Transportation Commission's rate setting process. If utilization were lower than these levels, toll rates would likely need to be decreased and if higher, tolls might need to be increased. These guidelines could also be used by the Office of State Treasurer and the Washington State Department of Transportation (WSDOT) to forecast revenues for purposes of financing the $200 million capital requirement.

As stated above, Scenario 7 showed that toll rates in the vicinity of $1.00 could generate more than $1 billion in gross revenue over 30 years. This level of revenue was generated based on the assumption that toll rates would escalate at a rate of 1.3 percent per year in order to keep pace with inflation. The ACTT Committee appreciates that the Office of the State Treasurer does not want to assume such escalation for purposes of debt financing. However, as a practical matter it seems unlikely that the toll rates would remain unchanged for 30 years and rate increases over time could generate revenue for investments other than the initial capital need. Including escalating rates generates an additional $125 million over 30 years above a scenario with the same toll rates that do not adjust with inflation.

With regard to freight mobility, the ACTT Committee studied both a flat rate and a per-axle toll multiplier for freight. The ACTT Committee recommends applying the per-axle toll multiplier as it is consistent with the state's current tolling system and might result in slightly higher revenue. However, given the limited number of routes available for freight through downtown Seattle during the day,



A rendering of the SR 99 tunnel

freight diversion from the SR 99 tunnel may have a disproportionate effect on Alaskan Way. As such, the ACTT Committee recommends that toll rates for multi-axle vehicles be evaluated closely based on meeting the goal of at least 80 percent utilization of the tunnel by trucks during peak periods and 70 percent during the daytime off-peak periods.

ACTT Committee's recommendation:

- A toll rate structure like Scenario 7 ($1 tolls 24 hours per day with a $1.25 toll during the 6 to 9 a.m. and 3 to 6 p.m. peak periods) generates sufficient revenue to support the $200 million goal for capital project funding and pay for additional expenses such as toll collection costs, operations and maintenance of the tunnel and system improvements needed to address diversion.
- The ACTT Committee recommends establishing utilization guidelines of at least 80 percent utilization of the SR 99 tunnel during peak periods and at least 70 percent during daytime off-peak periods for both general purpose traffic and freight. Given the correlation between toll rates and diversion, this threshold should serve as a guideline in the Washington State Transportation Commission's rate setting process and for the Office of State Treasurer in financing the project.
- While Scenario 7 is the most promising option for balancing revenue generation with diversion minimization, more work on the exact toll rate structure is needed to meet the goal of 70 percent tunnel utilization during daytime off-peak periods. With toll rates set at $1.00 during this period, diversion to city streets and I-5 is about 38 percent. The ACTT Committee recommends that the Washington State Transportation Commission further investigate ways to minimize diversion during midday while maintaining revenue, which could include lowering the midday toll rate to $0.75 and extending the afternoon/evening peak period from 6 to 7 p.m.
- The ACTT Committee's analysis has included an escalation rate of 1.3 percent per year to keep pace with inflation which we believe is realistic, given anticipated growth and our diversion threshold recommendations. The Committee understands that the Office of the State Treasurer may choose not to inflate toll rates when creating assumptions for purposes of financing the capital contribution to the project.
- As a starting point for setting freight toll rates, the ACTT Committee recommends applying the per-axle toll multiplier. Freight rates should continue to be evaluated based on the goal of 80 percent utilization of the tunnel for trucks during peak periods and 70 percent during the daytime off-peak periods.

2 Strategy for mitigating traffic diversion on city streets and I-5

A toll strategy similar to Scenario 7 presents a viable option for maximizing use of the tunnel and minimizing diversion while fulfilling the revenue need. However, even with this low-toll scenario that achieves the utilization goal, there is still concern about the level of diversion and the subsequent effect this could have on transit service along the SR 99 corridor, freight movements through downtown Seattle and access to Terminal 46 near the SR 99 tunnel south portal and preserving the character of the waterfront. Through its work, the ACTT Committee has learned about the variability of the regional transportation system. The traffic modeling cannot capture impacts to the transportation system due to special events, traffic incidents, operational changes and daily traffic fluctuations. This makes it challenging to predict how the SR 99 corridor will respond to future travel patterns, population growth and other factors.

In order to determine the most effective approach to mitigating diversion from the SR 99 tunnel, the ACTT Committee reviewed the City of Seattle Master Plans for transit, freight, pedestrians and bicycles. We also used traffic model data to identify the location and potential impacts of traffic diversion from the the SR 99 tunnel. Through a comprehensive systems approach, the ACTT Committee identified a set of multi-modal improvements that could help the transportation system operate efficiently with a tolled tunnel. These improvements focus on transit, freight, traffic efficiencies and pedestrian and bicycle safety. A representative list of these strategies is included as Appendix B.

The ACTT Committee felt the following criteria were most important in evaluating system improvements to mitigate the effects of diversion from the SR 99 tunnel. The improvement should:

- Be flexible and adaptable to a variable transportation system where future travel patterns may be difficult to forecast.
- Limit the impacts of diversion (increased delays or increased traffic volumes) in and around downtown Seattle.
- Be easy to implement without requiring interest payments and other costs needed to finance large capital investments.
- Address safety concerns for pedestrians and bicyclists.

Having studied many alternatives, the ACTT Committee believes the most impactful mitigation strategy that meets the above goals is an investment in improvements to transit services serving the SR 99 corridor. Investments in transit services could be tailored to changing needs, deployed quickly and funded in a manner that is “pay as you go,” without requiring a large initial capital investment and the associated financing costs.

Transit is a significant mode of travel for employees and others along the SR 99 corridor. In 2012, 43 percent of commuters traveling into downtown Seattle used transit. WSDOT and the City of Seattle are working with King County Metro to prioritize transit movements. However, without mitigation, diversion from the SR 99 tunnel would result in increased traffic volumes in downtown

Seattle and particularly near the tunnel portals, which would lead to delays for all travel modes, including transit. Enhancing transit service when tolling begins would help offset these impacts. Enhancing existing transit service could also improve reliability, providing more certainty in travel times for bus riders and encourage increased use of transit as an alternative for drivers. More people shifting to transit could result in lower volumes of vehicles on city streets, which would improve the performance of the SR 99 corridor in more efficiently moving people and goods. Lower traffic volumes may also improve the safety and character of city streets for cyclists and pedestrians.

Transit investments were envisioned to be a key component of the Alaskan Way Viaduct Replacement Program suite of projects to help keep people moving efficiently and to help accommodate future growth in the region. In 2009, a significant investment in transit service was included in the multi-agency agreement to replace the Alaskan Way Viaduct: $190 million in transit capital investments and a $15 million annual investment in transit service. It was envisioned this would be funded by a one percent motor vehicle excise tax authority for King County which has not yet been secured.

WSDOT did fund $32 million in transit service to reduce congestion in the SR 99 corridor and mitigate the impacts of construction-related delays on transit service. This funding paid for added transit trips during construction of the south end of the corridor. This investment has led to a 42 percent increase in transit ridership on these routes. Transit ridership between West Seattle and downtown has also grown significantly, increasing by more than 40 percent since 2009. WSDOT recently confirmed their commitment to extend funding that supports these transit service investments through 2015.

In addition to the success of transit investments in the SR 99 corridor, transit service has been a key component in the SR 520 corridor. Before tolling began in 2010, King County Metro and Sound Transit increased service by 20 percent in this corridor. Since then, transit ridership has increased by 40 percent, growing from 15,000 to 21,000 riders. This is another example of transit service as a proven strategy in meeting travel needs in a tolled corridor.

King County Metro RapidRide

This recommendation to invest in transit service on the SR 99 corridor does not mean

that the other mitigation strategies evaluated are not necessary. Added traffic due to diversion from the SR 99 tunnel, particularly near the tunnel portals and on Alaskan Way, could have negative impacts on freight, transit, bicycle and pedestrian movements through those areas as well. As noted earlier, Appendix B contains a representative list of strategies to mitigate the effects that diversion under Scenario 7 would have on the transportation system.

The ACTT Committee understands the economic benefit of the SR 99 corridor, which serves Seattle's Duwamish and Interbay industrial areas. This corridor is crucial to the region's freight mobility and supports movement of $30 billion in cargo value through the marine terminals each year. The port and maritime industrial sector's economic growth rely on infrastructure investments to increase trade and improve the region's competitiveness in global markets.

Low cost, yet significantly beneficial improvements such as adaptive signal systems at key intersections could provide crucial mitigation for the effects of diversion, particularly related to freight and pedestrian safety. These investments are a high priority and given the limited toll revenue and other priorities identified in the next section, state and local agencies should work together to seek funding from sources other than tolls for these mitigation projects. Potential sources of funding for freight mitigation strategies include the Freight Mobility Strategic Investment Board, Puget Sound Regional Council, Washington State Transportation Investment Board, U.S. Department of Transportation's TIGER and FRATIS funding or when new sources of funding are provided for WSDOT and the City of Seattle's Intelligent Transportation System program. The ACTT Committee recommends the agencies pursue funding with consideration to current or future applications already planned by individual agencies.

Ensuring pedestrian and bicycle safety is a high priority for the ACTT Committee. Millions of tourists, workers and residents walk and bike around downtown every year and these bicycle and pedestrian facilities are also critical to the overall efficiency of the downtown transportation system and to the downtown economy. Mitigation projects to ensure safe and accessible pedestrian and bicycle routes in the neighborhoods near the SR 99 tunnel portals (i.e., Pioneer Square, South Lake Union and Uptown) should be consistent with current state and local policies for the design of Complete Streets to ensure safety, livability and economic vibrancy of city streets. Pedestrian improvements at intersections near the SR 99 tunnel portals should also be built with high-quality materials and maintenance should be prioritized to ensure pedestrian safety. Investments in projects to mitigate impacts on those who work, live and play in the surrounding neighborhoods are a high priority and the ACTT Committee recommends state and local agencies seek funding outside toll revenue for these improvements.

The ACTT Committee believes that toll revenue has the potential to provide a meaningful investment for transit along the SR 99 corridor and recommends the

State Legislature direct the Washington State Transportation Commission to further analyze this strategy. Policy direction has been established in RCW 47.56.820 (2) (d), which allows for the expenditures of toll revenues “to provide for the opportunities of conveyances of people and goods.” As outlined in the next section, the ACTT Committee has identified our recommended priority uses of toll revenues.

ACTT Committee’s recommendation:

- Annual funding for transit service investments should be highest priority to mitigate diversion.
- Agencies should identify and aggressively pursue the alternate funding sources for other transportation system improvements which are also important to manage impacts of diversion on freight, transit, bicycles and pedestrians. Appendix B contains a representative list of improvements.

3 Prioritizing use of toll revenue

The ACTT Committee recognizes that the use of the toll revenue would need to be prioritized by policymakers. After paying for the $200 million capital costs (plus financing) and for the toll collection costs (operations and maintenance of the toll collection system), the remaining revenue cannot cover all the identified items needing funding. These items include tunnel operations and maintenance, long-term tunnel systems repair and rehabilitation, and tunnel insurance as well as transit investments and other system improvements needed to mitigate for traffic that diverts from the tunnel. Additional information about these costs is included in the traffic and revenue analysis later in this report.

Scenario 7 would generate an estimated $1.085 billion in gross revenue over 30 years. Based on the ACTT Committee's estimates, there is sufficient revenue to fund the $200 million capital, toll collection costs, and tunnel operation and maintenance items with potentially some funding available for other investments in the corridor needed to address diversion. The ACTT Committee recommends the following order for use of toll revenue which, based on our work to date, appears to be compatible with the state's priorities.

1. Toll collection costs (operations and maintenance of the toll collection system).
2. $200 million capital costs (plus financing) for the SR 99 tunnel.
3. Operations and maintenance of the SR 99 tunnel.
4. Annual funding to enhance transit service on the SR 99 corridor.

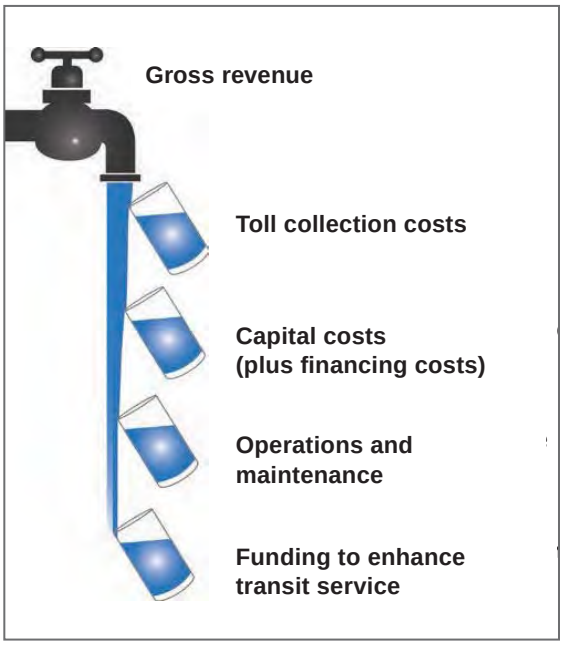
As stated earlier, the ACTT Committee believes that additional transit service offers the most flexibility to address diversion, in the context of a variable regional transportation system. That unpredictability makes it a challenge to forecast exactly how much and where diversion will occur in the SR 99 corridor as it responds to future travel patterns, population growth and other factors.

The ACTT Committee assumed the following estimated costs (over a 30-year period):

- Toll collection costs: $350 million.
- Capital costs for the SR 99 tunnel: $200 million.
- Operations and maintenance of the SR 99 tunnel: $160 million.

Financing costs for the $200 million capital need are subject to financing methods that will be determined at a later date by the Office of the State Treasurer. However, in order to determine the potential revenue available for other uses such as mitigation, the ACTT Committee estimated that $200

Recommended use of toll revenue



million to $225 million should be reserved to cover financing costs. Remaining toll revenue in the order of $150 million to $175 million ($5 million to $6 million per year) could be available for enhancing transit service.

All cost assumptions included here may change. These estimates assume an annual escalation in toll rates. The ACTT Committee understands that revenue for transit investments would not be immediately available at the start of tolling and that the agencies will review alternatives for an initial funding source.

The ACTT Committee understands that there are additional long-term costs associated with tunnel system repair and rehabilitation as well as tunnel insurance. The costs for repair and rehabilitation are not immediate and funding may be available from toll revenue as the toll financing mechanisms begin to sunset. There is also a need for additional transportation system improvements beyond transit investments to mitigate for the effects of diversion. Given the limited toll revenue, the ACTT Committee recommends that the agencies work together to seek funding beyond toll revenue for these long-term tunnel costs and additional mitigation measures.

ACTT Committee's recommendation:

- The ACTT Committee recommends the following order for use of toll revenue:
  1. Toll collection costs (operations and maintenance of toll collection system).
  2. $200 million capital costs (plus financing costs) for the SR 99 tunnel.
  3. Operations and maintenance of the SR 99 tunnel.
  4. Annual funding for transit service on the SR 99 corridor.
- Given limited toll revenue and the priorities identified above, SR 99 tunnel repair and rehabilitation, tunnel insurance and additional transportation system improvements to mitigate the effects of diversion should come from sources other than toll revenue.

4 Local community and jurisdictional involvement in toll rate setting process

Toll rates will be set by the Washington State Transportation Commission approximately six months before the SR 99 tunnel opens to traffic. Before rates are set, the Transportation Commission will hold public meetings in Seattle. The ACTT Committee encourages agencies and policymakers to use our recommendations and analysis to inform the future independent traffic and revenue analysis, finance planning, the Transportation Commission's rate setting process and further discussions about the use of toll revenue. The ACTT Committee recommends the Transportation Commission proactively engage members of the ACTT Committee as well as the City of Seattle, King County and Port of Seattle during this process.

The ACTT Committee was originally charged with continuing its work through one year of toll implementation, anticipated to begin in 2016. However, there is concern about diversion and congestion along the waterfront during construction of new Alaskan Way, which is expected to continue into 2018. The ACTT Committee feels that reviewing toll rates and the strategies to minimize diversion based on real-time conditions is particularly important during this time. As such, the ACTT Committee recommends reconvening on a periodic basis during the first two to three years after tolling begins and during construction of new Alaskan Way. The ACTT Committee also encourages ongoing agency coordination and review of construction sequencing to ensure that traffic impacts are minimized during waterfront construction and these first years of tolling.

Given the unpredictability of the future transportation system, the ACTT Committee recommends that a smaller review panel be convened by WSDOT and the City of Seattle to provide ongoing oversight of toll rates to maintain the balance between revenue generation and minimizing diversion. This panel would convene after the ACTT Committee's work is complete in 2018.

ACTT Committee's recommendation:

- Engage members of the ACTT Committee as well as the City of Seattle, King County and Port of Seattle during the rate setting process and regarding the use of toll revenue.
- Continue the ACTT Committee for two to three years after tolling begins to review effects of tolling during construction on the waterfront.
- The State and City of Seattle should convene a small panel for ongoing oversight of toll rates to ensure a balance between revenue generation and diversion.

5 Further study of tolling highways within the Puget Sound area

Minimizing diversion from the SR 99 tunnel will be challenging because of the many alternate routes available for drivers traveling into and through downtown Seattle. This ease of diversion makes SR 99 different from other fully tolled routes in Washington state. The ACTT Committee understands that the Puget Sound Regional Council has been asked by regional leaders to conduct a study to look at alternative approaches to tolling in the area. Puget Sound Regional Council is currently developing a proposed scope and looking for funding to support the study. The ACTT Committee encourages these efforts. As the region and state consider tolling additional highways, diversion will continue to be a concern for all facilities, and especially for those with easily-accessible alternate routes.

As the number of tolled facilities increases, there are opportunities to incorporate efficiencies of scale. This could include investigating ways to lower toll collection costs as well as ensure a fair and equitable distribution of toll collection costs across the system.

A logical, coordinated approach to the state's rollout of tolling will be critical to creating driver acceptance in order to maximize use of tolled facilities and ensure the efficient operation of the state's tolled facilities. A systems approach to tolling can help manage congestion, minimize diversion, lower costs and treat the regional transportation system holistically instead of as individual corridors or facilities. The ACTT Committee recommends regional tolling be studied further.

Current tolled facilities in Puget Sound

ACTT Committee's recommendation:

- The ACTT Committee recommends regional tolling be studied further.

SR 99 Tunnel Project background

The SR 99 Alaskan Way Viaduct, built in the 1950s, carried approximately 110,000 cars daily along Seattle's waterfront before the start of construction. The viaduct was already showing signs of age and deterioration when it was further weakened during the 2001 Nisqually earthquake. Initial environmental studies analyzed many replacement alternatives, including a cut-and-cover tunnel and new elevated structure. After a year-long stakeholder effort in 2008, state, county and city leaders signed a letter of agreement to replace the central portion of the viaduct with a bored tunnel, city street improvements and transit service. This alternative would allow SR 99 to remain open during the majority of construction, maintaining a vital north-south route through downtown Seattle.

In 2009, the Washington State Legislature passed ESSB 5768 authorizing the Washington State Department of Transportation (WSDOT) to pursue the tunnel project. This bill outlined the project's funding and directed WSDOT to pursue toll revenue as part of the budget. A final environmental impact statement was completed in 2011 followed by the Federal Highway Administration's issuance of a Record of Decision approving the tolled tunnel. This final approval for the SR 99 tunnel required WSDOT and the City of Seattle to establish a tolling committee that would provide recommendations for ways to minimize traffic diversion from a tolled tunnel. In 2012, the Washington State Legislature passed SSB 6444 authorizing tolling of the SR 99 tunnel.

Alaskan Way Viaduct

SR 99 tunnel and Alaskan Way with connection to Elliott and Western avenues

The SR 99 tunnel will change the way traffic uses SR 99 in Seattle. Drivers approaching the tunnel from either direction will face a choice depending on their destination: use the tunnel to bypass downtown or exit to city streets and head into downtown. At the tunnel's north end, downtown access will be similar to today, with on- and off-ramps near Seattle Center. There will no longer be ramps at Elliott and Western avenues in Belltown or at Columbia and Seneca streets in downtown. The majority of traffic accessing downtown will use the new Alaskan Way surface street along the waterfront. From the north, a new roadway will connect Elliott and Western avenues to the new Alaskan Way. From the south, new on- and off-ramps near the stadiums will connect SR 99 to the new Alaskan Way. These new ramps and east-west connections between the new Alaskan Way and downtown will replace the function of today's Belltown and downtown viaduct ramps.

The SR 99 tunnel will be 57.5 feet in diameter and is being constructed using the world's largest tunneling machine. Tunneling began in summer 2013 and the SR 99 tunnel is scheduled to open to traffic at the end of 2015. Once the tunnel is open to traffic, the existing viaduct will be demolished and Battery Street Tunnel will be decommissioned. Following removal of the existing viaduct, the new Alaskan Way and connecting streets will be built.

Advisory Committee on Tolling and Traffic Management charge and formation

Formation of committee

WSDOT and the City of Seattle established the Advisory Committee on Tolling and Traffic Management (ACTT Committee) in fall 2011. The ACTT Committee was charged with making advisory recommendations on strategies for tolling the SR 99 tunnel to raise $200 million for project construction, minimizing traffic diversion from the tunnel due to tolling and mitigating traffic diversion effects on city streets and I-5.

WSDOT, the Seattle Mayor and Seattle City Council jointly appointed the 15 committee members. Five members were nominated by each, and membership was confirmed by the Seattle City Council in resolution 31323. Members were selected to represent various interests, such as freight, local businesses, drivers, transit, and bicycle and pedestrian interests.

Committee work plan

The committee met 14 times between December 2011 and February 2014. Committee work during this time was divided into four phases.

Phase 1 – Reviewed tolling analysis done to-date, traffic conditions and traffic and revenue modeling.

Phase 2 – Discussed, evaluated and reviewed potential tolling scenarios and strategies to minimize diversion. This included two rounds of study. The committee published a progress report in late 2012 after reviewing the first round of toll scenarios.

Phase 3 – Began prioritizing strategies to minimize diversion and improve the transportation system with a tolled tunnel.

Phase 4 – Completed this report with the committee's recommendations.

Advisory Committee on Tolling and Traffic Management

Public engagement

Because the ACTT Committee is advisory and not a decision-making body, the ACTT Committee did not actively seek public input during its work. All ACTT Committee meetings have been open to the public and a public comment period has been available at the close of each meeting. The public will have the opportunity to comment on proposed toll rates and policies during the toll rate setting process led by the Washington State

Guiding principles

The ACTT Committee has worked to develop informed recommendations that are consistent with community values. To meet this goal, the ACTT Committee agreed on the following guiding principles to provide a framework for discussing potential traffic management and tolling scenarios.

1. Minimize diversion from the tunnel onto city streets.
2. Minimize diversion from the tunnel onto I-5.
3. Mitigate the anticipated adverse effects of traffic diversion.
4. Meet the State's funding obligation for the Alaskan Way Viaduct Replacement Program.
5. Identify funding for mitigation of diversion impacts.
6. Support Seattle's "Complete Streets" policy goals to make city streets function for bicycles, pedestrians, freight, transit and automobiles in strategies that are proposed to mitigate and minimize diversion impacts.
7. Support Seattle's waterfront and Center City policy goals to make the waterfront and downtown an enjoyable place for people to live, work, shop and play.
8. Support and maintain efficient use of city streets and I-5 for transit access into, within, out of and through downtown.
9. Support a vibrant maritime and industrial sector by maintaining efficient use of city streets and I-5 for freight access into, within, out of and through downtown.
10. Ensure that ACTT Committee recommendation(s) provide an effective integrated transportation solution across modes.

Transportation Commission. The ACTT Committee has provided updates on their work to the public and agency partners through the following ways:

Website

- Information about the ACTT Committee and meeting materials are available on the Alaskan Way Viaduct Replacement Program website.

Media stories

- Press releases were sent prior to ACTT Committee meetings.
- Media interviews were conducted with WSDOT staff and the ACTT Committee co-chairs.
- Resulted in more than 60 news stories in local Seattle media.

Briefings to community groups

- Program staff from WSDOT and the City of Seattle provided updates on the ACTT Committee's work at 12 community briefings.

Agency engagement

- Staff from WSDOT, the City of Seattle, King County, the Port of Seattle and the Puget Sound Regional Council met regularly to discuss ACTT Committee meeting materials.

Elected official outreach

- Program staff provided regular updates to the Washington State Transportation Commission, Seattle City Council and members of the Washington State Legislature.

Public comments

- The Alaskan Way Viaduct Replacement Program has received and responded to 18 public comments regarding the ACTT Committee's work.

Community events

- Program staff attended 24 transportation fairs and community festivals where tolling information was shared.

Advisory Committee on Tolling and Traffic Management

Traffic and revenue analysis

Toll scenarios studied

Prior to making recommendations, the ACTT Committee reviewed traffic and revenue data for eight potential toll scenarios. The ACTT Committee sought to find a balance between raising the necessary toll revenue for project construction while keeping vehicles from diverting away from the tunnel. During Round One, the ACTT Committee reviewed three scenarios that were chosen to help evaluate the effects of different policy choices. Round Two included Scenarios 4 – 7 which built upon and refined the results of the earlier scenarios. All of the toll scenarios assumed variable pricing.

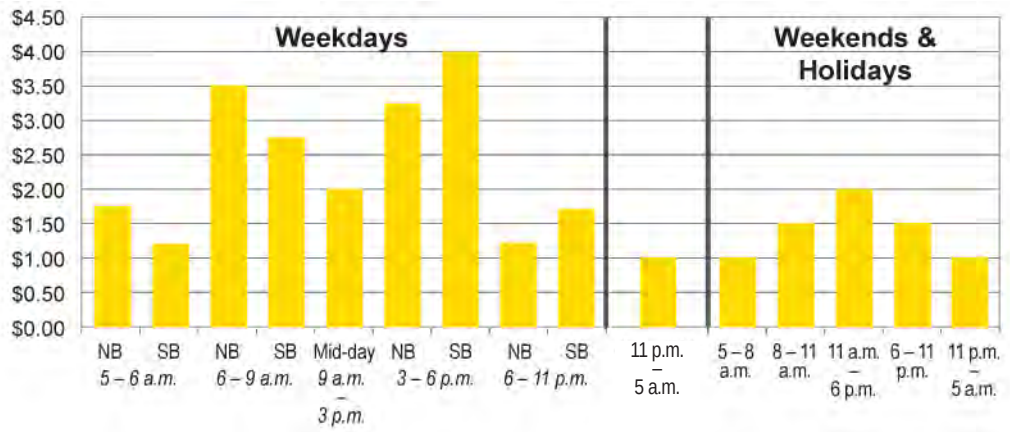
Aside from toll rates, the variables explored in the committee's analysis included:

- Freight truck toll rates.
- Charging different toll rates by direction of travel.
- Tolling time periods.
- Toll rate escalation.

Below are the toll scenarios studied by the ACTT Committee as they worked to balance revenue goals while limiting diversion. Variables including freight rates and toll rate escalation are noted.*

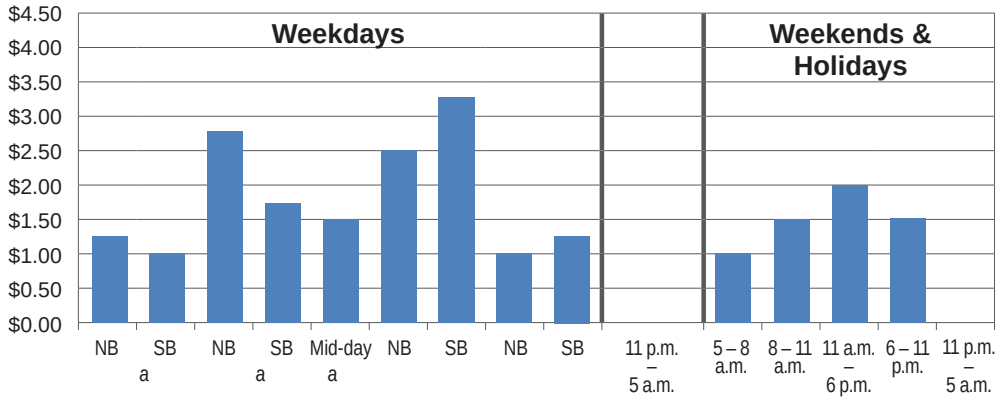
* Toll rates shown are in year 2017 dollars. For early scenarios, different rates were considered for northbound and southbound trips.

High toll benchmark



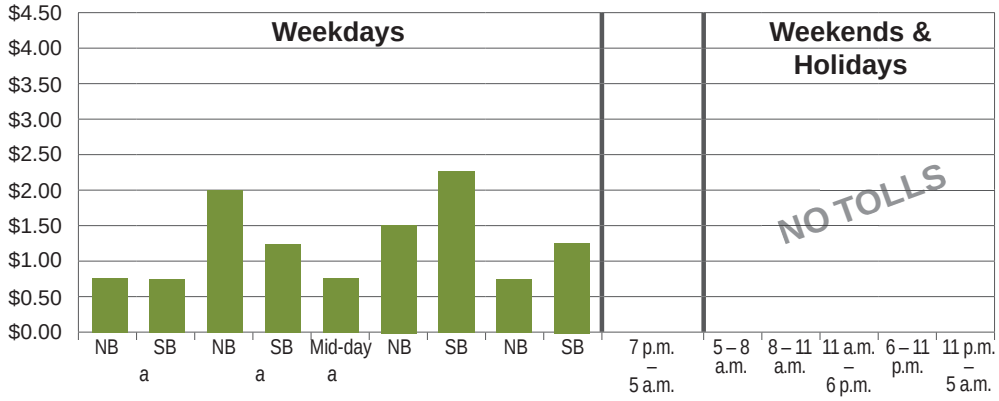
No-toll and high-toll benchmarks were used by the ACTT Committee for comparison. The high-toll benchmark included 1.5 times the toll rate for medium trucks and 2.5 times the toll rate for large trucks and no toll rate escalation.

Toll rate structure - Scenario 1



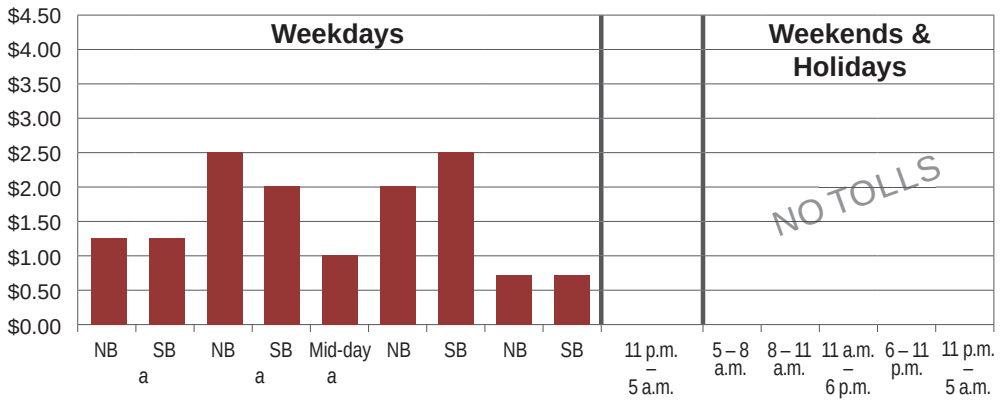
Objective	Freight rate	Toll escalation
Raise enough revenue to cover project capital costs and ongoing tunnel ownership costs.	1.5 times the toll rate for medium trucks and 2.5 times the toll rate for large trucks.	None.

Toll rate structure - Scenario 2



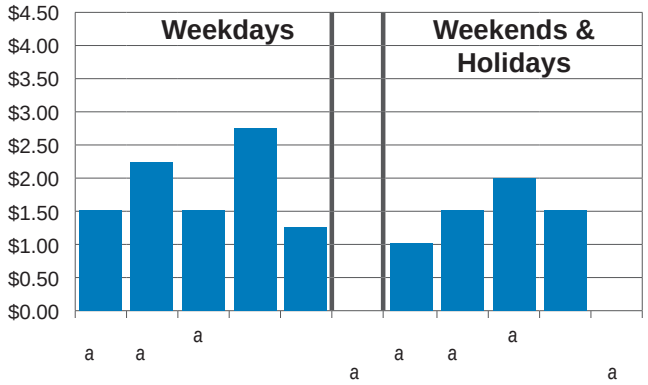
Objective	Freight rate	Toll escalation
Reduce diversion by using lower toll rates.	1.25 times the toll rate for all trucks, regardless of size or axle count.	None.

Toll rate structure - Scenario 3



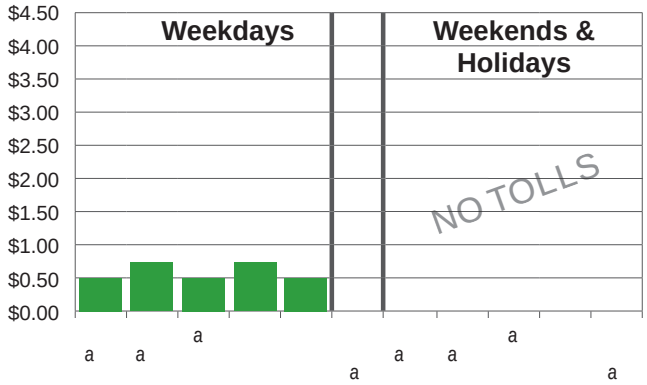
Objective	Freight rate	Toll escalation
Strike a balance between revenue generation and diversion from the tunnel.	1.25 times the toll rate for all trucks, regardless of size or axle count.	One-time increase of 20% in July 2030.

Toll rate structure - Scenario 4



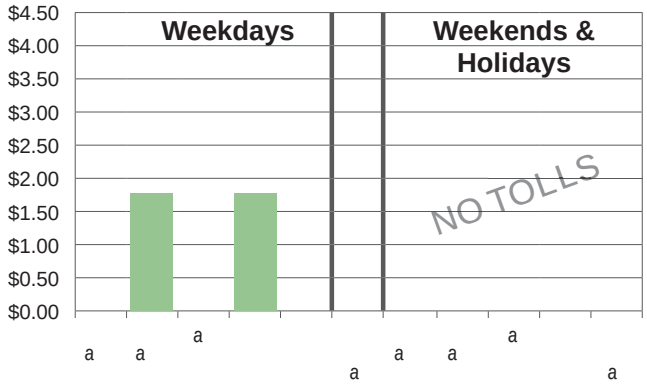
Objective	Freight rate	Toll escalation
Raise enough revenue to achieve the capital funding target.	1.5 times the toll rate for all trucks, regardless of size or axle count.	None.

Toll rate structure - Scenario 5a



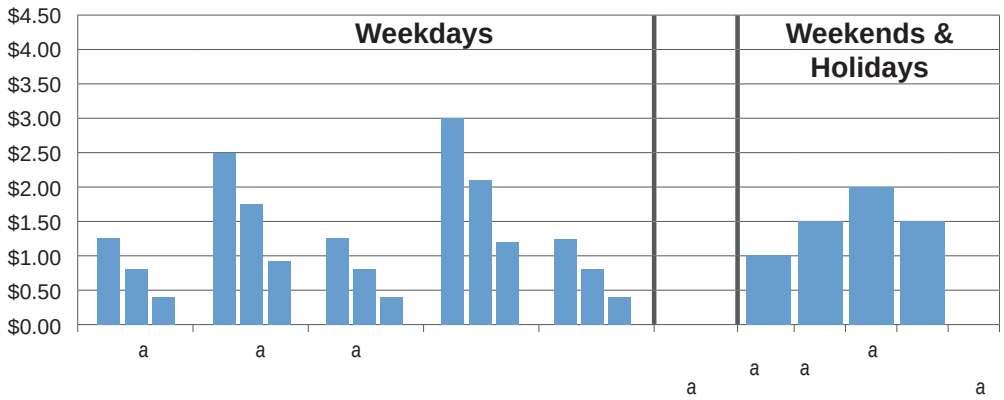
Objective	Freight rate	Toll escalation
Reduce diversion by using lower toll rates and include toll rate escalation.	1.5 times the toll rate for medium trucks and 2.5 times the toll rate for large trucks.	Toll rate escalates 1.3% per year.

Toll rate structure - Scenario 5b



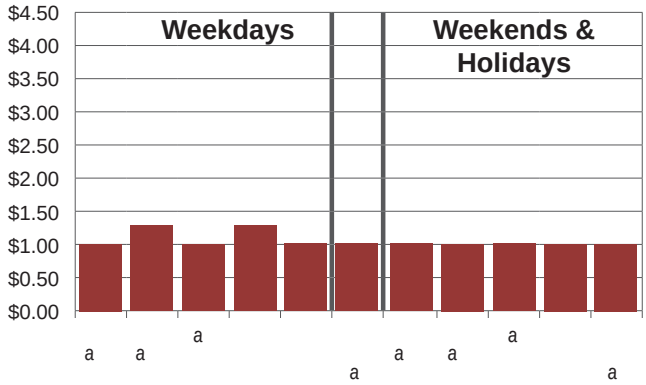
Objective	Freight rate	Toll escalation
Reduce diversion by using lower toll rates and include toll rate escalation.	1.5 times the toll rate for medium trucks and 2.5 times the toll rate for large trucks.	Toll rate escalates 1.3% per year.

Toll rate structure - Scenario 6



Objective	Freight rate	Toll escalation
Strike a balance between revenue generation and diversion from the tunnel. This scenario sought to keep more short trips in the tunnel by charging a reduced toll compared to longer tunnel trips.	1.5 times the toll rate for all trucks, regardless of size or axle count.	None.

Toll rate structure - Scenario 7



Objective	Freight rate	Toll escalation
Strike a balance between the revenue generation of Scenario 4 and the diversion levels of Scenarios 5a and 5b.	1.5 times the toll rate for medium trucks and 2.5 times the toll rate for large trucks.	Toll rate escalates 1.3% per year.

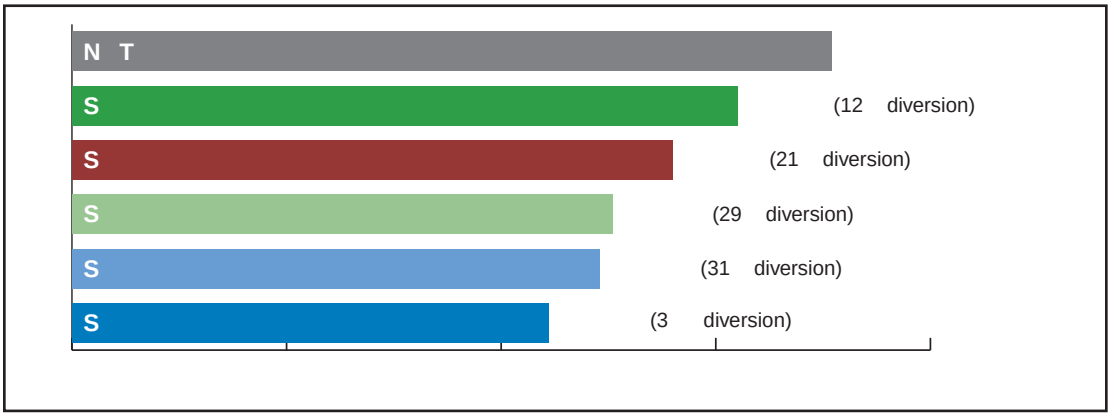
Traffic and diversion analysis

Under each tolling scenario, the ACTT Committee studied diversion, meaning the extra cars on city streets or I-5 when drivers choose alternate routes instead of the tolled tunnel. Because of the tunnel's location, drivers that divert have multiple route options through downtown Seattle. The charts below show the number of vehicles in the tunnel and the percent which diverted from the tunnel for each scenario by time of day (for the year 2017)*.

*Small adjustments were made to the traffic model between Round 1 (Scenarios 1 - 3) and Round 2 (Scenarios 4 - 7) to improve accuracy of results. In addition, each time the traffic model is run, minor variations may occur in the data generated so the same toll will not necessarily result in exactly the same volume in the tunnel.

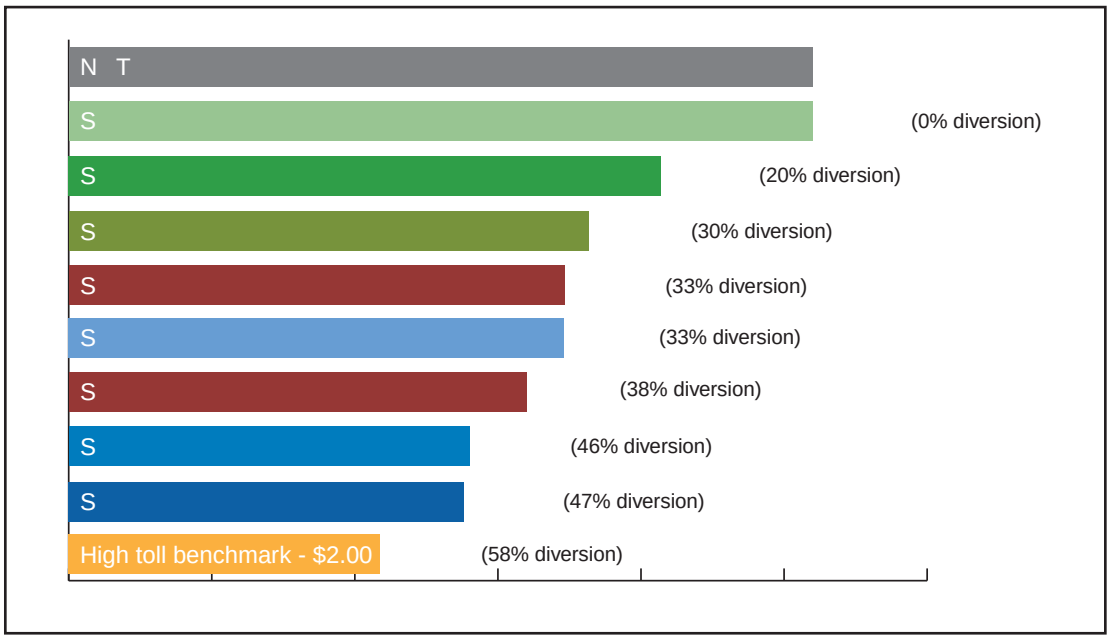
SR 99 tunnel volumes for all scenarios, year 2017

Morning peak period (6 to 9 a.m.)*

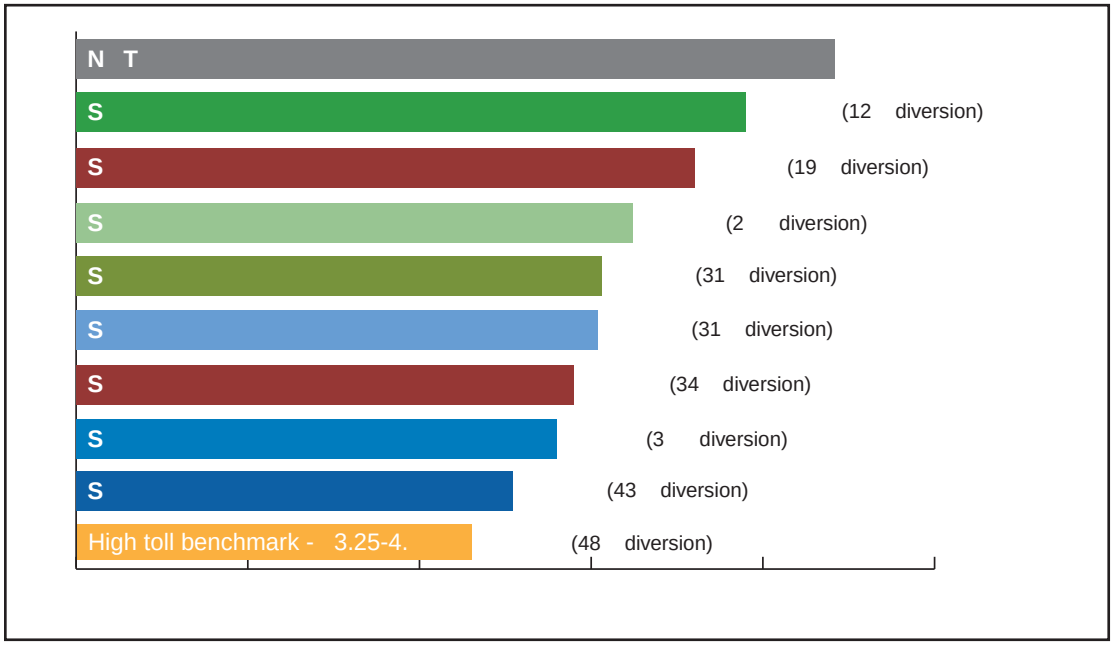


*Volumes were not modeled for Scenarios 1-3

Midday period (9 a.m. to 3 p.m.)

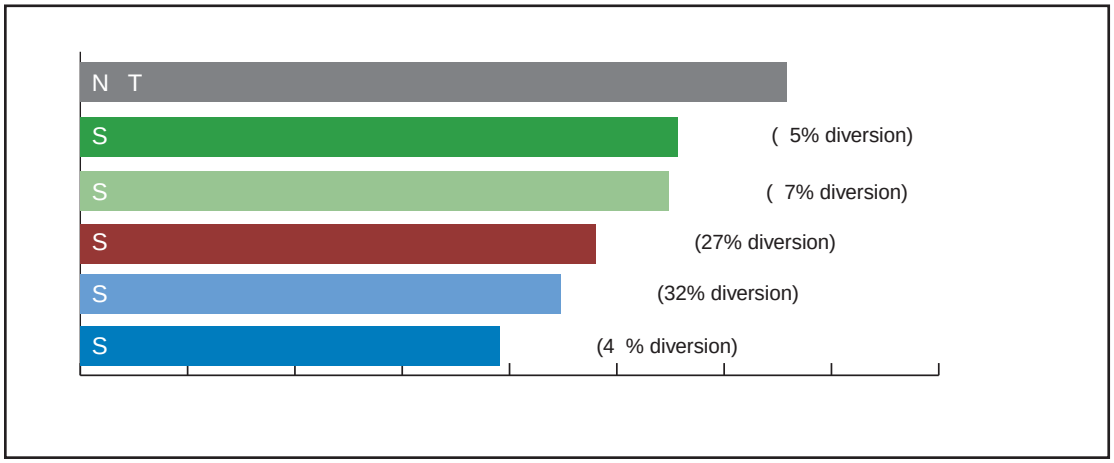


Afternoon/evening peak period (3 to 6 p.m.)



The ACTT Committee also found it helpful to review daily SR 99 tunnel volumes and the associated levels of diversion over a twelve-hour period.

Daytime 6 a.m. to 6 p.m.

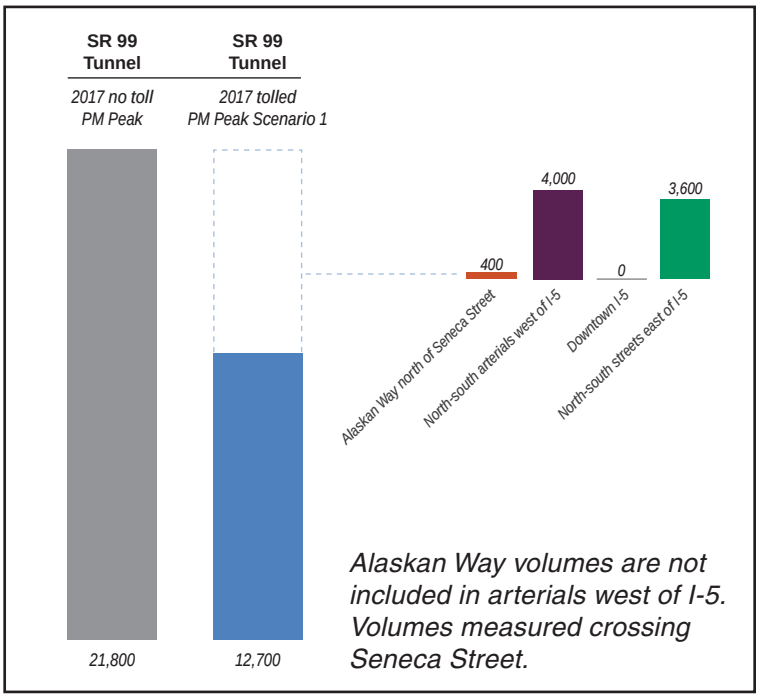


Cars that divert from the SR 99 tunnel would have several options for north-south routes through downtown Seattle. The charts below show the number of vehicles crossing Seneca Street in downtown Seattle and provide an estimate of where the diverted traffic would go during the afternoon/evening peak period. Traffic volume charts for Scenario 1, which generated the most diversion of Scenarios 1 - 7, and Scenario 7, which the ACTT Committee recommends, are included here.*

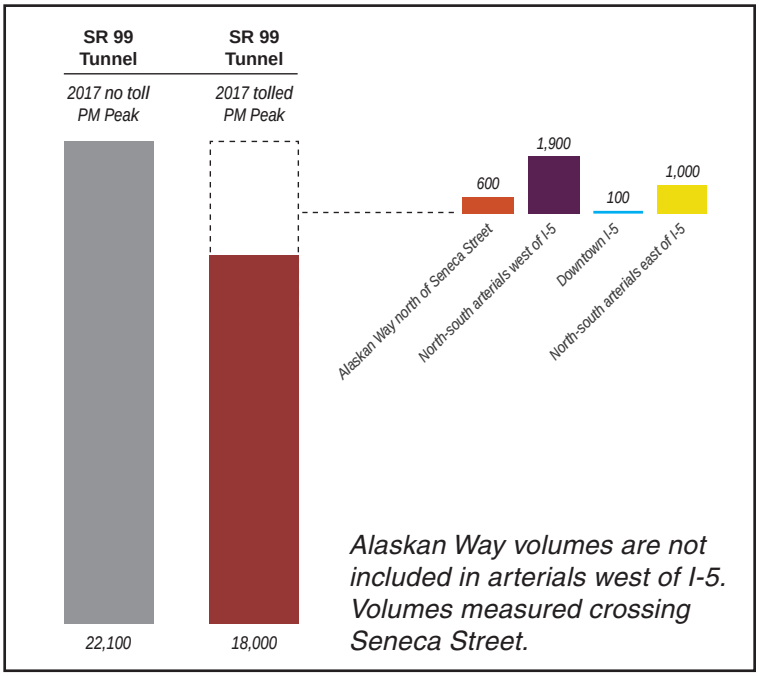
*Small adjustments were made to the traffic model between Round 1 (Scenarios 1 - 3) and Round 2 (Scenarios 4 - 7) to improve accuracy of results. Because of changes in the downtown circulation from diversion and localized congestion, some drivers will change their route, causing the volume to decrease at Seneca Street.

Traffic volumes by location; afternoon/ evening peak period (3 to 6 p.m.), year 2017

Scenario 1



Scenario 7



The ACTT Committee also looked at vehicle hours of delay as another way to quantify diversion impacts. Vehicle hours of delay is generated by taking the total number of vehicles within the traffic model network and measuring the projected travel speed by scenario compared to free-flow vehicle speeds. Generally, as toll rates increase, the number of vehicles diverting to city streets increases and therefore vehicle hours of delay increases.

Vehicle hours of delay shows the number of hours that travelers spend on roadways at less than optimal speeds. The ACTT Committee also used an estimated annual value of time to further quantify the impacts of diversion using the following equation.

Peak period vehicle hours of delay X 250 work days X $18 per hour.

These numbers are not actual costs but represent the value of a person's time. This value aggregates data for all vehicles traveling within the traffic model study area.

Estimated vehicle hours of delay and annual values of time

	No Toll	Scenario				
		4	5a	5b	6	7
2017 estimated peak period vehicle hours of delay	36,600	44,600	38,000	39,800	42,900	40,000
2017 estimated annual peak period vehicle hours of delay	9,150,000	11,150,000	9,500,000	9,950,000	10,725,000	10,000,000
Estimated annual value (hourly value of $18)	$165 million	$201 million	$171 million	$179 million	$193 million	$180 million

Mitigation for the effects of diversion

When considering mitigation options to address diversion from the SR 99 tunnel, the ACTT Committee took a comprehensive transportation approach. This included considering the needs of various modes including cars, transit, bicycles, freight and pedestrians and how these modes operate within the transportation system. The ACTT Committee looked for strategies that would help the transportation system operate efficiently, limit the impacts of diversion and preserve the quality and character of downtown streets. A representative list of strategies for mitigating the diversion effects of Scenario 7 is included as Appendix B.

Revenue analysis

Revenue results for scenarios 1-7

	High Toll Benchmark	Scenario							
		1	2	3	4	5a	5b	6	7
Revenue collected from tolls*	$1,340	$1,220	$770	$980	$1,270	$600	$610	$1,260	$1,085
Toll collection costs**	($280)	($300)	($260)	($260)	($320)	($280)	($160)	($360)	($350)
Revenues after collection costs	$1,060	$920	$510	$720	$950	$320	$450	$900	$735

Numbers represent estimates for approximately 30 years. Costs are shown in millions of dollars.

*After adjustments for fees, credits and uncollectible accounts.

**Includes credit card fees and customer service center, state operations and roadway toll system costs.

The chart above represents the results of the revenue analysis on all eight scenarios. The capital contribution assumed for the analysis is $200 million. Items that the ACTT Committee considered tunnel tolls could also pay for are as follows:

Toll collection costs (vary by scenario, see chart above)

- These include costs for toll collection equipment, statewide customer service, credit card fees, postage for mailing invoices, state support staff and maintenance of the toll collection system.

Capital financing

- The financing costs are unknown at this time and will depend on financing methods determined by the Office of the State Treasurer at a later date.

Operations and maintenance - $160 million

- These costs could include incident response teams; maintenance of lighting, heating, ventilation and air conditioning, and electrical systems; maintenance of fire, life and safety systems.

Mitigation

- The ACTT Committee's comprehensive systems approach to mitigating diversion identified a set of multi-modal improvements that could help the transportation system operate efficiently with a tolled tunnel. A representative list of strategies for mitigating the diversion effects of Scenario 7 is included as Appendix B. Costs vary depending on the mitigation strategy. Some scenarios with high diversion have effects that may not be feasible to fully mitigate. safety systems.

Facility insurance for the SR 99 tunnel - $55-85 million

- This is necessary to protect against potential loss of revenue if the tunnel and tolling have to be shut down temporarily. It also provides funding for repairs in the event of a catastrophic loss. The variation is due to coverage amounts and deductible levels.

Repair and rehabilitation for the SR 99 tunnel - $190 million

- These costs could include repaving and restriping; replacement of fans and HVAC systems; and electrical and software upgrades for fire, life and safety systems.

General findings

- Across all scenarios (with the exception of Scenario 5b which did not toll during the midday period) diversion tends to be higher in the midday, on weekends or overnight when the system has greater unused capacity. This means drivers are more willing to divert to a different route if that route is less congested and could offer them time savings or a comparable travel time.
- Across all scenarios, there is less diversion during the morning and afternoon/evening peak periods when there is more congestion within the transportation system and the tunnel may offer a faster or comparable trip.
- The ACTT Committee learned a great deal from the Round 1 scenarios and made a few adjustments for the Round 2 scenarios:
  1. Made toll rates the same for both northbound and southbound trips.*
  2. Some scenarios modeled toll rates that were increased annually by 1.3 percent versus a one-time increase.
  3. A scenario was crafted that attempted to attract shorter trips back into the tunnel.

*Based on observation from Round 1 scenario performance, where southbound drivers were charged more and subsequently were found to be more likely to divert from the tunnel.

Next steps in toll rate setting process

These advisory recommendations will be shared with WSDOT, the Governor, Washington State Legislature, Washington State Transportation Commission, Federal Highway Administration, Seattle City Council and the Seattle Mayor. The ACTT Committee will also share these recommendations with its agency partners including King County, the Port of Seattle and the Puget Sound Regional Council. In 2014, WSDOT's Toll Division will begin an investment-grade traffic and revenue study for tolling the SR 99 tunnel. WSDOT will seek bond authorization for the $200 million capital contribution in 2015. Toll rates will be set by the Washington State Transportation Commission. More information on the Transportation Commission's rate setting process can be found on their website: http://www.wstc.wa.gov.

The ACTT Committee was originally charged with continuing its work through one year of toll implementation, anticipated to begin in 2016.

Appendix A

Advisory Committee on Tolling and Traffic Management formation documents:

- Seattle City Council Resolution 31323.
- Excerpt from Record of Decision for Alaskan Way Viaduct Replacement Project.
- Exhibit E from Memorandum of Agreement No. GCA 6486, Property, Environmental Remediation, Design Review, Permitting and Construction Coordination Agreement for the SR 99 Bored Tunnel Project.

City of Seattle Legislative Information Service

Information retrieved on November 4, 2011 10:43 AM

Resolution Number: 31323

A RESOLUTION concerning the Alaskan Way Viaduct and Seawall Replacement Program Advisory Committee on Tolling & Traffic Management; stating the Council's intent to convene the Committee to advise the City and the State on options and strategies to raise revenue and to minimize traffic diversion; and appointing some and confirming the membership of the Committee.

Status: **Adopted**
Date adopted by Full Council: **September 19, 2011**
Vote: **9-0**

Date introduced/referred to committee: **September 12, 2011**
Committee: **Transportation**
Sponsor: **RASMUSSEN**
Committee Recommendation: **Adopt**
Date of Committee Recommendation: **September 13, 2011**
Committee Vote: **4 (Rasmussen, Godden, Licata, O'Brien) - 0**

(No indexing available for this document)

Fiscal Note: Fiscal Note to Resolution 31323

Text

RESOLUTION _____

A RESOLUTION concerning the Alaskan Way Viaduct and Seawall Replacement Program Advisory Committee on Tolling & Traffic Management; stating the Council's intent to convene the Committee to advise the City and the State on options and strategies to raise revenue and to minimize traffic diversion; and appointing some and confirming the membership of the Committee.

WHEREAS, in the 1950s, the City of Seattle and the Washington State Department of Transportation jointly designed and built the Alaskan Way Viaduct to accommodate passenger and freight mobility into the foreseeable future; and

WHEREAS, in 2001 the Nisqually earthquake damaged the Alaskan Way Viaduct and Seawall; and

WHEREAS, the Alaskan Way Viaduct and Seawall are at risk of sudden and catastrophic failure in an earthquake and are nearing the end of their useful lives; and

WHEREAS, various studies have determined that it is not fiscally responsible to retrofit the viaduct, and that retrofitting would cause significant construction impacts; and

WHEREAS, the proposed Alaskan Way Viaduct and Seawall Replacement (AWVSR) Program consists of a four-lane bored tunnel and improvements to City streets, the waterfront, and transit, and the Moving Forward Projects; and

WHEREAS, in October 2009, the City Council passed and the Mayor signed Ordinance Number: 123133, which established the Bored Tunnel Alternative as the City's preferred alternative and which authorized a memorandum of agreement between the State of Washington and the City of Seattle; and

WHEREAS, that agreement contemplated that the State and City would negotiate further agreements detailing the State and City's relative rights and responsibilities in the State highway project; and

WHEREAS, In August 2010, the City Council passed Resolution Number: 31235, which expressed the City Council's intent to authorize additional agreements with the State if:

1) The State awarded a contract consistent with the Draft Design-Build Contract;

2) The State demonstrated it could complete all elements of Washington State Department of Transportation's (WSDOT) Program within the Program Budget;

3) The State provided the City with clear documentation identifying all changes between the Draft Design-Build Contract and the awarded construction contract; and

4) The State Legislature has not enacted legislation to overturn WSDOT's responsibility for Program costs, including cost overruns, as set out in the proposed agreements between the State and City; and

WHEREAS, those conditions have been met; and,

WHEREAS, Resolution 31235 also restated the City's policy that the State is solely responsible for all costs, including any cost overruns, related to implementing WSDOT's Program;

WHEREAS, Ordinance 123542 accepted Interlocal Agreements offered by WSDOT in order to protect the City's vital interests;

WHEREAS, Exhibit E to the interlocal agreement between SDOT and WSDOT (one of the Interlocal Agreements) calls for the establishment of an Advisory Committee on Tolling & Traffic Management to advise the state and city on strategies to toll the tunnel while minimizing traffic diversion and mitigating diversion impacts on City streets; and

WHEREAS, the State and City have published a completed Final Environmental Impact Statement (FEIS) identifying the Tolled Bored Tunnel as the preferred alternative; and

WHEREAS, and the Federal Highway Administration issued a Record of Decision approving the decision to construct the preferred alternative identified in the FEIS; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE

MAYOR CONCURRING, THAT:

Section 1. The Council intends to convene the Alaskan Way Viaduct and Seawall Replacement Program (AWVSRP) Advisory Committee on Tolling & Traffic Management (ACTT) to advise the City and the State on options and strategies to raise revenue and to minimize traffic diversion.

Section 2. The City Council appoints the following five individuals to serve on ACTT who will carry out the tasks and duties as set out in Sections 4-7 of this Resolution:

1. Charley Royer

2. Henry Yates

3. Bob Davidson

4. Rob Johnson

5. Phil Fujii

The City Council hereby confirms the following five individuals who were appointed by the Mayor to serve on the ACTT to carry out the tasks and duties as set out in Sections 4-7 of this Resolution:

1. Anne Goodchild

2. Marcus Charles

3. Sharon Maeda

4. Peg Staehli

5. Tessa Greegor

The City Council hereby confirms the following five individuals who were appointed by Washington State Department of Transportation (WSDOT) to serve on the ACTT to carry out the tasks and duties as set out in Sections 4-7 of this Resolution:

1. Maud Daudon

2. Sung Yang

3. Claudia Balducci

4. Kurt Beckett

5. Rick Bender

Section 3. The ACTT will be staffed by managers or policy level staff from WSDOT, SDOT, Port of Seattle, King County, and Council central staff. Staffing will be supported by technical staff from each of the agencies and/or consultant support. The role of staff will be to manage the ACTT's work plan, develop a schedule, frame issues, and review and format technical data for the ACTT's review. WSDOT and the City of Seattle will manage resources from the state's AWVSRP budget to cover mutually agreeable staffing and consultant costs to support the ACTT. WSDOT and the City will jointly facilitate these meetings.

Section 4. The ACTT will make advisory recommendations to WSDOT, the Governor, the Legislature, the Transportation Commission, the Federal Highway Administration (FHWA), the Seattle City Council, and the Seattle Mayor on strategies for:

(1) tolling the SR99 bored tunnel;

(2) minimizing traffic diversion from the tunnel due to tolling; and

(3) mitigating traffic diversion effects on city streets and I-5.

These recommendations may be implemented by the State, City of Seattle, Port of Seattle, and/or King County as appropriate. Authority for tolling will require future action by the State Legislature, while tolling rates are within the purview of the Washington State Transportation Commission.

Section 5. The ACTT is expected to begin work in October 2011, and it will submit its initial tolling and diversion minimization recommendations by December 2012. Interim milestones will be established by the staff in conjunction with the ACTT members.

Section 6. The ACTT is expected to continue working to refine its analysis and recommendations through December 2015 (when the deep bored tunnel is anticipated to open to traffic and also when toll implementation begins). The ACTT will continue its work for up to one year after tolling begins to review the effects of the implemented tolling and diversion minimization strategies and to make further recommendations.

Section 7. The work of the ACTT will take place through an iterative process of reviewing financial goals, assessing the impact of different tolling strategies on traffic using the SR 99 bored tunnel, and evaluating a range of strategies to minimize diversion. The tasks of the committee will include:

A. Review anticipated traffic impacts on City streets and I-5 for different tolling scenarios.

B. Explore ways to:

1) Refine the tolling strategy for the SR 99 bored tunnel, including considering variable toll rate, and regional tolling and/or tolling of other state and city facilities.

2) Reduce the level of toll revenue to the bored tunnel project by identifying alternative funding source(s).

3) Optimize the tolling strategy for the SR 99 bored tunnel to balance accomplishing state funding goals while minimizing diversion of traffic.

C. Assess various strategies for minimizing and mitigating adverse effects of traffic diversion from tolled SR99 onto city streets through optimizing traffic flows and/or restricting or limiting traffic, including, but not limited to:

1) Setting priorities for street use by time of day for various users (cars, trucks, bicycles, pedestrians, transit, parking consistent with City's complete streets policy goals;

2) Identify opportunities for traffic calming, and other restrictions on certain modes of travel;

3) Creating "transit first" policies through transit priority streets and other methods to improve transit speed and reliability;

4) Using other traffic demand management measures;

5) Funding enhanced transit services and vanpools.

D. Assess various strategies for minimizing and mitigating diversion of traffic onto I-5 and other state facilities through optimizing traffic flow and/or restricting or limiting traffic, including, but not limited to:

1) Modifying I-5 operations, including the express lanes and on and off-ramps in the City;

2) Extending the use of intelligent transportation systems on I-5 through the City.

E. Develop specific transportation plans for the north and south portal areas to more specifically identify street uses, traffic flows, and treatments. This work should also implement other recommendations of the Center City Strategy.

Adopted by the City Council the ____ day of _____, 2011, and signed by me in open session in authentication of its adoption this_____ day

of _____, 2011.

_____

President _____of the City Council

THE MAYOR CONCURRING:

_____

Michael McGinn, Mayor

Filed by me this ____ day of _____, 2011.

_____

City Clerk

(Seal)

Dan Eder/de Alaskan Way Viaduct Replacement Tolling Committee Resolution August 31, 2011 Version #3a

Alaskan Way Viaduct Replacement Project Record of Decision
August 2011
Document available online:
http://data.wsdot.wa.gov/publications/viaduct/FEISComments/AWV-ROD-08222011.pdf

Excerpt from Project Commitments - Transportation Mitigation section, pg. 24

WSDOT will seek a practicable long-term tolling solution to minimize traffic diversion in order to optimize operation of the transportation network for all users. Strategies for optimization will be developed by the Tolling Advisory Committee (TAC), which will be established by WSDOT and the City, as outlined in Section 2.12 of Memorandum of Agreement (MOA) GCA 6486. When the TAC completes the first phase of its work in 2012 and in further phases, WSDOT and the City will jointly review the recommendations developed by the TAC. For improvements on state facilities or requiring state funding, WSDOT will recommend the strategies developed by the TAC (or other strategies, as appropriate) to the State Transportation Commission and seek funding for such strategies. WSDOT will work with the State, City, Port of Seattle, and King County in order to implement TAC strategies or other tolling mitigation strategies. Subject to legislative appropriation, WSDOT will fund recommendations agreed to by WSDOT and the City. If needed, additional environmental analysis may be performed to evaluate the potential effects of proposed strategies before implementation.

Mitigation strategies developed by the TAC will be monitored by measures of effectiveness developed by WSDOT and the City with input from the TAC. The measures of effectiveness will be developed to monitor the specific recommendations from the TAC; measures would likely include vehicle volumes in the bored tunnel and on specific city streets and I-5, travel times between specific points, levels of service at specific intersections surrounding the south and north portals, and revenue generation. The public will have an opportunity to comment on the measures of effectiveness to WSDOT and the City.

The TAC is expected to refine its analysis and recommendations through 2015 when toll implementation is expected to begin. Once the mitigation strategies recommended by the TAC are implemented, regular reporting will be provided to the TAC and the public based on the measures of effectiveness. The TAC will continue its work for up to 1 year after tolling begins to review the effects of tolling and strategies to minimize diversion. If measurements show that mitigation strategies are not achieving the desired results, they may be modified or additional mitigation may be recommended.

NO. GCA 6486

Exhibit E

Advisory Committee on Tolling & Traffic Management

Charge: Make advisory recommendations to WSDOT, the Governor, the Legislature, the Transportation Commission, the Federal Highway Administration (FHWA), the Seattle City Council, and the Seattle Mayor on strategies for: (1) tolling the SR99 bored tunnel , (2) minimizing traffic diversion from the tunnel due to tolling, and (3) mitigating traffic diversion effects on city streets and I-5. These recommendations may be implemented by the State, City of Seattle, Port of Seattle, and/or King County as appropriate. Authority for tolling will require action by the State Legislature, while tolling rates are within the purview of the Transportation Commission.

Staffing: The Advisory Committee will be staffed by managers or policy level staff from WSDOT, SDOT, Port of Seattle, King County, and Council central staff. Staffing will be supported by technical staff from each of the agencies and/or consultant support. The role of staff will be to manage the Advisory Committee's work plan, develop a schedule, frame issues, and review and format technical data for the Advisory Committee's review. WSDOT and the City of Seattle will manage resources from the state's Alaskan Way Viaduct and Seawall Replacement Program budget to cover mutually agreeable staffing and consultant costs to support the Advisory Committee. State and City will jointly facilitate these meetings.

Membership: The Advisory Committee will be comprised of up to 15 members. The Mayor; Seattle City Council; and WSDOT will each appoint one-third of the members. All members will be confirmed by Council. Advisory Committee membership should represent the following types of interests: Freight, retail, drivers, labor, bicycle and pedestrian interests, large employer, waterfront business, adjacent and affected neighborhoods, transit riders, low-income, and others.

Timeline: The Advisory Committee will begin work in March 2011, and it will submit its initial tolling and diversion minimization recommendations by June 2012. Interim milestones will be established by the staff in conjunction with the Advisory Committee members.

The Advisory Committee is expected to continue working to refine its analysis and recommendations through December 2015 (when the deep bored tunnel is scheduled to open to traffic and toll implementation begins). The Advisory Committee will continue its work for up to one year after tolling begins to review the effects of the implemented tolling and diversion minimization strategies and to make further recommendations.

Scope of Work:

The work of the Advisory Committee will take place through an iterative process of reviewing financial goals, assessing the impact of different tolling strategies on traffic using the SR 99 bored tunnel, and evaluating a range of strategies to minimize diversion. The tasks of the committee will include:

1. Review anticipated traffic impacts on city streets and I-5 for different tolling scenarios.

2. Explore ways to:
    a. Refine the tolling strategy for the SR 99 bored tunnel, including considering variable toll rate, and regional tolling and/or tolling of other state and city facilities.
    b. Reduce the level of toll revenue to the bored tunnel project by identifying alternative funding source(s).
    c. Optimize the tolling strategy for the SR 99 bored tunnel to balance accomplishing state funding goals while minimizing diversion of traffic.

3. Assess various strategies for minimizing and mitigating adverse effects of traffic diversion from tolled SR99 onto city streets through optimizing traffic flows and/or restricting or limiting traffic, including, but not limited to:

    a. Setting priorities for street use by time of day for various users (cars, trucks, bicycles, pedestrians, transit, parking consistent with City's complete streets policy goals;
    b. Identify opportunities for traffic calming, and other restrictions on certain modes of travel;
    c. Creating "transit first" policies through transit priority streets and other methods to improve transit speed and reliability;
    d. Using other traffic demand management measures;
    e. Funding enhanced transit services and vanpools.

4. Assess various strategies for minimizing and mitigating diversion of traffic onto I-5 and other state facilities through optimizing traffic flow and/or restricting or limiting traffic, including, but not limited to:

    a. Modifying I-5 operations, including the express lanes and on and off-ramps in the City;
    b. Extending the use of intelligent transportation systems on I-5 through the City.

5. Develop specific transportation plans for the north and south portal areas to more specifically identify street uses, traffic flows, and treatments. This work should also implement other recommendations of the Center City Strategy.

Appendix B

Transportation system improvements considered by Advisory Committee on Tolling and Traffic Management.

Representative list of transportation system improvements considered by the Advisory Committee on Tolling and Traffic Management

In order to determine the most effective approach to mitigating diversion from the SR 99 tunnel, the ACTT Committee reviewed the City of Seattle Master Plans for transit, freight, pedestrians and bicycles. The ACTT Committee also used traffic model data to identify the location and potential impacts of traffic diversion from the SR 99 tunnel. Through a comprehensive systems approach, the ACTT Committee identified a set of multi-modal improvements that could help the transportation system operate efficiently with a tolled tunnel. These improvements focus on transit, freight, traffic efficiencies and pedestrian and bicycle safety. Below is a representative list of these strategies.

The ACTT Committee recommends that street and intersection design elements of improvements in neighborhoods near the SR 99 tunnel portals (i.e. Pioneer Square, South Lake Union and Uptown) be consistent with the National Association of City Transportation Officials' Urban Street Design Guide to improve the safety, livability and economic vibrancy of city streets.

Transit

Strategy	Overview / benefit
Burien / Delridge RapidRide service	Increases service frequency for 8,500 daily riders; expected to grow to 13,000 in five years. Helps meet increased demand for trips.
Separate RapidRide C (West Seattle) and D (Ballard-Crown Hill) lines	Allow lines to operate as separate routes. Improves reliability for 6,200 daily riders of the C line and 8,300 daily riders of the D line. Helps meet added demand for trips.
Implement new service to South Lake Union (extend all day service on RapidRide C line or peak-only service from southwest Seattle). Includes transit hub in South Lake Union	Supports increased transit service to growing South Lake Union market and improves access and connectivity in South Lake Union.
Transit priority treatments in the downtown core	Improves travel time and reliability for riders. Helps reduces impact from increased traffic volumes.
Continue viaduct construction mitigation service levels on high productivity routes serving the SR 99 corridor.	Sustains added service on routes serving West Seattle and peak commute trips on routes serving Ballard and Aurora corridors.

Freight

Strategy	Overview / benefit
Adaptive signal systems in SODO and south portal area	Signal system can respond with more precision to fluctuating traffic volumes. Benefits general purpose and transit.
Port terminal and SODO dynamic routing and access information on I-5, I-90 and key arterials (e.g. Travel time and electronic signs)	Facilitates freight movement to/from Port terminals due to variability in traffic levels and congestion in this area.
East Marginal Way truck emphasis strategies from Spokane Street to Atlantic Street (e.g. signage / enforcement)	Allows for efficient freight operations by prioritizing freight movements and excluding potential diverting traffic.
Southbound I-5 lane and ramp management improvements from Mercer Street to Corson Avenue (e.g. electronic signs, freight priority treatments)	Improves throughput and reliability on southbound I-5 for multiple modes. Reduces congestion southbound from SR 520 interchange to Corson Avenue.

Bicycle

Strategy	Overview / benefit
North-south cycle track through downtown	Increases vehicle / bicycle separation for safety, mobility and to encourage mode shift.
North-south facility through north portal area	Increases vehicle / bicycle separation for safety, mobility and to encourage mode shift.
East Marginal Way bicycle facility from South Spokane Street to South Atlantic Street	Reduces conflicts between freight and bicycle traffic.

Pedestrian

Strategy	Overview / benefit
Pedestrian safety projects at key locations in Pioneer Square and Belltown (for example: curb extensions, sidewalk improvements, etc.)	Improves safety and the pedestrian experience on key corridors. Addresses some potential hot spots.

Appendix C

Advisory Committee on Tolling and Traffic Management meeting materials.

Advisory Committee on Tolling and Traffic Management Meeting Materials (December 2011 – February 2014)

Available online at: http://www.wsdot.wa.gov/projects/viaduct/Library/Meetings/ACTTM

A copy of the ACTT Advisory Recommendations for Tolling the SR 99 Tunnel or any of the meeting materials are available upon request. Please email viaduct@wsdot.wa.gov or call 1-888-AWV-LINE (298-5463).

Feb. 19, 2014

- Agenda (pdf 40 kb)
- Presentation (pdf 247 kb)
- Draft recommendations (pdf 1592 kb) - Draft ACTT recommendations discussed at the meeting
- Summary (pdf 309 kb)

Jan. 14, 2014

- Agenda (pdf 46 kb)
- Presentation (pdf 355 kb) - Draft committee recommendations
- Draft recommendations (pdf 354 kb) - Proposed ACTT recommendations discussed at the meeting
- Summary (pdf 394 kb)

Sept. 25, 2013

- Agenda (pdf 51 kb)
- Presentation (pdf 487 kb) - SR 520 tolling update and transportation system approach to minimizing and mitigating diversion.
- Summary (pdf 55 kb)

July 24, 2013

- Agenda (pdf 54 kb)
- Presentation (pdf 586 kb) - Scenario 7 traffic and revenue results, and transportation system approach to minimizing and mitigating diversion. The full set of traffic model data tables and graphics, too large to provide here, is available upon request at viaduct@wsdot.wa.gov.
- Meeting summary (pdf 73 kb)

March 13, 2013

- Agenda (pdf 47 kb)
- Presentation (pdf 1.65 Mb) - Round 2 toll scenarios traffic modeling and revenue analysis results.
- Meeting summary (pdf 46 kb)
- The full set of traffic model data tables and graphics, too large to provide here, is available upon request at viaduct@wsdot.wa.gov.

Dec. 12, 2012

- Agenda (pdf 47 kb)
- Presentation (pdf 921 kb) - 2017 transportation system continued, mitigation discussion, progress report and committee schedule.
- Materials and Handouts (pdf 372 kb) - Small group map tool for discussing mitigation, previous meeting summaries provided below.
- Meeting summary (pdf 52 kb)

Nov. 14, 2012

- Agenda (pdf 42 kb)
- Presentation (pdf 1.5 Mb) - Review 2017 transportation system, discuss mitigation and progress report.
- Meeting summary (pdf 57 kb)

Nov. 1, 2012

- Agenda (pdf 54 kb)
- Presentation (pdf 247 kb) - Review round 2 scenarios, discuss mitigation and progress report.
- Materials and handouts (pdf 219 kb) - Comparison to other toll facilities handout.
- Meeting summary (pdf 56 kb)

Sept. 19, 2012

- Agenda (pdf 52 kb)
- Presentation (428 kb) - Review round 1 scenarios and traffic modeling results, tolling revenue overview and round 1 results, introduction to potential round 2 scenarios.
- Materials and handouts (pdf 714 kb) - Small group materials and toll costs handout.
- Meeting summary (49 kb)

June 27, 2012

- Agenda (pdf 47 kb)
- Presentation (pdf 535 kb) - Scenarios overview, traffic modeling results, diversion.
- Meeting summary (pdf 48 kb)
  The full set of traffic model data tables and graphics, too large to provide here, is available upon request at viaduct@wsdot.wa.gov.

April 17, 2012

- Agenda (pdf 138 kb)
- Presentation (pdf 408 kb) - committee guiding principles, tolling on SR 520 and existing SR 99 traffic patterns, toll scenarios discussion.
- Materials and handouts (pdf 87 kb) - revised guiding principles, potential mitigation actions, round one modeling scenarios.
- Meeting summary (pdf 211 kb)

March 14, 2012 optional briefing

- Agenda (pdf 129 kb)
- Presentation (pdf 1.1 Mb) - traffic modeling overview.

Feb. 29, 2012

- Agenda (pdf 45 kb)
- Presentation (pdf 4 Mb) - city, county and port policies; committee guiding principles and evaluation framework.
- Materials and handouts (pdf 135 kb) - action items, toll revenue summary, guiding principles.
- Meeting summary (pdf 50 kb)

Jan. 25, 2012

- Agenda (pdf 37 kb)
- Presentation (pdf 1 Mb) - guiding principles for evaluating and prioritizing future recommendations, basics of finance and traffic modeling.
- Materials and handouts (pdf 176 kb) - revised guiding principles, consensus process, public process.
- Meeting summary (pdf 127 kb)

Dec. 8, 2011

- Agenda (pdf 74 kb)
- Presentation (pdf 1.1 Mb) - overview of the committee, the viaduct replacement program and tolling.
- Meeting summary (pdf 54 kb)
- Charter (pdf 41 kb)
- Draft guiding principles (pdf 34 kb)
- WSDOT/City agreement exhibit (pdf 106 kb) that created the committee.
- Council resolution (pdf 77 kb) that appointed committee members.

Appendix D

2012 Advisory Committee on Tolling and Traffic Management Progress Report.

December 2012

In 2009, the Washington State Legislature identified tolling as a funding source for the SR 99 Tunnel Project. It is anticipated that tolling revenue will contribute $200 million toward tunnel construction. In 2011, the City of Seattle and WSDOT formed the Advisory Committee on Tolling and Traffic Management to explore ways to toll the SR 99 tunnel and raise revenue while minimizing diversion onto city streets and I-5.

The 15-member committee has met regularly to discuss how various toll scenarios might affect traffic patterns and revenue. Three toll scenarios have been analyzed to date, but more work is needed to find a scenario that strikes the right balance between generating revenue and minimizing diversion. The initial analysis has found scenarios that reach the $200 million capital funding target result in high levels of diversion to city streets and I-5. Scenarios that result in lower diversion still raise revenue, but not enough to cover both capital and ownership costs such as operations and maintenance, insurance and repair and rehabilitation.

In the first half of 2013, we plan to analyze three additional scenarios, providing a more comprehensive picture of possible tolling options. We'll begin to set priorities and discuss the potential need for mitigation measures that are not currently funded.

By the middle of 2013, we will come to you with our recommendations. In the interim, we are pleased to provide you with this progress report of our work. We have also identified several policy issues where your guidance may help inform our work. The policy issues are more fully addressed in the attached progress report.

- Priority of state's use of toll revenue: what types of costs should be covered by toll revenue and in what relative order.
- Financing and toll rate adjustments: how capital costs could be financed and whether toll rates could be adjusted in future years to keep up with inflation.
- Allocation of toll collection costs: how statewide tolling system costs are allocated among facilities.
- Systems approach to tolling: as the region moves forward with studying and tolling additional highways, the committee sees value in analyzing a systems approach to tolling – I-5, I-405, I-90, SR 99 - to reduce diversion across the regional roadway network.
- Freight rates: what freight rate structure makes sense for the tunnel.
- Mitigation funding: finding a funding source for potential mitigation measures.
- Transit funding: finding a sustainable funding source for King County Metro service.

We understand that these issues – including the toll rate structure – are within the purview of various appointed and elected officials and our role is advisory in nature.

We would be happy to provide a briefing on our work or answer any questions.

Sincerely,

Maud Daudon and Claudia Balducci
ACTT Co-chairs

SR 99 Advisory Committee on Tolling and Traffic Management

2012 Progress report

Overview

Formation and role of tolling committee

WSDOT and the City of Seattle established the Advisory Committee on Tolling and Traffic Management in fall 2011. The committee is exploring ways to refine tolling the SR 99 tunnel to minimize traffic diversion, meet project funding goals including $200 million for project construction, and investigate strategies to reduce or mitigate diversion.

WSDOT, the Seattle Mayor and Seattle City Council jointly appointed the 15 committee members. Five members were nominated by each, and membership was confirmed by the City Council in resolution 31323. Members were selected to represent various interests, such as freight, local businesses, drivers, transit, and bicycle and pedestrian interests.

Authority for tolling is granted by the State Legislature, while toll rate setting is within the purview of the Washington State Transportation Commission.

Advisory recommendations in 2013

In the first half of 2013, the committee will provide initial recommendations on strategies for tolling the SR 99 tunnel, minimizing traffic diversion from the tunnel due to tolling, and mitigating traffic diversion effects on city streets and I-5. Recommendations will be provided to the Governor, Legislature, State Transportation Commission, Federal Highway Administration, Seattle Mayor and the Seattle City Council.

Recommendations may be implemented by the State, City of Seattle, Port of Seattle, and/or King County as appropriate.

The committee will continue working to refine its analysis and recommendations through December 2015 and for up to one year after tolling begins.

ACTT work completed to date

Process for studying potential toll scenarios

Prior to making recommendations, the committee is reviewing traffic and revenue data for six potential toll scenarios. All of the toll scenarios assumed variable pricing. Committee members are working to find a balance between raising toll revenue necessary to construct the SR 99 Tunnel Project and keeping vehicles from diverting away from the tunnel.

To date, the committee has reviewed traffic and revenue analysis for three of six total toll scenarios. The committee also investigated types of costs that could be covered by toll revenue and assumed that toll revenue would pay for toll collection costs and facility ownership costs over 30 years with the remainder going toward the $200 million capital target.

The committee selected each toll scenario to evaluate the effects of different policy choices.

- **Scenario 1 - maximize revenue.** Raise enough revenue to cover project capital costs and ongoing tunnel ownership costs (operations and maintenance, insurance, and repair and replacement costs). The minimum toll was $1 and maximum toll was $3.25.

- **Scenario 2 - minimize diversion.** Reduce diversion by using lower toll rates. The minimum toll was $0.75 and maximum toll was $2.25.
- **Scenario 3 - balance revenue and diversion.** Strike a balance between revenue generation and diversion from the tunnel. The minimum toll rate was $0.75 and maximum toll rate was $2.50. This scenario included a one-time escalation of toll rates in 2030.

Observations from first round of traffic and revenue analysis

Overall, no toll scenario stood out to committee members as the right balance between generating revenue and reducing diversion. However, key findings were made that helped shape what the next three scenarios look like, including:

- All three initial scenarios would raise significant amounts of funding. However, none of the initial three scenarios would generate sufficient levels of revenue to fund **all** of the following: WSDOT's ownership costs, $200 million project capital target, and any mitigation that may be recommended by the committee.
- Scenario 1 appears to generate enough revenue to meet the project's funding target and ownership costs. However, this scenario caused diversion throughout the day resulting in increased trip times and congestion on city streets and I-5, and it does not raise enough revenue to fund any mitigation measures.
- Diversion was significant in each of the scenarios and created congestion that would interfere with city and regional traffic, as well as international trade and logistics operations at the Port terminals.
- Revenue generated from the scenarios is directly connected to the amount of trips that stayed in the tunnel. In the table on page 6, you can see Scenario 1 raises enough revenue from tolls to pay for both capital project funding and ownership costs while Scenario 2 would not raise enough money to provide capital funding. Scenario 3 could support ownership costs and some project funding, but not enough to meet the $200 million target.
- Having many toll-free route alternatives through downtown Seattle contributes to the amount of diversion projected. As an example, tolls as low as $0.75 during the midday resulted in diversion because of the many toll-free route choices and the relatively free-flowing traffic conditions during midday travel. The table on page 6 shows daily tunnel volumes for each scenario in addition to the midday and p.m. peak period.
- Southbound tolls resulted in more diversion than anticipated. Future analysis should consider toll rates that are similar for northbound and southbound travel (southbound tolls were higher than northbound tolls in all three initial scenarios).
- Longer trips (e.g., North Seattle to the airport) tended to stay in the tunnel while shorter trips (e.g., Queen Anne neighborhood to the stadiums) were more likely to divert to other routes such as city streets and I-5. Future analysis should consider ways to attract some of the shorter trips back into the tunnel.

Policy issues discussed by ACTT

The committee has identified a number of policy issues based on its review of the traffic and revenue analysis completed to date.

- **State to prioritize use of toll revenue**

  Tolling is a viable funding source as part of the Alaskan Way Viaduct Replacement Program, but the committee believes the use of revenue will need to be prioritized and views this as a state decision. Funding is needed for the following:

- $200 million of project capital funding
- Ongoing facility ownership costs
- Potential funds to mitigate the effects of traffic diverting from the tunnel.

Current assumptions are that funding would pay for toll collection costs and facility ownership costs over 30 years, with the remainder going toward the $200 million needed for project funding. To date, scenarios that raise enough revenue to cover both capital costs and ownership costs result in high levels of diversion largely because there are so many adjacent route options. The ACTT recognizes agencies and elected officials determine how toll revenue would be used. The committee believes their charge is to suggest a tolling approach which maximizes revenue while reducing diversion and the state will determine how best to use the revenue stream. The committee would welcome a discussion about how to prioritize the use of state funding.

- **Financing and toll rate adjustments**

  For financial planning purposes, most scenarios the committee has analyzed assume no toll rate increases based on guidance from the Office of the State Treasurer and State Finance Committee. This approach helps secure favorable financing when bonding against toll revenue, but it also reduces the funding available for the project and ongoing costs. The committee believes it's reasonable to expect that nominal toll rates will not remain the same for 30 years. Toll rate adjustments in future years would help keep up with inflation over time. The committee would welcome a discussion on financing assumptions and toll rate adjustments over time.

- **Toll collection cost allocation policy**

  WSDOT's Toll Division and the Office of Financial Management have created a cost allocation policy where system-wide toll collection costs such as customer service center operations and state operations are shared based on facility-specific toll transactions. This policy should be discussed as planning to toll new facilities or roadways continue. Because of diversion levels, SR 99 toll rates may need to be lower than other existing toll facilities. The current policy allocates costs on a per-transaction basis, and the cost to collect tolls on SR 99 is a larger percentage of the toll charged compared to other tolled facilities. This results in less revenue being available for the facility. The committee suggests analyzing revenue-based allocation of costs.

- **Systems approach to tolling**
  As the region and the state move forward with studying and tolling additional highways, the committee sees value in analyzing a systems approach to tolling to manage congestion and minimize diversion. This would include tolling state facilities such as I-5, I-90, I-405 and SR 99 and could include other planned toll facilities and future facilities which could reduce diversion across the regional system. This type of study is beyond the committee's timeframe for making recommendations in 2013.

- **Freight rates**

  Toll facilities in Washington currently have freight toll rates based on truck axle count. The ACTT has analyzed different cost structures based on axles and flat rates to determine if a change would encourage more freight to use the SR 99 tunnel rather than diverting. Because the Transportation Commission leads the rate-setting process, the committee will discuss with the Commission the results of traffic analysis for both cost structures.

- **Mitigation funding**

  Currently, no source of funding has been identified for mitigation measures. The committee would welcome a discussion about what funding sources might be available, including the use of toll revenue.

- **Transit funding**

  In 2009, as part of multi-agency plan to replace the Alaskan Way Viaduct (AWV), a significant investment in transit service was outlined, including $140 million in transit capital investments and a $15 million annual investment in transit service. It was envisioned that funding for these transit improvements would come from a 1 percent motor vehicle excise tax (MVET) authority for King County, which has not been secured. Investing in transit service, along with the tunnel and other roadway improvements, was expected to keep people moving to and through Seattle and provide additional capacity to and from downtown Seattle.

  WSDOT funded $32 million in transit service to reduce congestion in the SR 99 corridor and mitigate the impacts of construction-related delays on transit service. This funding paid for added trips and travel time impacts due to construction. This investment has led to a 22 percent increase in ridership on AWV related transit service. This funding expires in 2014 prior to the end of construction. To continue this service through the end of tunnel construction, King County Metro needs an additional $10 million in both 2014 and 2015.

  The committee asks that a sustainable funding source be identified to support King County Metro.

  Additional transit funding may be necessary to reduce impacts from toll diversion. The committee will discuss impacts of diversion and possible mitigation measures in 2013.

ACTT work plan and schedule

At its Nov. 1 meeting, the committee approved three additional scenarios for traffic and revenue analysis. WSDOT and City of Seattle staff will share traffic and revenue results in February and March 2013.

- **Scenario 4 - maximize revenue.** Designed to raise enough revenue to cover project capital costs and ongoing tunnel ownership costs. This scenario is a variation on scenario 1, but for example, toll rates are optimized to reduce diversion. The toll rates range from $1 to $2.75.
- **Scenario 5** - **ownership costs.** Designed to raise enough revenue to cover ongoing ownership costs such as operations and maintenance, repair and replacement and facility insurance. This scenario does not attempt to cover capital costs and toll-backed bonds would therefore not be pursued. This scenario includes escalating toll rates. Two different variations are being analyzed: tolls of about $1.75 only during peak periods (6 – 9 a.m. and 3 – 6 p.m.) and low tolls (up to $0.75) throughout most of the day. The committee expects this scenario will have the least diversion of those studied.
- **Scenario 6 – balance revenue and diversion.** Designed to maximize revenue and to reduce diversion from the tunnel by charging a tiered toll rate. Only those who use the tunnel would pay a toll. As an example, during the p.m. peak period, the tunnel toll might be $3 for “Driver A” who uses the tunnel going from north Seattle to the airport. “Driver B” is also headed from north Seattle on SR 99 but wants to go to the stadium area. “Driver B” may not be willing to pay a $3 toll for a trip through the tunnel and would exit just before the north end of the tunnel (avoiding the toll) to use city streets through downtown. This tolling scenario would set a tunnel toll to a low enough level that “Driver B” would choose to pay the toll and use the tunnel rather than diverting from the tunnel and taking another route. In this example, “Driver B” is willing to pay $2 (but not $3) for a faster trip to the stadium area using the tunnel. The toll rates range from $0.45 to $3.

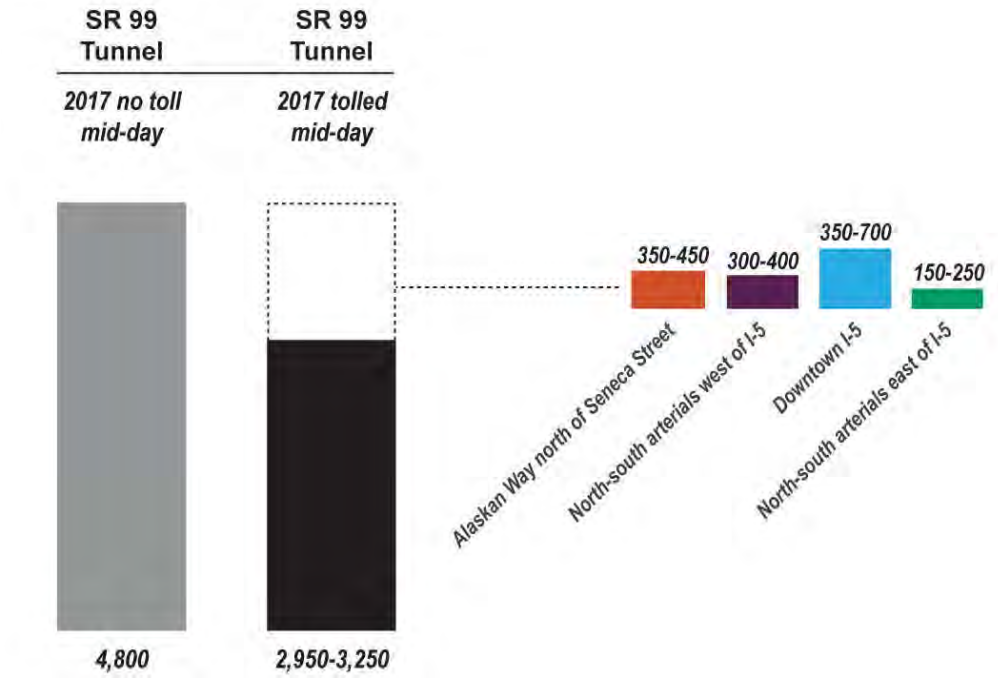
Mitigation discussions and 2013 recommendations

Committee members expect to meet regularly in early 2013 to review traffic and revenue modeling for the second round of scenarios and examine issues such as equity as the broader impacts of tolling are discussed. After additional traffic and revenue modeling results are analyzed in early 2013, committee members expect to make a recommendation on strategies for tolling the tunnel, minimizing and mitigating diversion. The committee's recommendation may mix and match aspects analyzed in different toll scenarios. The committee expects to evaluate whether mitigation measures are needed to reduce the effects of drivers diverting from the tunnel to avoid tolls and keep people and goods moving through downtown, while balancing the needs of freight, transit, bicyclists, pedestrians and vehicle users. In late 2012 (and continuing into 2013), the committee will be discussing potential mitigation, estimated costs, and strategies for funding any package(s) of mitigation that may be recommended. In mid-2013, the committee will share its recommendations with agencies, policymakers and elected officials.

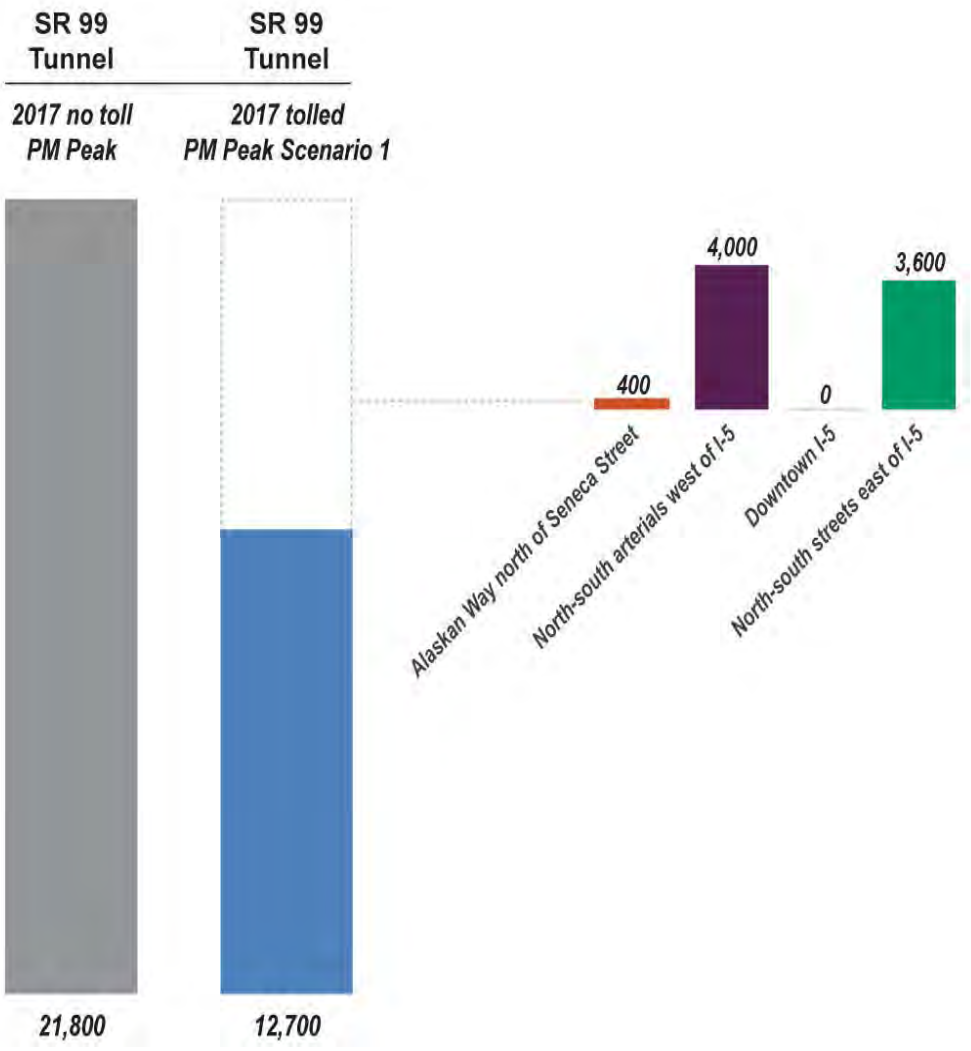
Traffic in the SR 99 tunnel and potential capital funding for project construction (target is $200 million)

Toll scenario	6 – 9 a.m peak period	1:30 – 2:30 p.m. mid-day	3 – 6 p.m. peak period	Total daily traffic in SR 99 tunnel	Potential capital funding after paying various toll collection and ownership costs
No toll	Not yet evaluated	4,800	21,800	85,800	N/A
Scenario 1	Not yet evaluated	2,450	12,700	50,000	Provides revenue for toll collection costs, ownership costs and $170 to $210 million for capital funding.
Scenario 2	Not yet evaluated	3,250	15,300	63,300	Provides revenue for toll collection costs and ownership costs, but the revenue likely couldn't be bonded to provide capital funding.
Scenario 3	Not yet evaluated	3,100	14,500	59,200	Provides revenue for toll collection costs, ownership costs, and $110 to $150 million for capital funding.

2017 Traffic volumes by location – Scenarios 1 – 3
Midday 1:30 – 2:30 p.m.



2017 Traffic volumes by location – Scenario 1
Peak period 3 – 6 p.m.



Due to congestion on downtown streets, it may be more difficult for drivers to reach Alaskan Way or I-5.

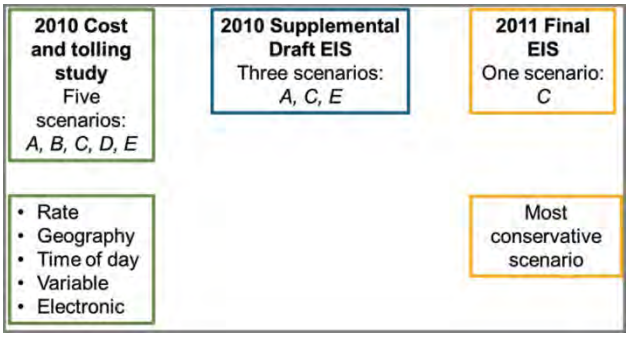
Appendix E

Overview of traffic modeling process.

Overview of Traffic Modeling Process

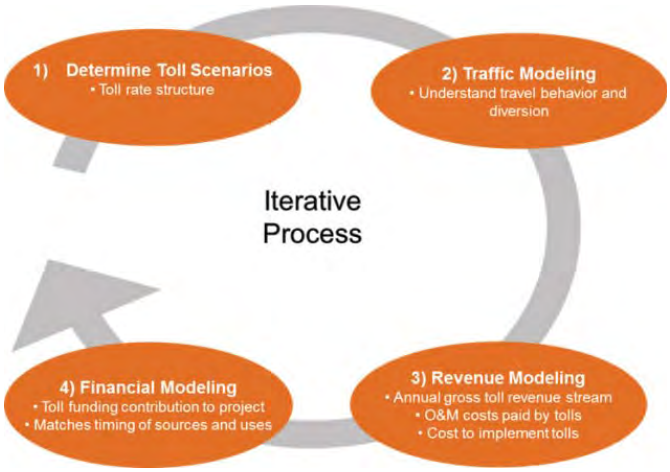
Tolling studies for the SR 99 Tunnel Project prior to 2011

Per direction from the Washington State Legislature in the 2009 Engrossed Substitute Senate Bill (ESSB) 5768, which identified a deep bored tunnel as its preferred option for replacing the central waterfront section of the SR 99 Alaskan Way Viaduct, WSDOT evaluated five separate toll scenarios to determine whether tolling could raise up to $400 million in funding for the project. These five scenarios considered a range of toll rates which varied by time of day and direction of travel. Some of the scenarios examined tolling only the bored tunnel, while others looked at tolling the tunnel as well as trips using ramps in the portal areas to access downtown.



A cost and funding study was submitted to the Washington State Legislature and the Governor in 2010. Tolling was considered in the SR 99 Tunnel Project's Supplemental Draft Environmental Impact Statement and Final Environmental Impact Statement and was ultimately a component of the preferred alternative documented in the Record of Decision issued by the Federal Highway Administration in 2011.

Iterative planning process used by Advisory Committee on Tolling and Traffic Management (ACTT Committee)



- Step 1: Start with determining the toll rate structure and looking at scenarios.
- Step 2: Traffic modeling.
- Step 3: Revenue forecasting based on the traffic modeling. This tells how each scenario raises money relative to the others. This step involves examining the gross toll revenue stream and subtracting the various costs that toll revenues could pay for.
- Step 4: Financial modeling. This will be completed by the WSDOT Toll Division during the investment grade analysis.

Traffic modeling for the ACTT Committee

Assumption revisions from previous modeling work

Several key assumptions used in the modeling process have been revised since the earlier tolling and environmental analyses. These included changes to values of time, land use and toll rate escalation.

The values of time were updated to reflect those from the SR 520 Investment Grade (IG) Study, which used a stated preference survey to determine the likely willingness-to-pay for users of that bridge. These values of time are lower than those used in previous SR 99 traffic and tolling analysis.

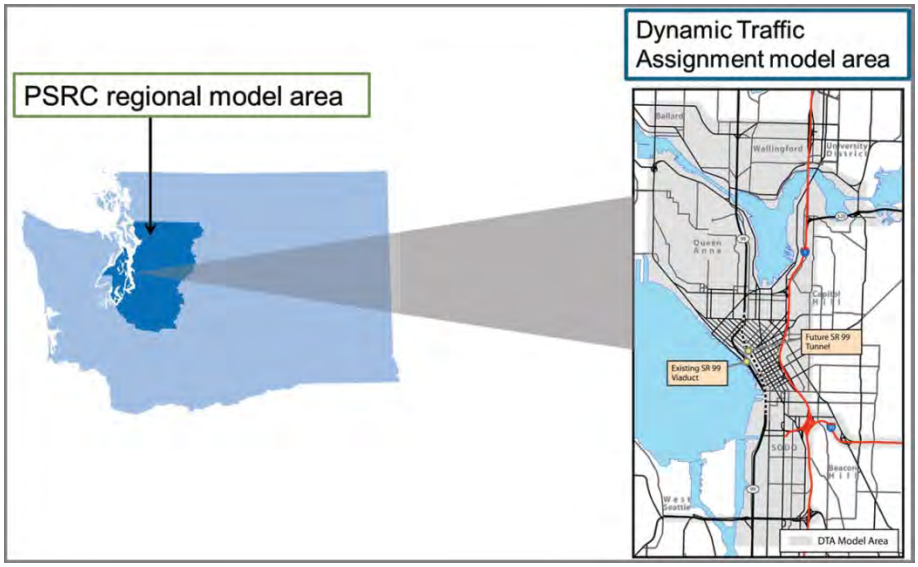
Land use assumptions were updated to reflect the effects of the recent economic recession. Using land use information from the SR 520 IG Study, population and employment were reduced by one percent and three percent for future years, 2017 and 2030, relative to Puget Sound Regional Council-adopted land use forecasts that had been last updated in 2006.

The previous toll analyses assumed that toll rates would increase over time commensurate with the rate of inflation. However, for the purposes of developing toll revenue projections in support of legislative bonding authorization, the State Treasurer has since determined that toll rate escalation should not be assumed as stated in "A Solid Foundation for Tolling Policy in Washington State" published by the State Treasurer's Office on Oct. 19, 2010. The first round of modeling for the ACTT reflected this direction. Per the ACTT Committee's desire to understand the impact of escalation, some scenarios in the second round of modeling did include inflation as an assumption.

In addition, the 2012 Washington State Legislature revised the target funding contribution from $400 million to $200 million for toll revenue.

Type of model used for the ACTT Committee

The previous toll analysis used the Puget Sound Regional Council travel demand model to develop the toll transactions by time period. The analysis completed for the ACTT Committee refined that process by using a Dynamic Traffic Assignment (DTA) modeling tool.



DTA models are a finer grain method of examining traffic, looking at a city/local level instead of a regional level. They examine local street operations such as lane configuration and traffic signals. DTA models are better than traffic

demand models at estimating travel times because they include more details about streets and their speed characteristics. Traffic is assigned to the path of least resistance (i.e. least cost) which provides a better estimate of toll diversion.

The DTA model covers an area within Seattle from approximately South Spokane Street to about North 45th Street, and Alaskan Way to Broadway.

Key inputs to the model

Some of this data is derived from Puget Sound Regional Council travel demand model outputs.

- Population and employment forecasts in the project area.
- Transportation network: this includes all of the principal arterials and larger streets; all transit and ferry routes; park and rides; and regional bike trails.
- Costs: this includes off-street pay parking lots and new areas for paid parking lots in the future; toll and ferry fares by time of day; and auto operation costs (fuel and maintenance). All costs are assumed to rise at the same rate of inflation.
- Value of time: traffic models estimate a traveler's perceived value of time based on type of vehicle, trip type, income level and time of travel. For example, work trips have higher values of time than non-work trips. Freight trips are valued higher than commuter trips. A person with a high value of time is more likely to pay a tunnel toll rather than take a trip that may take longer on surface streets.
- Trip generation: the number and types of trips based on employment and population data.
- Trip distribution: what is the destination of those trips?
- Mode choice: how will those trips get to their destination?
    - The DTA model does not account for mode shifts from cars to transit or from cars to bicycling or walking. During previous modeling work for the Alaskan Way Viaduct Replacement Program's Environmental Impact Statement, a no toll and high toll were studied, which exceeds any rates studied by the ACTT Committee. In this previous model, the number of transit trips did not change with a tolled tunnel compared to a non-tolled tunnel. Tolling the SR 99 tunnel would also have a very low degree of mode shift from cars to bicycling or walking. The distance most trips cover is too great for walking and biking and there would need to be a significant travel time impact to auto travel to overcome the lower travel speed of bicycling and walking. This constant number of vehicle trips was used by the DTA model and tested against different toll rates to see what route choice changes could occur.

The table below lists the improvements to the city street grid that were assumed as being complete in the DTA model.

Projects/Infrastructure Included (with project extents)	**Description of Change Included**
SR 99/Alaskan Way Viaduct Replacement Program: South Holgate to South King Street	SR 99 south end reconfiguration, including new ramps and surface street changes.
SR 99/Alaskan Way Viaduct Replacement Program: South King Street to Valley Street	SR 99 tunnel and north end reconfiguration, including ramps, new Aurora Avenue North and surface street changes.
Elliott/Western Connector: Pike to Battery streets	New connection from Alaskan Way to Elliott and Western avenues.
Alaskan Way Improvements: South King Street to Broad Street	Reconfigured Alaskan Way.
I-90 R8A: Rainier Avenue South to Mercer Island	Added eastbound and westbound HOV lanes, reconfigured direct access ramps and closed express lanes.
SR 520 Bridge Replacement and HOV Program: I-5 to Medina	Added eastbound and westbound HOV lanes and reconfigured ramps and auxiliary lanes.
Mercer Corridor Project, Mercer East: Dexter Avenue North to I-5	Two-way Mercer Street and reconfigured adjacent streets.
Mercer Corridor Project, Mercer West: Queen Anne Avenue North to Fifth Avenue North	Two-way Mercer Street and reconfigured adjacent streets.
Spokane Street Viaduct Widening Project: I-5 to SR 99	Widen Spokane Street Viaduct, including reconfigured ramps and cross-streets.
First Avenue Streetcar: South Jackson to Harrison streets	Reconfiguration of First Avenue
McGraw Square: Westlake and Fifth Avenues	Closed southernmost block of Western Avenue.
Nickerson Street Road Diet: Westlake Avenue North to 15th Avenue West	Rechanneled Nickerson Street.
Dexter Avenue North Buffered Bike Lanes: Mercer Street to Fremont Avenue North	Rechanneled Dexter Avenue North.
First Hill Streetcar: First Avenue South and South Jackson Street to Broadway and East Denny Way	Rechanneled Broadway, Yesler Way, and South Jackson Street.
Southend Transit Pathways: Alaskan Way to Third Avenue	Converted to two-way Columbia Street with one bus lane and one general purpose lane westbound and one bus lane eastbound.
RapidRide: C Line	West Seattle to Downtown Seattle.
RapidRide: D Line	Crown Hill to Downtown Seattle.
RapidRide: E Line	Shoreline to Downtown Seattle.
Link Light Rail	North Link and East Link Light Rail projects by 2030.
Downtown Transit Tunnel: Rail only	No buses in the tunnel by 2030.
Bus Infrastructure: Alaskan Way	Bus lane from South Dearborn to Columbia streets.
Bus Infrastructure: Aurora Avenue	Bus lane from Denny Way to Harrison Street.
Bus Infrastructure: Battery Street	Bus lane from Denny Way to Fifth Avenue.
Bus Infrastructure: Wall Street	Bus lane from Third Avenue to Denny Way.
Bus Infrastructure: Howell Street	Bus lane from Ninth to Yale avenues.
Bus Infrastructure: Olive Way	Bus bulb on Sixth Avenue.

Bus Infrastructure: Third Avenue	Bus bulbs from Broad to Stewart streets.
Bus Infrastructure: Third Avenue	Transit only in peak periods from Denny Way to Mercer Street.

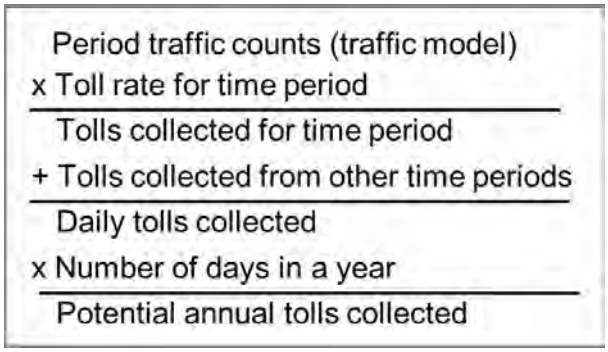
Key outputs from the model

Information available from the model includes traffic volumes and speeds, travel times, route choice, vehicle miles traveled and vehicle hours of delay.

Revenue forecasting for the ACTT Committee

The traffic model results formed the basis for calculating potential gross toll revenues, and ultimately, net toll revenues after various operating costs and other expenditures. The graphic below shows how gross toll revenue is calculated.

Once the total amount in tolls that can be collected is calculated, expenses are subtracted from the gross total. Expenses can include toll collection costs, capital costs (to build the SR 99 tunnel), operations and maintenance costs and mitigation funding.



Appendix F

Public engagement activities.

Presentations to Community Groups, Elected Officials and Program Stakeholders

Date	Audience	Topic
9/13/2011	Seattle City Council Transportation Committee	ACTT resolution
10/19/2011	Washington State Transportation Commission	ACTT committee introduction
2/21/2012	Washington State Transportation Commission	ACTT charge, work to-date, guilding principles, timeline
2/28/2012	South Lake Union Chamber Transportation Fair	General SR 99 tunnel tolling inquiries
3/26/2012	Seattle City Council Special Committee on the Waterfront, Seawall and Viaduct Replacement	ACTT committee introduction, workplan, timeline
4/24/2012	Mercer West Project Open House	General SR 99 tunnel tolling inquiries
5/18/2012	Bike to Work Day	General SR 99 tunnel tolling inquiries
5/23/2012	Washington State Transportation Commission	ACTT update, round 1 scenarios
6/25/2012	South Lake Union Rezone Open House	General SR 99 tunnel tolling inquiries
7/13/2012 - 7/15/2012	West Seattle Summer Fest	General SR 99 tunnel tolling inquiries
7/14/2012 - 7/15/2012	Ballard Seafood Fest	General SR 99 tunnel tolling inquiries
7/17/2012	Washington State Transportation Commission	Round 1 scenarios - traffic mdeling results
8/10/2012	South Lake Union Block Party	General SR 99 tunnel tolling inquiries
9/6/2012	Queen Anne Farmers Market	General SR 99 tunnel tolling inquiries
9/12/2012	1201 Third Ave. Transportation Fair	General SR 99 tunnel tolling inquiries
10/11/2012	Washington State Legislative staff briefing	Tolling round 1 traffic scenarios and results. Toll collections, operations and maintenance, repair and replacement and insurance costs. Round 1 revenue modeling results.
10/17/2012	Washington State Transportation Commission	ACTT update, round 2 scenarios
10/19/2012	Briefing with Representative Reuven Carlyle	Tolling round 1 traffic scenarios and results. Toll collections, operations and maintenance, repair and replacement and insurance costs. Round 1 revenue modeling results.
10/24/2012	Central Waterfront Stakeholder Group	ACTT update
11/8/2012	Office of the State Treasurer	Round 1 revenue results, operations and maintenance costs, round 2 scenarios
12/8/2012	Washington State Transportation Commission	ACTT round 2 scenarios update, committee policy issues review
1/13/2013	Bill and Melinda Gates Foundation Transportation Fair	General SR 99 tunnel tolling inquiries
1/23/2013	House Transportation Committee	ACTT update
1/23/2013	Washington State Transportation Commission	ACTT progress report
1/25/2013	Senator Patty Murrary's staff (Uriel Ybarra)	ACTT update and progress report
2/6/2013	Senate Transportation Committee	ACTT update, progress report, round 2 scenarios
2/6/2013	South Portal Working Group	ACTT round 1 scenarios, round 2 scenarios, progress report
2/7/2013	North Portal Working Group	ACTT round 1 scenarios, round 2 scenarios, progress report
3/4/2013	Office of the State Treasurer	ACTT round 2 traffic modeling results
3/11/2013	Legislative staff briefing	AWV program and tolling update
3/18/2013	Pioneer Square Mayor's Open House	General SR 99 tunnel tolling inquiries
3/19/2013	Transportation Commission	ACTT round 2 traffic and revenue modeling results
3/20/2013	15th Avenue West Transportation Coalition	ACTT update

Date	Audience	Topic
3/21/2013	Mercer West Project Open House	General SR 99 tunnel tolling inquiries
4/8/2013	Seattle City Council Central Waterfront, Seawall and Alaskan Way Viaduct Replacement Program Committee	ERP and ACTT update
4/13/2013 - 4/14/2013	Seattle Sounders and Seattle Mariners tabling event	General SR 99 tunnel tolling inquiries
4/23/2013	North Seattle Industrial Association	ACTT update
5/8/2013	AWV Stakeholder Group	ACTT round 2 updates
5/17/2013	Bike to Work Day	General SR 99 tunnel tolling inquiries
6/13/2013	Safeco Transportation Fair	General SR 99 tunnel tolling inquiries
7/12/2013 - 7/14/2013	West Seattle Summer Fest	General SR 99 tunnel tolling inquiries
7/13/2013 - 7/14/2013	Ballard Seafood Fest	General SR 99 tunnel tolling inquiries
8/10/2013	South Lake Union Block Party	General SR 99 tunnel tolling inquiries
9/16/2013	Seattle City Council Central Waterfront, Seawall and Alaskan Way Viaduct Replacement Program Committee	ACTT round 2 updates, vehicle hours of delay, system improvement strategies
9/17/2013	AWV Stakeholder Group	ACTT scenario 7 update
10/2/2013	Downtown Transportation Alliance Executive Meeting	ACTT update
10/28/2013	Starbucks Company Transportation Fair	General SR 99 tunnel tolling inquiries
11/12/2013	American Society of Civil Engineers, UW Student Chapter	Tolling the SR 99 tunnel
11/20/2013	15th Avenue West Transportation Coalition	ACTT update
12/12/2013	Washington Agriculture and Forestry Leadership - Seattle Transportation Seminar	ACTT update
12/12/2013	AWV Stakeholder Group	ACTT update
2/12/2014	Bill and Melinda Gates Foundation Transportation Fair	General SR 99 tunnel tolling inquiries

Media stories related to SR 99 tunnel tolling

News:

Public meeting on Seattle tunnel tolling
www.king5.com/news/local/Seattle-tunnel-tolling-public-hearing-135267858.html
King 5 News—December 8, 2011

Meeting today on tunnel tolls, funding
www.djc.com/news/co/12037312.html
Daily Journal of Commerce—January 25, 2012

Tolls on Highway 99 tunnel now expected to fall $200M short
seattletimes.nwsource.com/html/localnews/2017612886_tunneltolls28m.html
Seattle Times – February 27, 2012

The $200 million tunnel miscalculation
www.king5.com/news/The-200-million-tunnel-miscalculation-140671673.html
KING 5 – February 27, 2012

Toll the tunnel? Price it for cheapskates like me
seattletimes.nwsource.com/html/dannywestneat/2017620438_danny29.html
Seattle Times—February 28, 2012

Tolls in Seattle's tunnel predicted to slow traffic even more
www.king5.com/news/local/State-tolling-estimates-for-tunnel-way-off--What-now-140800843.html
King 5 –February 28, 2012

State Expects Fewer Toll Dollars To Pay For Hwy. 99 Tunnel (article no longer available online)
KUOW—February 29, 2012

The talk on tolls
http://blogs.columbian.com/all-politics-is-local/the-talk-on-tolls/
The Columbian – March 1, 2012

I-5 drivers feel pain of 520 tolls
http://seattletimes.nwsource.com/html/localnews/2017667794_520traffic05m.html
Seattle Times – March 5, 2012

520 toll rates to increase in July
http://www.seattlepi.com/local/transportation/article/520-toll-rates-to-increase-in-July-3425590.php
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My Northwest-July 25, 2013

Committee hopes $1 toll would sway you to use Seattle tunnel
mynorthwest.com/11/2362308/Committee-hopes-1-toll-would-sway-you-to-use-Seattle-tunnel
MYNorthwest- September 26, 2013

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The Seattle Times- September 26, 2013

What will the Highway 99 tunnel tolls be? Draft recommendations focusing on $1 to $1.25
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SR 99 Tunnel Toll Update
http://seattletransitblog.com/2014/01/18/sr-99-tunnel-toll-update/
Seattle Transit Blog – January 18, 2014

Toll of $1 recommended for Seattle tunnel
http://mynorthwest.com/11/2462164/Toll-of-1-recommended-for-Seattle-tunnel
MYNorthwest – February 20, 2014

West Seattle Wednesday: Starfish chat; Delridge District Council; more (viaduct mentioned)
http://westseattleblog.com/2014/02/west-seattle-wednesday-starfish-chat-delridge-district-council-more/
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Toll of $1 recommended for Seattle tunnel
http://mynorthwest.com/11/2462164/Toll-of-1-recommended-for-Seattle-tunnel
MYNorthwest – February 20, 2014

Appendix E

WSDOT/FHWA Approved Toll Agreement

Memorandum

U.S. Department
of Transportation

**Federal Highway
Administration**

Subject: Section 129 Toll Agreement
WA SR 99/Alaskan Way Viaduct

Date: AUG 15 2011

From: Mr. L. Harold Aikens, Jr.
Assistant Chief Counsel for
Program Legal Services

Reply to Attn. of: MHarkins x64928

To: Mr. King W. Gee
Associate Administrator for Infrastructure

Attached for your review and signature are two originals of a toll agreement between the Federal Highway Administration (FHWA) and the Washington State Department of Transportation (WSDOT), which have been submitted in accordance with 23 U.S.C. 129. These agreements have already been signed by Ms. Paula J. Hammond, Secretary of WSDOT.

These agreements permit WSDOT to convert existing SR 99 into a toll facility for the purpose of using toll revenues to fund the reconstruction of the facility. The SR 99 project will replace the existing double-deck bridge system (known as the Alaskan Way Viaduct) of SR 99 that runs along Seattle's waterfront from S. Holgate Street up to the Battery Street Tunnel. The preferred alternative to replace the Alaskan Way Viaduct is a bored tunnel alternative running beneath downtown Seattle from Holgate Street to South King Street. 23 U.S.C. 129(a)(1)(D) provides that the Secretary shall permit Federal participation in the reconstruction of a toll free highway (other than a highway on the Interstate System) and conversion of that highway into a toll facility. After reviewing these agreements, I have concluded that they are legally sufficient and comply with the statutory requirements of 23 U.S.C. 129.

Should you choose to sign these agreements, please enter a date into the appropriate space provided at the top of each agreement and transmit one copy back to the Washington Division Office for appropriate distribution. The other copy should be retained by Mr. Greg Wolf for your records. If you have any questions, please contact Michael Harkins of my office at x64928.

Attachments

No. 1 of 2 Executed
Original Counterparts

AGREEMENT
By and between
FEDERAL HIGHWAY ADMINISTRATION
UNITED STATES DEPARTMENT OF TRANSPORTATION

AND

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

THIS AGREEMENT, made and entered into this 23rd day of August, 2011, by and between the WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, an agency of the State of Washington, (hereinafter referred to as "WSDOT"), and the FEDERAL HIGHWAY ADMINISTRATION, UNITED STATES DEPARTMENT OF TRANSPORTATION, (hereinafter referred to as "FHWA"):

WITNESSETH:

WHEREAS, the WSDOT desires to reconstruct a highway, designated as "State Route 99" and located in King County, which currently operates as a free facility and convert it into a toll facility (hereinafter referred to as the "toll facility") pursuant to RCW 47.01.402; and

WHEREAS, Section 129(a)(1)(D) of Title 23, United States Code, as amended, permits Federal participation in the reconstruction of a toll free highway (other than a highway on the Interstate System) and conversion of that highway into a toll facility; and

WHEREAS, the WSDOT and FHWA have agreed to be bound by and to comply with provisions of Section 129(a) of Title 23, United States Code, as amended, for the toll facility; and

WHEREAS, Paragraph 3 of Section 129(a) of Title 23, United States Code, as amended, restricts the use of revenues:

> "(3) Limitation on Use of Revenues … all toll revenues received from operation of the toll facility will be used first for debt service, for reasonable return on investment of any private person financing the project, and for the costs necessary for the proper operation and maintenance of the toll facility, including reconstruction, resurfacing, restoration, and rehabilitation. If the State certifies

annually that the tolled facility is being adequately maintained, the State may use any toll revenues in excess of amounts required under the preceding sentence for any purpose for which Federal funds may be obligated by a State under this title."

NOW THEREFORE, the WSDOT and FHWA hereby agree as follows:

1. The WSDOT agree that the toll revenues from the operation of the toll facility will be used first for debt service, for reasonable return on investment of any private person financing the project, and for the costs necessary for the proper operation and maintenance of the toll facility, including reconstruction, resurfacing, restoration, and rehabilitation, as provided in paragraph 3 of Section 129(a) of Title 23, United States Code, as amended.

2. In accordance with Section 129(a) of Title 23, United States Code, as amended, the WSDOT hereby certify that they can and will comply with the following requirements provided in paragraph 3 of Section 129(a), Title 23, United States Code, as amended:

> The WSDOT agree to certify annually that the toll facility is being adequately maintained. Upon such certification, the WSDOT is entitled to use any toll revenues in excess of amounts required under paragraph 3 of Section 129(a), as amended, for any purpose for which Federal funds may be obligated by a State under Title 23, United States Code.

3. The WSDOT agree, upon reasonable notice, to make all its records pertaining to the toll facility subject to audit by the FHWA. The WSDOT agree to annually audit the records of the toll facility for compliance with the provisions of this agreement and report the results thereof to the FHWA. In lieu of the WSDOT performing said audit, a report of an independent auditor furnished to the FHWA, the WSDOT may satisfy the requirements of this section.

4. Tolling shall be contingent upon completion of the applicable National Environmental Policy Act (NEPA) review process for the SR 99 reconstruction project.

5. That this Agreement will be prepared in duplicate originals so that each signatory will have an original Agreement.

IN WITNESS THEREOF, the parties hereto have caused this instrument to be duly executed, the day and year first written above.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

BY: _____
Paula J. Hammond
Secretary

FEDERAL HIGHWAY ADMINISTRATION
UNITED STATES DEPARTMENT OF TRANSPORTATION

BY: _____
for King W. Gee
Associate Administrator for Infrastructure

Approved As to Form: _____

Appendix F

Alaskan Way Viaduct Replacement Project,
2010 Supplemental Draft Environmental Impact Statement and Draft Section 4(f) Evaluation,
Section 6, Construction Mitigation excerpt, September 24, 2010,
pages 154-159

would be necessary to select and design the best ground treatment approaches.

35 How would fish, aquatic, and wildlife species and habitat be affected during construction?

Construction effects on fish, wildlife, and vegetation in the project area would most likely be associated with construction noise and potential temporary and localized sedimentation and turbidity in Elliott Bay. Increased turbidity could occur due to erosion; spoils handling, stockpiling, and dewatering; and potential spills. Potential effects would be avoided, minimized, and mitigated by implementing appropriate BMPs.

Construction materials staging and storage areas near the shoreline could include Terminals 25 and 106. The upland portion of Pier 48 may be used for contractor parking. While most deliveries and construction material transport would be land-based, some materials may be transported by water. These activities would likely occur at Pier 46 at the northern edge of Terminal 46 to support construction activities for both the south portal and the bored tunnel. The use of Pier 46 would not require new overwater structures or in-water construction activities. Barge movement at this location would be similar to existing navigation movements along the shoreline and would not represent a new or different effect. The number of barges would be insignificant in the context of Elliott Bay shipping activities. There are no eelgrass beds in the areas where barge moorage would occur, and shallow draft barges or existing loading facilities would prevent the grounding of barges in the subtidal or intertidal habitat.

36 Would construction have indirect effects?

An indirect effect is a reasonably foreseeable effect that may be caused by a project but would occur in the future or outside of the project area. Construction of the Bored Tunnel Alternative would primarily have direct effects on local and regional traffic during construction. As people adjust their travel patterns during construction, there may be indirect effects as people may change where they shop, where they eat out, or what services they use. These changes could benefit businesses outside of the project area during construction, but these effects would not be significant.

CONSTRUCTION MITIGATION

37 What construction mitigation plans and measures are proposed for this project?

This Supplemental Draft EIS presents potential measures that could be used to mitigate negative project effects of the Bored Tunnel Alternative during construction. After reviewing public, tribe, and agency comments on this Supplemental Draft EIS, as well as the 2004 Draft EIS and the 2006 Supplemental Draft EIS, the project team will develop more specific mitigation measures to address identified construction effects. Opportunities for public, tribe, and agency review of many mitigation elements will be provided. The project will finalize the list of mitigation measures and commit to their implementation in the Final EIS and the ROD issued by FHWA.

Mitigation measures and plans will be developed by considering effects on adjacent and nearby properties in terms of intensity and duration. Mitigation measures and plans will be tailored to the various construction stages and varying effects as appropriate. The following paragraphs discuss the proposed mitigation plans in more detail.

Transportation

WSDOT will be required to prepare a traffic management plan that must be accepted by the City of Seattle. The plan will ensure that construction effects on local streets, property owners, and businesses are minimized. The traffic management plan will include the following components:

- Descriptions of traffic phasing plans.
- Provisions to maintain existing access to all properties.
- Provisions for maintaining continuous access to established truck routes, hazardous material routes, transit routes, and school bus routes.
- Procedures to identify and incorporate the needs of transit operators, utility owners, ferry traffic, event traffic, Port of Seattle traffic, and business owners in the area.
- Procedures to identify and incorporate measures to facilitate pedestrian and bicycle flow, including mitigation for sidewalk closures and requirements related to the Americans with Disabilities Act (ADA).
- Procedures to identify and incorporate the needs of emergency service providers, the fire department, law enforcement entities, and other related corridor users, as well as procedures to ensure that all information required by these agencies to protect the public is made available.
- Descriptions of contact methods and personnel available 24 hours a day to make decisions and ensure that issues are addressed in a timely and appropriate manner.
- Procedures to communicate construction traffic plans to the public.
- Procedures to accommodate adjacent projects' plans to maintain traffic flow, if applicable.
- Identification of haul routes.

Soil and Contaminated Materials

Temporary erosion and sediment control plans would be prepared for approval in accordance with BMPs included in the current City of Seattle Stormwater, Grading, and Drainage Control Code (Ordinance 119965) and the WSDOT Highway Runoff Manual. Construction BMPs would include barrier berms, filter fabric fences, temporary sediment detention basins, and slope coverings to contain sediment on site. These BMPs would be

Appendix N, Wildlife, Fish, and Vegetation Discipline Report

Additional information about construction effects on wildlife, fish, and vegetation is provided in *Appendix N*.

Transportation Improvements to Minimize Traffic Effects During Construction

In addition to the traffic mitigation measures discussed in **Question 37** in this chapter, WSDOT, King County, and the City of Seattle have developed Transportation Improvements to Minimize Traffic Effects During Construction to keep people and goods moving during construction of the Alaskan Way Viaduct and Seawall Replacement Program (the Program). These specific improvements are discussed in **Chapter 7**, **Question 17**.

Appendix Q, Hazardous Materials Discipline Report

Additional information on hazardous materials handling and disposal is provided in *Appendix Q*, **Section 6.5**.

effective in protecting water resources and reducing soil erosion from the construction areas. Erosion control measures suitable to the site conditions would be included as part of the design. Stockpiles should be covered when not in use to prevent erosion from surface water and rain.

Additional investigations to determine whether contamination or other hazardous materials are present at a site are standard mitigation measures. These investigations may include environmental site assessments, an asbestos survey, a lead survey, and a geophysical survey.

Contamination will be encountered. If soil contains more than 5 percent wood debris, it would need to be transported to a solid waste landfill that is permitted to accept wood debris, including creosote-treated piles. Soils that are considered hazardous waste will require appropriate handling and disposal according to the type and concentration of contaminants. Before construction, coordinating with waste disposal companies to prepare for the disposal of contaminated materials would mitigate the issue.

Measures relating to soils and contaminated materials would also be included in the development of mitigation measures for effects on water quality and air quality.

Noise
Daytime construction noise will meet the City of Seattle noise ordinance. Construction of the Bored Tunnel Alternative would also require nighttime construction activities at the portals, including excavation of the TBM assembly pit, construction of cut-and-cover portions of the structure, and construction of the tunnel operations buildings. Therefore, a nighttime noise variance would be required from the City. Because of the magnitude of the project, a Major Public Project Construction Noise Variance would most likely be required. Mitigation requirements for construction noise would be developed in coordination with the City and specified in the noise variance. The mitigation requirements would be implemented by WSDOT. To reduce construction noise at nearby receptors, mitigation measures could be incorporated into construction plans, specifications, and variance requirements. Possible mitigation measures include the following:

- Develop a construction noise management and monitoring plan that establishes specific noise levels that may not be exceeded for various activities during specific times. This would establish a set of noise limits that could be met during construction while still protecting the public from excessive noise effects.
- Crush and recycle concrete off site, away from noise-sensitive uses.
- Construct temporary noise barriers or curtains around stationary equipment and long-term work areas located close to residences. This could reduce equipment noise by 5 to 10 dBA.
- Limit the noisiest construction activities to between 7:00 a.m. and 10:00 p.m. on weekdays and between 9:00 a.m. and 10:00 p.m. on weekends and holidays to reduce construction noise levels during sensitive nighttime hours.

Mitigation for nighttime construction noise would be developed in coordination with the City of Seattle's noise variance process and specified in the noise management and mitigation plan. WSDOT will prepare a draft noise variance application that will contain specific mitigation measures. The draft application will then go through a public input and review process. WSDOT will revise the application based on this input and formally submit the application to the City of Seattle. The mitigation measures will be included in the ROD.

Vibration
Pile driving, if necessary, would be the main source of vibration during construction. Potential measures to reduce vibration impacts from pile driving could include using other methods such as jetting, predrilling, and pile cushioning, or other types of piles such as cast-in-place or auger piles.

Vibration from other construction and demolition activities could be reduced by restricting operation to a distance away from historic structures or using alternative construction equipment or methods. Vibration monitoring will be required at the nearest historic structure or sensitive receiver (such as sensitive utilities) within 300 feet of construction activities. The monitored data will be compared to the project's vibration criteria to ensure that ground vibration levels are not exceeding the damage risk criteria for historic and non-historic buildings and sensitive utilities.

Views
Construction mitigation for views is generally limited. The most effective construction mitigation is to restore the areas where construction has been completed in intermediate stages rather than waiting until the entire project is completed.

Relocations
Acquisitions and relocations would occur before construction. Where acquisitions and relocation are unavoidable, WSDOT will follow the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Owners of private property have federal and state constitutional guarantees that their property will not be taken or damaged for public use unless they first receive just compensation.

Temporary easement areas for tiebacks would also be needed for construction and would be removed after construction. These property owners would be given advance notice of disruptions, and construction traffic, dust, and noise would be mitigated to the extent possible.

Property owners on adjacent parcels will be given advance notice of when demolition and construction activities, utility disruptions, and lane restrictions are expected. Temporary access will be provided to local parcels during

Appendix F, Noise Discipline Report

Additional measures to mitigate noise are described in *Appendix F*, Section 6.2.

Detailed descriptions of measures to reduce vibration impacts are provided in *Appendix F*, Section 6.2.

construction activities. Impacts to business will be mitigated as required by the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

Businesses and Economics
Possible mitigation measures for effects on businesses include the following:

- Create a business assistance program that will provide a single point of contact and ensure that businesses have access to project staff.
- Minimize obstructions and maintain access during important business seasons, or minimize the duration of modified or lost access.
- Provide pedestrian detour signage along affected sidewalks.

These mitigation measures are intended to counteract the diminished quality of the business environment for businesses adjacent to construction zones. These measures are not intended to guarantee business success or survival but are intended to maintain access and the setting for businesses and potential customers.

Mitigation plans for transportation would also be important to mitigate effects on businesses and the economy. WSDOT and the City will coordinate with surrounding businesses to develop mitigation strategies, develop parking strategies, create a business assistance program, and develop a construction worker parking plan. Additional potential mitigation measures for businesses during construction would be related to communicating information, maintaining pedestrian access, maintaining habitability, and other factors.

Pedestrian Access
To support pedestrian access to businesses during construction, the following mitigation measures for potential effects on pedestrian access may be applied during viaduct demolition:

- Provide obvious and relatively consistent east-west pedestrian routes from First Avenue to Pier 52 (Colman Dock), Piers 55/56 (Argosy), and Pier 59 (Seattle Aquarium). Primary pedestrian routes would have signage, directional arrows, lighting, and other amenities. All pedestrian routes would provide safe and clean access through the construction zones.
- Provide signage for pedestrians along First Avenue between S. King Street and Bell Street, showing routes and distances (in blocks) to the waterfront. These signs would be updated as the project advances during viaduct removal.
- Provide east-west pedestrian access from Western Avenue to the Alaskan Way piers (Yesler Way to Pine Street) at least every other block during viaduct demolition.
- Provide pedestrian and parking maps in advance of and during construction for businesses (at no cost to the businesses) to mail to clients and vendors.

As the beginning of construction approaches, mitigation measures will be refined to address specific effects on businesses and pedestrian access to businesses. The project will comply with the requirements of ADA.

Parking
Parking mitigation strategies during construction would be coordinated by WSDOT and the City, with input from surrounding businesses. These strategies may include the following:

- Encourage privately held parking lots to institute measures that reward short-term parking.
- Provide short-term parking (off-street), especially serving retail and commercial areas.
- Partner with private and public parking facilities to implement e-Park, an electronic guidance system displaying real-time parking availability on right-of-way signs, facility signs, and the Seattle Parking Map website. Dynamic message signs would be located on key access points to the downtown, Pioneer Square and the central waterfront.
- Launch the Seattle Parking Map, featuring on-street parking regulations and off-street parking locations, hours of operations, and short-term parking rates.

The following strategies could help minimize the use of visitor/customer parking by construction workers:

- Develop a parking plan for construction workers to identify appropriate parking options for construction workers and discourage use of short-term visitor/customer parking.
- Provide strong enforcement of short-term parking regulations in the immediate project area (two- to three-block radius).

Mitigation for construction effects on any disabled parking spaces will comply with ADA requirements, and accessible replacement parking spaces will be provided.

Section 106: Historic, Cultural, and Archaeological Resources
Section 106 of the National Historic Preservation Act requires agencies to consider the effects of federal actions on historic and cultural resources. Adverse effects on historic and cultural resources that are determined eligible for listing in the NRHP would be minimized and mitigated by means of a MOA developed in consultation with SHPO, the tribes, and the consulting parties.

Historic Structures
All mitigation work undertaken on historic structures would be performed in compliance with the Secretary of the Interior's Standards for Rehabilitation of Historic Buildings (36 CFR 67.7). A range of mitigation measures would be considered for each potentially affected building,

Appendix L, Economics Discipline Report

Additional mitigation measures for businesses are described in *Appendix L*, Section 6.4.

Appendix C, Transportation Discipline Report

Additional parking mitigation strategies are discussed in *Appendix C*, Section 7.3.4.

Appendix I, Section 106: Historic, Cultural, and Archaeological Resources Discipline Report

Additional measures to minimize effects on historic properties, as well as mitigation for the Dearborn South Tideland Site and other potential archaeological and cultural resources, are discussed in *Appendix I*, Section 6.2.

based on its current structural condition, its proximity to the tunnel alignment, and potential damage. Repair of minor damage such as minor architectural cracking, sticking windows and doors, etc. would likely be performed after the tunnel boring operation is completed and the damage appears. Preconstruction mitigation could include strengthening foundations and/or a minor structural retrofit.

A number of measures will be implemented to minimize effects on historic properties, particularly effects from vibration and settlement. These could include the following:

- Implement a monitoring program to provide early warning when building settlement thresholds may be exceeded.
- Specify requirements for the TBM design and operation.
- Use various soil improvement and grouting techniques to improve soil strength, fill voids, or compensate for settlement (Exhibit 6-14).
- Undertake structural strengthening, including strengthening existing building foundations and/or structural retrofit.
- Repair minor damage such as minor architectural cracking or sticking windows and doors.

Settlement monitoring will be a key element of the minimization strategy. Based on the allowable settlement threshold determined in the building assessment, settlement at points on each building would be continuously measured for a period of 1 to 6 months before tunneling reaches the subject building until up to a year after the tunneling operation has passed the building. As the TBM advances, measurement of ground loss directly over the tunnel would provide an indicator of potential effects on buildings and other facilities. If settlement is detected, action would be taken to reduce the settlement by filling voids with grout created by the tunneling process.

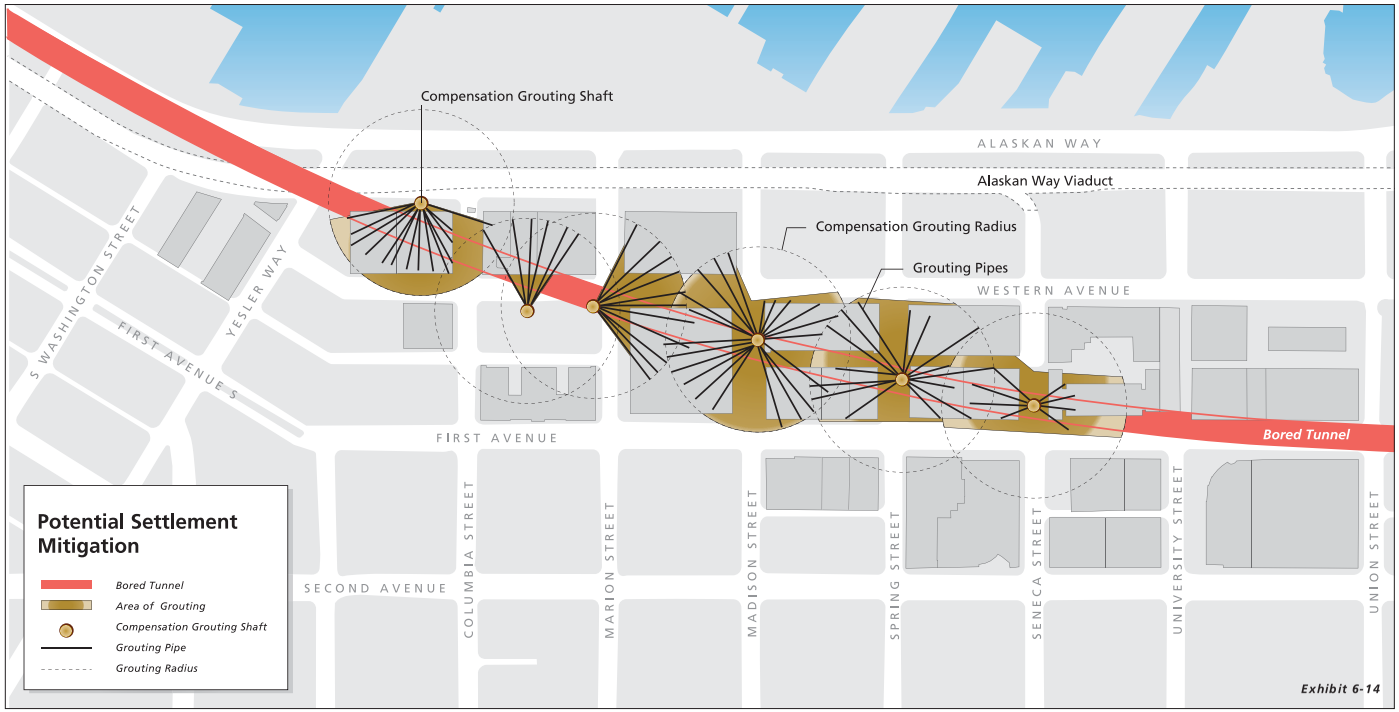

Exhibit 6-14

Historic structures could also experience effects from noise, dust and mud, traffic congestion, construction traffic, loss of parking, and limited access during construction. Potential mitigation measures for these effects are described elsewhere in this section (Question 37).

FHWA and WSDOT will closely coordinate mitigation measures with SHPO, the tribes, and the consulting parties. These mitigation approaches would then be the basis for discussion leading to an MOA to ensure that historic structures are adequately protected during construction.

Archaeological Resources

FHWA and WSDOT will continue to consult with SHPO, the tribes, and the consulting parties to develop mitigation measures for effects on archaeological resources. Depending on the type of resource, mitigating adverse construction effects can involve documentation, excavation, and/or monitoring. Other appropriate measures will be developed on a case-by-case basis with SHPO, the tribes, and the consulting parties. When the parties agree on how the adverse effects will be minimized

and mitigated, an MOA will be signed and implemented. This agreement will outline mitigation measures, identify responsible parties, and bind the signatories. As a commitment within the MOA and in continuing consultation with SHPO, the tribes, and the consulting parties, the lead agencies will also develop a historic properties treatment plan for archaeological resources that will include a monitoring plan and an Unanticipated Discovery Plan. The Unanticipated Discovery Plan will provide for notification and consultation between FHWA, WSDOT, SHPO, the tribes, and the consulting parties related to discoveries of unanticipated archaeological material or human remains. The Section 106 documentation will be included in the Final EIS.

Neighborhoods and Community Services
Mitigation for effects on neighborhoods and community and social services could include the following:

- Minimize construction-related effects like noise, dust, light, and glare, especially from nighttime work.
- Coordinate with community and social services to ensure that access is maintained and to identify concerns and solutions.
- Establish a neighborhood advisory group prior to construction. Periodically during construction, meet with neighborhood representatives to communicate important information concerning construction activities and to inquire about the effectiveness of the mitigation measures.
- Communicate with neighborhood groups, residents, and providers and patrons of community and social services to ensure that they understand the extent of construction, construction scheduling, how to navigate around construction sites, and what services are offered to them as part of construction mitigation.
- Coordinate with providers of mental health, psychiatric, and drug and alcohol treatment facilities to determine whether additional special mitigation is needed.
- Provide a 24-hour project hotline for people to call with construction concerns or to obtain information about the project.

Environmental Justice
Although construction would affect minority and low-income populations, effects can be avoided, minimized, and mitigated. Mitigation could include the following:

- Identify and provide information on a safe pedestrian route between Pioneer Square/downtown and the St. Martin de Porres shelter to allow movement of people to and from the shelter throughout construction.
- Work with The Compass Center, Heritage House, Bread of Life Mission, Pike Market Senior Center, Plymouth Housing Group, Catholic Seamen's Club, and Rose of Lima House to identify concerns and solutions for potential access, parking, air quality, and noise effects.
- Ensure continuous access to buildings, properties, and loading areas used by social service providers during construction.
- Hold briefings and planning sessions with social service providers to keep them up-to-date on the project and to monitor mitigation strategies for minority and low-income populations.
- Cooperate with social service providers on emergent issues that affect minority and low-income populations.
- Secure construction sites to prevent entry and injuries (especially by homeless persons)

Parks and Recreation
Mitigation for park and recreation resources could include the following measures:

- Install signs near affected construction zones, indicating access routes to parks and recreational facilities.
- Coordinate regularly with park and recreation facility operators to ensure that changes in project activities and associated changes in access points and corridors are known in advance.
- If pedestrian bridges, trails, or other pathways need to be closed temporarily, locate replacement pathways within a reasonable distance from the current facility that are ADA compliant and accessible to persons with disabilities.

Public Services
The project will coordinate with the City of Seattle and Port of Seattle police and fire departments, regional transportation agencies, and other appropriate agencies during preliminary and final design. This coordination will develop reliable emergency access and alternative plans or routes to avoid delays in response times and to ensure that general emergency management services are not compromised.

Utilities
The project team will prepare a consolidated utility monitoring, protect-in-place, and relocation plan to address existing, temporary, and new locations for utilities; sequence and coordinate schedules for utility work; and describe service disruptions. This plan would need to be reviewed and approved by the affected utility providers before construction begins to reduce effects.

Air Quality and Energy
A Memorandum of Understanding between WSDOT and the Puget Sound Clean Air Agency is in place to help eliminate, confine, or reduce construction-related emissions for WSDOT projects. WSDOT will create a plan

Appendix H, Social Discipline Report

Additional mitigation measures for neighborhoods, community and social services, and environmental justice are identified in *Appendix H*, Section 6.2.

Additional information about mitigation of temporary effects on parks and recreation resources is provided in *Appendix H*, Section 6.2.

Appendix K, Public Services and Utilities Discipline Report

Additional mitigation measures for public services and utilities are identified in *Appendix K*, Section 6.2.

Appendix M, Air Discipline Report

Other possible measures for reducing emissions of air pollutants near construction areas are described in *Appendix M*.

Appendix R, Energy Discipline Report

Additional energy-saving strategies are described in *Appendix R*, Section 6.2. *Appendix R* also provides additional information about greenhouse gas emissions.

for controlling fugitive dust during construction. The fugitive dust control plan would reduce air pollutant emissions near the construction site, including near residences located along Battery Street adjacent to the open grates.

The project's traffic management plan would help reduce effects on air quality because it would help move traffic through the area to the extent possible. Construction areas, staging areas, and material transfer sites would be set up in a way that reduces standing wait times for equipment, engine idling, and the need to block the movement of other activities on the site. These strategies would reduce fuel consumption and minimize emissions by reducing wait times and ensuring that construction equipment operates efficiently. Due to space constraints at the work site and the benefit of additional emissions reductions, ridesharing and other commute trip reduction efforts may be promoted for employees working on the project. These strategies would reduce both energy consumption and air pollutant emissions. By reducing energy consumption, greenhouse gas emissions would also be reduced.

Greenhouse Gases

Construction mitigation to help minimize congestion, which contributes to greenhouse gas emissions, would be covered in the traffic management plan. The traffic management plan would include traffic routing and strategic construction timing (like nighttime work) to continue moving traffic through the area and reduce backups for the traveling public to the extent possible. WSDOT will seek to set up active construction areas, staging areas, and material transfer sites in a way that reduces standing wait times for equipment. WSDOT will work with its partners to promote ridesharing and other commute trip reduction efforts for employees working on the project.

Water Quality and Fish and Aquatic Resources

Construction effects to surface water would be avoided, minimized, and mitigated through the development and implementation of water quality management plans. Specifically, the project would likely develop the following plans:

- **Construction Stormwater Pollution Prevention Plan –** This plan would describe BMPs; specify methods for handling dewatering water; discuss fugitive dust control; outline flow control; address detention requirements and protocols to meet requirements and maintain the capacity of the existing conveyance system; describe temporary water quality treatment; specify storm drain protection, maintenance, and monitoring; provide a List of Certified Erosion and Sediment Control Leads who would manage BMPs; and outline requirements for water quality monitoring.

- **Temporary Erosion and Sediment Control Plan –** This plan would outline the design and construction specifications for BMPs to be used to identify, reduce, eliminate, or prevent sediment and erosion problems.

- **Spill Prevention, Control and Countermeasures Plan –** This plan would outline spill prevention, inspection protocols, equipment requirements, material containment measures, and spill response procedures.

- **Concrete Containment and Disposal Plan –** This plan would outline how concrete would be managed, contained, and disposed of. It would also discuss BMPs that would be used to reduce high pH.

Monitoring would be performed in accordance with applicable standards.

Potentially contaminated spoils will be tested and disposed of at appropriate upland facilities by implementing the Construction Stormwater Pollution Prevention Plan; Temporary Erosion and Sediment Control Plan; the Spill Prevention, Control and Countermeasures Plan; and the Concrete Containment and Disposal Plan. Stormwater runoff from active construction sites would be treated before being discharged into the combined sewer system as necessary to comply with the requirements of the King County discharge permit. Measures to control pollutants will also serve to protect fish and aquatic resources.

38 How will the lead agencies involve people in mitigation planning and implementation?

The lead agencies will coordinate with businesses, agencies, tribes, neighborhood groups, service providers, and others to identify and address concerns as the project design progresses. The lead agencies will continue to hold community briefings and meet with local businesses and service providers to address construction concerns. The lead agencies will work directly with those who are likely to be affected by bored tunnel construction on mitigation strategies to minimize effects. Mitigation measures will be refined and discussed in the Final EIS, and additional or more specific mitigation measures will be developed as needed.

39 What temporary construction effects will not be mitigated?

Although WSDOT will try to avoid or minimize effects during construction, some effects would not be possible to prevent, even with mitigation. For most of the effects described in this chapter, some residual temporary construction effects would remain. For example, mitigation measures would be in place during construction to minimize impacts due to noise and reduced pedestrian access; however, it would not be possible to avoid some effects. These effects would be relatively minor and are not expected to be substantial or long-lasting.

Appendix O, Surface Water Discipline Report

Additional information on measures to protect water quality is provided in *Appendix O*, Section 6.2.

Appendix G(a)

WSDOT's Interpretation of 2011 – 13 Legislatively Approved Budget for AWV Program, May 2, 2011, (11DOTLFC from TEIS)

Appendix G(b)

WSDOT's Interpretation of 2011 – 13 Legislatively Approved Supplemental Budget for AWV Program, (12DOTLFC from TEIS)

Appendix G(c)

WSDOT's Interpretation of 2013-15 Legislatively approved budget for the AWV Program (13FEBDET and Executive TEIS / LAPR, 6-11-2013 9:36 am) that includes a technical correction to toll revenue

Appendix G(d)

WSDOT's Interpretation of Legislatively approved budget for the AWV Program (14AWVDET)

Appendix G(e)

15DOTAj2, WSDOT assumed detail for 2015-2017 Proposed Legislative Budget

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/S Massachusetts St to Union St - Electrical Line Relocation

ProjectID(PIN): 809936A **Bond Eligible:** N **Percent Complete:** 93% **Revenue Package:** Nickel and TPA

Description: Electrical Line Relocation

Book Description: Electrical utilities on the Alaskan Way Viaduct from S Massachusetts to Union St must be relocated.

Agency:	Department of Transportation	**DOT Region:**	Alaskan Way Viaduct
Route:	State Route 99	**Begin/End Mile Posts:**	26.55 - 40.48
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Improvement Types:	Bridge Replacement (Structural)	**Urban Area:**	Seattle-Tacoma-Everett
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	02/29/2008	04/30/2009	Phase Closed
Right of Way	03/10/2008	04/17/2009	Admin Approval to meet Leg Intent
Construction	07/14/2008	01/31/2011	Admin Approval to meet Leg Intent

Milestone	Date
D - Project Definition Complete	11/14/2006
B - Begin Preliminary Engineering	02/29/2008
E - Environmental Doc Complete	05/27/2008
R - Right of Way Certification	05/20/2008
A - Advertisement Date	05/27/2008
O - Operationally Complete	11/20/2009

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	10,925,000	0	0	0	0	0	0	0	0	0	0	10,925,000
State - TPA	10,925,000	0	0	0	0	0	0	0	0	0	0	10,925,000
Right of Way	497,000	0	0	0	0	0	0	0	0	0	0	497,000
State - TPA	497,000	0	0	0	0	0	0	0	0	0	0	497,000
Construction	11,960,000	9,114,000	0	0	0	0	0	0	0	0	0	21,074,000
Local - MVA	0	316,000	0	0	0	0	0	0	0	0	0	316,000
State - TPA	11,960,000	8,798,000	0	0	0	0	0	0	0	0	0	20,758,000
Project Totals	23,382,000	9,114,000	0	0	0	0	0	0	0	0	0	32,496,000
Local - MVA	0	316,000	0	0	0	0	0	0	0	0	0	316,000
State - TPA	23,382,000	8,798,000	0	0	0	0	0	0	0	0	0	32,180,000

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Lenora St to Battery St Tunnel - Earthquake Upgrade

ProjectID(PIN): 8099363 **Bond Eligible:** N **Percent Complete:** 100% **Revenue Package:** Nickel and TPA

Description: Earthquake Upgrade

Book Description: This project was established to seismically retrofit the SR 99 Alaskan Way Viaduct from Bent 34 to the abutment near the south end of the Battery Street Tunnel. This project is cancelled following the State-County-City agreement January 2009 to pursue a tunnel as the preferred alternative for the central waterfront.

Agency:	Department of Transportation	**DOT Region:**	Alaskan Way Viaduct
Route:	State Route 99	**Begin/End Mile Posts:**	26.55 - 40.48
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Improvement Types:	Seismic	**Urban Area:**	Seattle-Tacoma-Everett
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	03/03/2008	09/23/2009	Reportable History (Closed)

Milestone	Date
D - Project Definition Complete	11/14/2006
B - Begin Preliminary Engineering	03/03/2008
E - Environmental Doc Complete	11/24/2009

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	3,225,000	0	0	0	0	0	0	0	0	0	0	3,225,000
Ded Fed PNRS - MVA	1,916,000	0	0	0	0	0	0	0	0	0	0	1,916,000
State - TPA	1,309,000	0	0	0	0	0	0	0	0	0	0	1,309,000
Project Totals	3,225,000	0	0	0	0	0	0	0	0	0	0	3,225,000
Ded Fed PNRS - MVA	1,916,000	0	0	0	0	0	0	0	0	0	0	1,916,000
State - TPA	1,309,000	0	0	0	0	0	0	0	0	0	0	1,309,000

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Battery St Tunnel - Fire and Safety Improvement

ProjectID(PIN): 809936C **Bond Eligible:** N **Percent Complete:** 83% **Revenue Package:** Nickel and TPA

Description: Fire and Safety Improvement

Book Description: This project was established to rehabilitate the Battery Street Tunnel fire and life safety systems, including carbon monoxide ventilation, fire sprinklers, illumination, communication and controls, ITS elements, power, emergency egresses and a seismic retrofit.

Agency:	Department of Transportation	**DOT Region:**	Alaskan Way Viaduct
Route:	State Route 99	**Begin/End Mile Posts:**	26.55 - 40.48
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Improvement Types:	Bridge Replacement (Structural)	**Urban Area:**	Seattle-Tacoma-Everett
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	03/03/2008	01/03/2011	Admin Approval to meet Leg Intent
Right of Way	03/10/2008	02/26/2010	Admin Approval to meet Leg Intent
Construction	12/01/2009	01/31/2011	Admin Approval to meet Leg Intent

Milestone	Date
D - Project Definition Complete	11/14/2006
B - Begin Preliminary Engineering	03/03/2008
E - Environmental Doc Complete	09/22/2009
R - Right of Way Certification	09/30/2009
A - Advertisement Date	10/05/2009
O - Operationally Complete	10/25/2010

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	11,199,000	568,000	0	0	0	0	0	0	0	0	0	11,767,000
State - TPA	11,199,000	568,000	0	0	0	0	0	0	0	0	0	11,767,000
Right of Way	1,027,000	64,000	0	0	0	0	0	0	0	0	0	1,091,000
State - TPA	1,027,000	64,000	0	0	0	0	0	0	0	0	0	1,091,000
Construction	0	4,619,000	670,000	0	0	0	0	0	0	0	0	5,289,000
State - TPA	0	4,619,000	670,000	0	0	0	0	0	0	0	0	5,289,000
Project Totals	12,226,000	5,251,000	670,000	0	0	0	0	0	0	0	0	18,147,000
State - TPA	12,226,000	5,251,000	670,000	0	0	0	0	0	0	0	0	18,147,000

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/S Holgate St to S King St - Viaduct Replacement

ProjectID(PIN): 809936D **Bond Eligible:** N **Percent Complete:** 28% **Revenue Package:** Nickel and TPA

Description: Viaduct Replacement

Book Description: A portion of the existing Alaskan Way Viaduct will be removed and replaced with a transportation facility that has improved earthquake resistance and retains or improves mobility for people and goods. Work includes a new interchange in the vicinity of Royal Brougham Way and a railway grade separation structure at South Atlantic Street. Also included are improvements to local bike/pedestrian facilities, signing, illumination, ITS, drainage, and utilities. BNSF track west of Alaskan Way will be modified and/or relocated.

Agency:	Department of Transportation	**DOT Region:**	Alaskan Way Viaduct
Route:	State Route 99	**Begin/End Mile Posts:**	26.55 - 40.48
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Improvement Types:	Bridge Replacement (Structural)	**Urban Area:**	Seattle-Tacoma-Everett
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	03/04/2008	08/31/2010	Admin Approval to meet Leg Intent
Right of Way	03/10/2008	06/30/2011	Admin Approval to meet Leg Intent
Construction	05/12/2010	03/28/2014	Admin Approval to meet Leg Intent

Milestone	Date
D - Project Definition Complete	11/14/2006
B - Begin Preliminary Engineering	03/04/2008
E - Environmental Doc Complete	02/11/2009
R - Right of Way Certification	10/21/2009
A - Advertisement Date	10/26/2009
O - Operationally Complete	09/28/2013

Executive TEIS - Capital Projects System
Project Detail With Fund Types

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	56,055,000	21,385,000	4,249,000	0	0	0	0	0	0	0	0	81,689,000
Ded Fed PNRS - MVA	30,822,000	6,713,000	0	0	0	0	0	0	0	0	0	37,535,000
Local - MVA	2,000	0	0	0	0	0	0	0	0	0	0	2,000
State - Nic	2,385,000	0	0	0	0	0	0	0	0	0	0	2,385,000
State - TPA	22,846,000	14,672,000	4,249,000	0	0	0	0	0	0	0	0	41,767,000
Right of Way	14,136,000	27,439,000	3,054,000	0	0	0	0	0	0	0	0	44,629,000
State - Nic	240,000	1,156,000	0	0	0	0	0	0	0	0	0	1,396,000
State - TPA	13,896,000	26,283,000	3,054,000	0	0	0	0	0	0	0	0	43,233,000
Construction	4,096,000	86,579,000	139,115,000	38,678,000	0	0	0	0	0	0	0	268,468,000
Ded Fed PNRS - MVA	132,000	63,662,000	0	0	0	0	0	0	0	0	0	63,794,000
Federal NHS - MVA	0	0	50,000,000	0	0	0	0	0	0	0	0	50,000,000
Local - MVA	6,000	2,851,000	464,000	0	0	0	0	0	0	0	0	3,321,000
State - TPA	3,958,000	20,066,000	88,651,000	38,678,000	0	0	0	0	0	0	0	151,353,000
Project Totals	74,287,000	135,403,000	146,418,000	38,678,000	0	0	0	0	0	0	0	394,786,000
Ded Fed PNRS - MVA	30,954,000	70,375,000	0	0	0	0	0	0	0	0	0	101,329,000
Federal NHS - MVA	0	0	50,000,000	0	0	0	0	0	0	0	0	50,000,000
Local - MVA	8,000	2,851,000	464,000	0	0	0	0	0	0	0	0	3,323,000
State - Nic	2,625,000	1,156,000	0	0	0	0	0	0	0	0	0	3,781,000
State - TPA	40,700,000	61,021,000	95,954,000	38,678,000	0	0	0	0	0	0	0	236,353,000

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/S King St Vic to Roy St - Viaduct Replacement

ProjectID(PIN): 8099361 **Bond Eligible:** N **Percent Complete:** 9% **Revenue Package:** Nickel and TPA

Description: Central Waterfront Viaduct Replacement

Book Description: This project is for the bored tunnel alternative which would be constructed under downtown Seattle between S. King St. vicinity and Roy St. to replace the seismically vulnerable Alaskan Way Viaduct along the central waterfront. The proposed new bored tunnel would move SR 99 to a new below-ground alignment under downtown Seattle and bypass the existing Battery Street Tunnel.

Agency:	Department of Transportation	**DOT Region:**	Alaskan Way Viaduct
Route:	State Route 99	**Begin/End Mile Posts:**	26.55 - 40.48
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Improvement Types:	Bridge Replacement (Structural)	**Urban Area:**	Seattle-Tacoma-Everett
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	03/04/2008	06/30/2015	Admin Approval to meet Leg Intent
Right of Way	03/10/2008	06/30/2015	Admin Approval to meet Leg Intent
Construction	12/30/2010	06/30/2017	Admin Approval to meet Leg Intent

Milestone	Date
D - Project Definition Complete	11/14/2006
B - Begin Preliminary Engineering	03/04/2008
E - Environmental Doc Complete	06/20/2011
R - Right of Way Certification	08/01/2011
A - Advertisement Date	05/27/2010
O - Operationally Complete	12/24/2015

Executive TEIS - Capital Projects System
Project Detail With Fund Types

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	23,708,000	107,304,000	15,136,000	721,000	0	0	0	0	0	0	0	146,869,000
Ded Fed ER - MVA	2,980,000	1,521,000	0	0	0	0	0	0	0	0	0	4,501,000
Ded Fed HP - MVA	5,632,000	2,432,000	0	0	0	0	0	0	0	0	0	8,064,000
Ded Fed PNRS - MVA	4,203,000	0	0	0	0	0	0	0	0	0	0	4,203,000
Local - MVA	307,000	0	0	0	0	0	0	0	0	0	0	307,000
State - Nic	701,000	32,126,000	671,000	600,000	0	0	0	0	0	0	0	34,098,000
State - TPA	9,885,000	71,225,000	14,465,000	121,000	0	0	0	0	0	0	0	95,696,000
Right of Way	14,377,000	77,462,000	35,062,000	0	0	0	0	0	0	0	0	126,901,000
State - Nic	13,734,000	2,330,000	6,600,000	0	0	0	0	0	0	0	0	22,664,000
State - TPA	643,000	75,132,000	28,462,000	0	0	0	0	0	0	0	0	104,237,000
Construction	0	110,000,000	655,936,000	430,648,000	90,327,000	0	0	0	0	0	0	1,286,911,000
Ded Fed ER - MVA	0	0	28,033,000	12,468,000	0	0	0	0	0	0	0	40,501,000
Federal BR - MVA	0	0	0	93,700,000	26,300,000	0	0	0	0	0	0	120,000,000
Federal STP - MVA	0	0	14,700,000	30,000,000	6,637,000	0	0	0	0	0	0	51,337,000
State - MMA	0	0	0	78,049,000	51,056,000	0	0	0	0	0	0	129,105,000
State - MVA	0	0	34,702,000	0	0	0	0	0	0	0	0	34,702,000
State - Nic	0	0	9,144,000	18,252,000	6,334,000	0	0	0	0	0	0	33,730,000
State - TPA	0	110,000,000	569,357,000	198,179,000	0	0	0	0	0	0	0	877,536,000
Project Totals	38,085,000	294,766,000	706,134,000	431,369,000	90,327,000	0	0	0	0	0	0	1,560,681,000
Ded Fed ER - MVA	2,980,000	1,521,000	28,033,000	12,468,000	0	0	0	0	0	0	0	45,002,000
Ded Fed HP - MVA	5,632,000	2,432,000	0	0	0	0	0	0	0	0	0	8,064,000
Ded Fed PNRS - MVA	4,203,000	0	0	0	0	0	0	0	0	0	0	4,203,000
Federal BR - MVA	0	0	0	93,700,000	26,300,000	0	0	0	0	0	0	120,000,000
Federal STP - MVA	0	0	14,700,000	30,000,000	6,637,000	0	0	0	0	0	0	51,337,000
Local - MVA	307,000	0	0	0	0	0	0	0	0	0	0	307,000
State - MMA	0	0	0	78,049,000	51,056,000	0	0	0	0	0	0	129,105,000
State - MVA	0	0	34,702,000	0	0	0	0	0	0	0	0	34,702,000
State - Nic	14,435,000	34,456,000	16,415,000	18,852,000	6,334,000	0	0	0	0	0	0	90,492,000
State - TPA	10,528,000	256,357,000	612,284,000	198,300,000	0	0	0	0	0	0	0	1,077,469,000

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Viaduct Project - Transit Enhancements and Other Improvements

ProjectID(PIN): 809936F **Bond Eligible:** N **Percent Complete:** 27% **Revenue Package:** Nickel and TPA

Description: Transit Enhancements and Local Improvements

Book Description: Construction of the "Moving Forward" projects on the Alaskan Way Viaduct and Seawall Replacement Program will impact the movement of people and goods. Transit enhancements and other improvements will be implemented to mitigate these impacts.

Agency:	Department of Transportation	**DOT Region:**	Alaskan Way Viaduct
Route:	State Route 99	**Begin/End Mile Posts:**	0.01 - 0.02
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Legislative Districts(s):**	11, 32, 34, 36, 37, 43, 46
Improvement Types:	Bridge Replacement (Structural)	**Urban Area:**	Seattle-Tacoma-Everett
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	03/04/2008	06/30/2013	Admin Approval to meet Leg Intent
Construction	11/26/2008	06/30/2015	Admin Approval to meet Leg Intent

Milestone	Date
D - Project Definition Complete	11/14/2006
B - Begin Preliminary Engineering	03/04/2008
E - Environmental Doc Complete	09/29/2008

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	4,293,000	761,000	1,234,000	7,000	0	0	0	0	0	0	0	6,295,000
Ded Fed PNRS - MVA	1,052,000	1,000	0	0	0	0	0	0	0	0	0	1,053,000
State - Nic	1,380,000	0	0	0	0	0	0	0	0	0	0	1,380,000
State - TPA	1,861,000	760,000	1,234,000	7,000	0	0	0	0	0	0	0	3,862,000
Construction	2,772,000	61,244,000	35,484,000	7,377,000	0	0	0	0	0	0	0	106,877,000
Ded Fed PNRS - MVA	1,243,000	2,667,000	0	0	0	0	0	0	0	0	0	3,910,000
State - Nic	0	18,580,000	3,264,000	300,000	0	0	0	0	0	0	0	22,144,000
State - TPA	1,529,000	39,997,000	32,220,000	7,077,000	0	0	0	0	0	0	0	80,823,000
Project Totals	7,065,000	62,005,000	36,718,000	7,384,000	0	0	0	0	0	0	0	113,172,000
Ded Fed PNRS - MVA	2,295,000	2,668,000	0	0	0	0	0	0	0	0	0	4,963,000
State - Nic	1,380,000	18,580,000	3,264,000	300,000	0	0	0	0	0	0	0	23,524,000
State - TPA	3,390,000	40,757,000	33,454,000	7,084,000	0	0	0	0	0	0	0	84,685,000

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Alaskan Way Viaduct and Seawall - Replacement EIS

ProjectID(PIN): 809936K **Bond Eligible:** Y **Percent Complete:** 100% **Revenue Package:** 03 Nickel
Description: EIS
Book Description: This will complete the environmental review of the project.

Agency:	Department of Transportation	**DOT Region:**	Alaskan Way Viaduct
Route:	State Route 99	**Begin/End Mile Posts:**	29.20 - 32.02
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Legislative Districts(s):**	11, 36, 37, 43
Improvement Types:	Bridge Replacement (Structural)	**Urban Area:**	Seattle-Tacoma-Everett
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Location:**	Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	07/29/2003	12/29/2008	Reportable History (Closed)

Milestone	Date
D - Project Definition Complete	11/14/2006
B - Begin Preliminary Engineering	07/29/2003
E - Environmental Doc Complete	06/02/2008

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	17,731,000	0	0	0	0	0	0	0	0	0	0	17,731,000
Ded Fed Demo - MVA	1,987,000	0	0	0	0	0	0	0	0	0	0	1,987,000
Ded Fed PNRS - MVA	5,742,000	0	0	0	0	0	0	0	0	0	0	5,742,000
State - Nic	10,002,000	0	0	0	0	0	0	0	0	0	0	10,002,000
Project Totals	17,731,000	0	0	0	0	0	0	0	0	0	0	17,731,000
Ded Fed Demo - MVA	1,987,000	0	0	0	0	0	0	0	0	0	0	1,987,000
Ded Fed PNRS - MVA	5,742,000	0	0	0	0	0	0	0	0	0	0	5,742,000
State - Nic	10,002,000	0	0	0	0	0	0	0	0	0	0	10,002,000

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Alaskan Way Viaduct and Seawall - Replacement R/W

ProjectID(PIN):	8099361	**Bond Eligible:**	Y	**Percent Complete:**	100%	**Revenue Package:**	Nickel and TPA
Description:	Right of way						
Book Description:	Provides for early purchase of property.						
Agency:	Department of Transportation			**DOT Region:**	Alaskan Way Viaduct		
Route:	State Route 99			**Begin/End Mile Posts:**	29.20 - 32.02		
Program/Sub-Program:	Improvement / Mobility			**County:**	King		
Sub-Category:	Urban Mobility			**Legislative Districts(s):**	11, 36, 37, 43		
Improvement Types:	Bridge Replacement (Structural)			**Urban Area:**	Seattle-Tacoma-Everett		
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct			**Location:**	Seattle		

PROJECT STATUS

Phase	Start Date	End Date	Phase Status	Milestone	Date
Right of Way	11/24/2003	06/02/2009	Reportable History (Closed)		

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Right of Way	48,505,000	0	0	0	0	0	0	0	0	0	0	48,505,000
State - Nic	48,505,000	0	0	0	0	0	0	0	0	0	0	48,505,000
Project Totals	48,505,000	0	0	0	0	0	0	0	0	0	0	48,505,000
State - Nic	48,505,000	0	0	0	0	0	0	0	0	0	0	48,505,000

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Alaskan Way Viaduct and Seawall - Replacement Corridor Design

ProjectID(PIN): 809936M **Bond Eligible:** Y **Percent Complete:** 100% **Revenue Package:** 03 Nickel

Description: Design

Book Description: This work completes design of the first stage of the overall project to replace the viaduct and seawall.

Agency:	Department of Transportation	**DOT Region:**	Alaskan Way Viaduct
Route:	State Route 99	**Begin/End Mile Posts:**	29.20 - 32.02
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Legislative Districts(s):**	11, 36, 37, 43
Improvement Types:	Bridge Replacement (Structural)	**Urban Area:**	Seattle-Tacoma-Everett
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Location:**	Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	01/07/2004	06/10/2010	Leg Dir with Secretary Approval

Milestone	Date
D - Project Definition Complete	11/14/2006
B - Begin Preliminary Engineering	01/07/2004

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	97,302,000	192,000	0	0	0	0	0	0	0	0	0	97,494,000
Ded Fed Demo - MVA	1,984,000	0	0	0	0	0	0	0	0	0	0	1,984,000
Ded Fed HP - MVA	2,017,000	0	0	0	0	0	0	0	0	0	0	2,017,000
Ded Fed PNRS - MVA	68,492,000	0	0	0	0	0	0	0	0	0	0	68,492,000
Local - MVA	3,073,000	192,000	0	0	0	0	0	0	0	0	0	3,265,000
State - Nic	21,736,000	0	0	0	0	0	0	0	0	0	0	21,736,000
Project Totals	97,302,000	192,000	0	0	0	0	0	0	0	0	0	97,494,000
Ded Fed Demo - MVA	1,984,000	0	0	0	0	0	0	0	0	0	0	1,984,000
Ded Fed HP - MVA	2,017,000	0	0	0	0	0	0	0	0	0	0	2,017,000
Ded Fed PNRS - MVA	68,492,000	0	0	0	0	0	0	0	0	0	0	68,492,000
Local - MVA	3,073,000	192,000	0	0	0	0	0	0	0	0	0	3,265,000
State - Nic	21,736,000	0	0	0	0	0	0	0	0	0	0	21,736,000

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Alaskan Way Viaduct Yesler Way Vicinity - Stabilize Foundation

ProjectID(PIN): 809936P **Bond Eligible:** N **Percent Complete:** 100% **Revenue Package:** Nickel and TPA

Description: Stabilize Foundation

Book Description: The Alaskan Way Viaduct was damaged during the Nisqually earthquake on February 28, 2001. This work will stablize the foundations of Bents 93 and 94. Further damage to this section of the Alaskan Way Viaduct foundation will be prevented.

Agency:	Department of Transportation	**DOT Region:**	Alaskan Way Viaduct
Route:	State Route 99	**Begin/End Mile Posts:**	31.05 - 31.06
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Legislative Districts(s):**	37, 43
Improvement Types:	Seismic	**Urban Area:**	Seattle-Tacoma-Everett
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Location:**	SEATTLE

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	06/29/2007	04/17/2009	Reportable History (Closed)
Right of Way	08/21/2007	12/29/2008	Reportable History (Closed)
Construction	09/17/2007	09/21/2009	Reportable History (Closed)

Milestone	Date
D - Project Definition Complete	05/21/2007
B - Begin Preliminary Engineering	06/29/2007
E - Environmental Doc Complete	06/26/2007
R - Right of Way Certification	08/06/2007
A - Advertisement Date	08/06/2007
O - Operationally Complete	04/30/2008

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	258,000	0	0	0	0	0	0	0	0	0	0	258,000
Ded Fed ER - MVA	222,000	0	0	0	0	0	0	0	0	0	0	222,000
State - Nic	36,000	0	0	0	0	0	0	0	0	0	0	36,000
Right of Way	72,000	0	0	0	0	0	0	0	0	0	0	72,000
Ded Fed ER - MVA	52,000	0	0	0	0	0	0	0	0	0	0	52,000
State - Nic	20,000	0	0	0	0	0	0	0	0	0	0	20,000
Construction	3,540,000	0	0	0	0	0	0	0	0	0	0	3,540,000
Ded Fed ER - MVA	3,034,000	0	0	0	0	0	0	0	0	0	0	3,034,000
State - TPA	506,000	0	0	0	0	0	0	0	0	0	0	506,000
Project Totals	3,870,000	0	0	0	0	0	0	0	0	0	0	3,870,000

Ded Fed ER - MVA	3,308,000	0	0	0	0	0	0	0	0	0	0	3,308,000
State - Nic	56,000	0	0	0	0	0	0	0	0	0	0	56,000
State - TPA	506,000	0	0	0	0	0	0	0	0	0	0	506,000

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Central Waterfront Construction Mitigation

ProjectID(PIN): 809936S **Bond Eligible:** N **Percent Complete:** 0% **Revenue Package:** PEF

Description: Mitigate Construction Impacts due to construction

Book Description: Mitigate Construction Impacts due to construction.

Agency:	Department of Transportation	**DOT Region:**	Alaskan Way Viaduct
Route:	State Route 99	**Begin/End Mile Posts:**	26.55 - 40.48
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Improvement Types:	Structure, New HISTORY	**Urban Area:**	Seattle-Tacoma-Everett
Major Corridor:	Unassigned	**Location:**	City of Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Construction	07/01/2015	06/30/2017	Admin Approval to meet Leg Intent

Milestone	Date
A - Advertisement Date	05/04/2015
O - Operationally Complete	04/30/2017

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Construction	0	0	0	0	20,000,000	0	0	0	0	0	0	20,000,000
State - MMA	0	0	0	0	20,000,000	0	0	0	0	0	0	20,000,000
Project Totals	0	0	0	0	20,000,000	0	0	0	0	0	0	20,000,000
State - MMA	0	0	0	0	20,000,000	0	0	0	0	0	0	20,000,000

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Alaskan Way Viaduct Replacement - Program and Project Support

ProjectID(PIN): 809936V **Bond Eligible:** Y **Percent Complete:** 0% **Revenue Package:** PEF

Description: Program and Project Support

Book Description: Provide program-level support to the Alaskan Way Viaduct Replacement Program/Region and assumption of cost responsibility for specific items sourced from higher-level WSDOT offices.

Agency:	Department of Transportation	**DOT Region:**	Alaskan Way Viaduct
Route:	State Route 99	**Begin/End Mile Posts:**	26.55 - 40.48
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Improvement Types:	Bridge Replacement (Structural)	**Urban Area:**	Seattle-Tacoma-Everett
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status	Milestone	Date
Construction	07/01/2011	06/30/2017	Admin Approval to meet Leg Intent		

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Construction	0	0	28,000,000	28,000,000	19,001,000	0	0	0	0	0	0	75,001,000
State - MMA	0	0	0	0	16,195,000	0	0	0	0	0	0	16,195,000
State - TPA	0	0	28,000,000	28,000,000	2,806,000	0	0	0	0	0	0	58,806,000
Project Totals	0	0	28,000,000	28,000,000	19,001,000	0	0	0	0	0	0	75,001,000
State - MMA	0	0	0	0	16,195,000	0	0	0	0	0	0	16,195,000
State - TPA	0	0	28,000,000	28,000,000	2,806,000	0	0	0	0	0	0	58,806,000

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Viaduct Project - I-5 ATM

ProjectID(PIN): 809936W **Bond Eligible:** N **Percent Complete:** 80% **Revenue Package:** Nickel and TPA

Description: ATM on I-5 in Seattle

Book Description: This project will provide Active Traffic Management (ATM) dynamic message signs including lane control and variable speed limits on I-5, ITS, electrical and communication systems to alert drivers during construction of Alaskan Way Viaduct projects. This project will be delivered by a design build team.

Agency:	Department of Transportation	**DOT Region:**	Alaskan Way Viaduct
Route:	State Route 99	**Begin/End Mile Posts:**	157.23 - 164.46
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Legislative Districts(s):**	11, 37
Improvement Types:	ITS System Planning	**Urban Area:**	Seattle-Tacoma-Everett
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Location:**	Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Construction	06/22/2009	10/31/2011	Admin Approval to meet Leg Intent

Milestone	Date
D - Project Definition Complete	11/13/2007
A - Advertisement Date	05/04/2009
O - Operationally Complete	06/30/2011

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Construction	0	16,285,000	0	0	0	0	0	0	0	0	0	16,285,000
Ded Fed PNRS - MVA	0	12,656,000	0	0	0	0	0	0	0	0	0	12,656,000
State - TPA	0	3,629,000	0	0	0	0	0	0	0	0	0	3,629,000
Project Totals	0	16,285,000	0	0	0	0	0	0	0	0	0	16,285,000
Ded Fed PNRS - MVA	0	12,656,000	0	0	0	0	0	0	0	0	0	12,656,000
State - TPA	0	3,629,000	0	0	0	0	0	0	0	0	0	3,629,000

Executive TEIS - Capital Projects System

Project Listing

2012 Legislative Final - Agency Detail

Report Filter: FlexList MEGA Projects 2013 / FlexGrp AWV

Dollars In Thousands

PIN	Project Title	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
809936A	SR 99/S Massachusetts St to Union St - Electrical Line Relocation	23,382	8,726	0	0	0	0	0	0	0	0	0	32,108
	Preliminary Engineering	10,925	0	0	0	0	0	0	0	0	0	0	10,925
	State - TPA	10,925	0	0	0	0	0	0	0	0	0	0	10,925
	Right of Way	497	0	0	0	0	0	0	0	0	0	0	497
	State - TPA	497	0	0	0	0	0	0	0	0	0	0	497
	Construction	11,960	8,726	0	0	0	0	0	0	0	0	0	20,686
	Local - MVA	0	475	0	0	0	0	0	0	0	0	0	475
	State - TPA	11,960	8,251	0	0	0	0	0	0	0	0	0	20,211
809936B	SR 99/Lenora St to Battery St Tunnel - Earthquake Upgrade	3,224	0	0	0	0	0	0	0	0	0	0	3,224
	Preliminary Engineering	3,224	0	0	0	0	0	0	0	0	0	0	3,224
	Ded Fed PNRS - MVA	1,916	0	0	0	0	0	0	0	0	0	0	1,916
	State - TPA	1,308	0	0	0	0	0	0	0	0	0	0	1,308
809936C	SR 99/Battery St Tunnel - Fire and Safety Improvement	12,226	5,125	539	256	0	0	0	0	0	0	0	18,146
	Preliminary Engineering	11,199	567	0	0	0	0	0	0	0	0	0	11,766
	State - TPA	11,199	567	0	0	0	0	0	0	0	0	0	11,766
	Right of Way	1,027	63	0	0	0	0	0	0	0	0	0	1,090
	State - TPA	1,027	63	0	0	0	0	0	0	0	0	0	1,090
	Construction	0	4,495	539	256	0	0	0	0	0	0	0	5,290
	State - TPA	0	4,495	539	256	0	0	0	0	0	0	0	5,290
809936D	SR 99/S Holgate St to S King St - Viaduct Replacement	74,287	145,318	153,198	4,263	0	0	0	0	0	0	0	377,066
	Preliminary Engineering	56,055	20,365	2,772	0	0	0	0	0	0	0	0	79,192
	Ded Fed PNRS - MVA	30,822	6,713	2	0	0	0	0	0	0	0	0	37,537
	Local - MVA	2	0	1	0	0	0	0	0	0	0	0	3
	State - Nic	2,385	0	0	0	0	0	0	0	0	0	0	2,385
	State - TPA	22,846	13,652	2,769	0	0	0	0	0	0	0	0	39,267
	Right of Way	14,136	27,335	2,790	2,069	0	0	0	0	0	0	0	46,330
	State - Nic	240	1,156	0	0	0	0	0	0	0	0	0	1,396
	State - TPA	13,896	26,179	2,790	2,069	0	0	0	0	0	0	0	44,934
	Construction	4,096	97,618	147,636	2,194	0	0	0	0	0	0	0	251,544
	Ded Fed PNRS - MVA	132	63,662	1	0	0	0	0	0	0	0	0	63,795

Executive TEIS - Capital Projects System

Project Listing

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Dollars In Thousands

PIN	Project Title	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
809936D	SR 99/S Holgate St to S King St - Viaduct Replacement	74,287	145,318	153,198	4,263	0	0	0	0	0	0	0	377,066
	Federal BR - MVA	0	0	100,000	0	0	0	0	0	0	0	0	100,000
	Local - MVA	6	1,999	1,177	0	0	0	0	0	0	0	0	3,182
	State - TPA	3,958	31,957	46,458	2,194	0	0	0	0	0	0	0	84,567
809936E	SR 99/S King St Vic to Roy St - Viaduct Replacement	38,089	260,741	759,019	780,856	195,566	0	0	0	0	0	0	2,034,271
	Preliminary Engineering	23,711	98,389	9,702	3,920	40	0	0	0	0	0	0	135,762
	Ded Fed ER - MVA	2,981	1,521	0	0	0	0	0	0	0	0	0	4,502
	Ded Fed HP - MVA	5,632	2,432	1	0	0	0	0	0	0	0	0	8,065
	Ded Fed PNRS - MVA	4,203	0	0	0	0	0	0	0	0	0	0	4,203
	Local - MVA	307	0	0	0	0	0	0	0	0	0	0	307
	State - Nic	703	26,952	1,482	643	0	0	0	0	0	0	0	29,780
	State - TPA	9,885	67,484	8,219	3,277	40	0	0	0	0	0	0	88,905
	Right of Way	14,378	73,008	48,591	0	0	0	0	0	0	0	0	135,977
	State - Nic	13,735	2,322	6,608	0	0	0	0	0	0	0	0	22,665
	State - TPA	643	70,686	41,983	0	0	0	0	0	0	0	0	113,312
	Construction	0	89,344	700,726	776,936	195,526	0	0	0	0	0	0	1,762,532
	Ded Fed ER - MVA	0	0	40,501	0	0	0	0	0	0	0	0	40,501
	Federal BR - MVA	0	0	0	93,700	26,300	0	0	0	0	0	0	120,000
	Federal NHS - MVA	0	0	134,075	9,925	0	0	0	0	0	0	0	144,000
	Federal STP - MVA	0	0	76,767	0	0	0	0	0	0	0	0	76,767
	Local - MVA	0	0	40,000	10,000	0	0	0	0	0	0	0	50,000
	State - MMA	0	0	0	52,049	51,057	0	0	0	0	0	0	103,106
	State - MVA	0	0	34,702	0	0	0	0	0	0	0	0	34,702
	State - Nic	0	0	9,555	44,252	6,334	0	0	0	0	0	0	60,141
	State - TPA	0	89,344	365,126	448,831	30,013	0	0	0	0	0	0	933,314
	State -AWV	0	0	0	118,179	81,822	0	0	0	0	0	0	200,001
809936F	SR 99/Viaduct Project - Transit Enhancements and Other Improvements	7,067	57,864	31,378	5,438	0	0	0	0	0	0	0	101,747
	Preliminary Engineering	4,295	660	1,255	28	0	0	0	0	0	0	0	6,238
	Ded Fed PNRS - MVA	1,053	0	0	0	0	0	0	0	0	0	0	1,053
	State - Nic	1,380	0	0	0	0	0	0	0	0	0	0	1,380
	State - TPA	1,862	660	1,255	28	0	0	0	0	0	0	0	3,805

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Project Listing

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Dollars In Thousands

PIN	Project Title	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
809936F	SR 99/Viaduct Project - Transit Enhancements and Other Improvements	7,067	57,864	31,378	5,438	0	0	0	0	0	0	0	101,747
	Construction	2,772	57,204	30,123	5,410	0	0	0	0	0	0	0	95,509
	Ded Fed PNRS - MVA	1,243	2,667	0	0	0	0	0	0	0	0	0	3,910
	State - Nic	0	15,670	6,175	0	0	0	0	0	0	0	0	21,845
	State - TPA	1,529	38,867	23,948	5,410	0	0	0	0	0	0	0	69,754
809936K	SR 99/Alaskan Way Viaduct and Seawall - Replacement EIS	17,731	0	0	0	0	0	0	0	0	0	0	17,731
	Preliminary Engineering	17,731	0	0	0	0	0	0	0	0	0	0	17,731
	Ded Fed Demo - MVA	1,987	0	0	0	0	0	0	0	0	0	0	1,987
	Ded Fed PNRS - MVA	5,742	0	0	0	0	0	0	0	0	0	0	5,742
	State - Nic	10,002	0	0	0	0	0	0	0	0	0	0	10,002
809936L	SR 99/Alaskan Way Viaduct and Seawall - Replacement R/W	48,505	0	0	0	0	0	0	0	0	0	0	48,505
	Right of Way	48,505	0	0	0	0	0	0	0	0	0	0	48,505
	State - Nic	48,505	0	0	0	0	0	0	0	0	0	0	48,505
809936M	SR 99/Alaskan Way Viaduct and Seawall - Replacement Corridor Design	97,303	192	0	0	0	0	0	0	0	0	0	97,495
	Preliminary Engineering	97,303	192	0	0	0	0	0	0	0	0	0	97,495
	Ded Fed Demo - MVA	1,984	0	0	0	0	0	0	0	0	0	0	1,984
	Ded Fed HP - MVA	2,017	0	0	0	0	0	0	0	0	0	0	2,017
	Ded Fed PNRS - MVA	68,492	0	0	0	0	0	0	0	0	0	0	68,492
	Local - MVA	3,074	192	0	0	0	0	0	0	0	0	0	3,266
	State - Nic	21,736	0	0	0	0	0	0	0	0	0	0	21,736
809936P	SR 99/Alaskan Way Viaduct Yesler Way Vicinity - Stabilize Foundation	3,870	0	0	0	0	0	0	0	0	0	0	3,870
	Preliminary Engineering	258	0	0	0	0	0	0	0	0	0	0	258
	Ded Fed ER - MVA	222	0	0	0	0	0	0	0	0	0	0	222
	State - Nic	36	0	0	0	0	0	0	0	0	0	0	36
	Right of Way	72	0	0	0	0	0	0	0	0	0	0	72
	Ded Fed ER - MVA	52	0	0	0	0	0	0	0	0	0	0	52
	State - Nic	20	0	0	0	0	0	0	0	0	0	0	20
	Construction	3,540	0	0	0	0	0	0	0	0	0	0	3,540
	Ded Fed ER - MVA	3,034	0	0	0	0	0	0	0	0	0	0	3,034

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Project Listing

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Dollars In Thousands

PIN	Project Title	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
809936P	SR 99/Alaskan Way Viaduct Yesler Way Vicinity - Stabilize Foundation	3,870	0	0	0	0	0	0	0	0	0	0	3,870
	State - TPA	506	0	0	0	0	0	0	0	0	0	0	506
809936S	SR 99/Central Waterfront Construction Mitigation	0	0	11,001	8,000	11,000	0	0	0	0	0	0	30,001
	Construction	0	0	11,001	8,000	11,000	0	0	0	0	0	0	30,001
	Local - MVA	0	0	0	0	10,000	0	0	0	0	0	0	10,000
	State - MMA	0	0	0	0	1,000	0	0	0	0	0	0	1,000
	State - Nic	0	0	3,910	300	0	0	0	0	0	0	0	4,210
	State - TPA	0	0	7,091	7,700	0	0	0	0	0	0	0	14,791
809936V	SR 99/Alaskan Way Viaduct Replacement - Program and Project Support	0	0	30,998	27,101	16,901	0	0	0	0	0	0	75,000
	Preliminary Engineering	0	0	708	242	0	0	0	0	0	0	0	950
	State - TPA	0	0	708	242	0	0	0	0	0	0	0	950
	Right of Way	0	0	85	0	0	0	0	0	0	0	0	85
	State - TPA	0	0	85	0	0	0	0	0	0	0	0	85
	Construction	0	0	30,205	26,859	16,901	0	0	0	0	0	0	73,965
	State - MMA	0	0	0	0	16,194	0	0	0	0	0	0	16,194
	State - TPA	0	0	30,205	26,859	707	0	0	0	0	0	0	57,771
809936W	SR 99/Viaduct Project - I-5 ATM	0	15,063	205	0	0	0	0	0	0	0	0	15,268
	Construction	0	15,063	205	0	0	0	0	0	0	0	0	15,268
	Ded Fed PNRS - MVA	0	12,656	0	0	0	0	0	0	0	0	0	12,656
	State - TPA	0	2,407	205	0	0	0	0	0	0	0	0	2,612
809936X	SR 99/Alaskan Way Surface Street Restoration	0	0	0	0	290,000	0	0	0	0	0	0	290,000
	Construction	0	0	0	0	290,000	0	0	0	0	0	0	290,000
	Local - MVA	0	0	0	0	271,000	0	0	0	0	0	0	271,000
	State - MMA	0	0	0	0	19,000	0	0	0	0	0	0	19,000
	Totals	**325,684**	**493,029**	**986,338**	**825,914**	**513,467**	**0**	**0**	**0**	**0**	**0**	**0**	**3,144,432**

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/S Massachusetts St to Union St - Electrical Line Relocation

ProjectID(PIN): 809936A **Bond Eligible:** N **Percent Complete:** 100% **Revenue Package:** Nickel and TPA

Description: Electrical Line Relocation

Book Description: Electrical utilities on the Alaskan Way Viaduct from S Massachusetts St to Union St must be relocated.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Bridge Replacement (Structural)	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	26.55 - 40.48	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	02/29/2008	09/30/2009	Phase Closed
Right of Way	03/10/2008	04/17/2009	Admin Approval to meet Leg Intent
Construction	07/14/2008	06/30/2011	Admin Approval to meet Leg Intent

Milestone	Date	Actl
D - Project Definition Complete	11/14/2006	
B - Begin Preliminary Engineering	02/29/2008	✓
E - Environmental Doc Complete	01/29/2008	✓
R - Right of Way Certification	05/20/2008	✓
A - Advertisement Date	05/27/2008	✓
O - Operationally Complete	11/30/2009	✓

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	10,924,439	0	0	0	0	0	0	0	0	0	0	10,924,439
State - TPA	10,924,439	0	0	0	0	0	0	0	0	0	0	10,924,439
Right of Way	496,463	0	0	0	0	0	0	0	0	0	0	496,463
State - TPA	496,463	0	0	0	0	0	0	0	0	0	0	496,463
Construction	11,959,960	8,725,163	0	0	0	0	0	0	0	0	0	20,685,123
Local - MVA	0	474,583	0	0	0	0	0	0	0	0	0	474,583
State - TPA	11,959,960	8,250,580	0	0	0	0	0	0	0	0	0	20,210,540
Project Totals	23,380,862	8,725,163	0	0	0	0	0	0	0	0	0	32,106,025
Local - MVA	0	474,583	0	0	0	0	0	0	0	0	0	474,583
State - TPA	23,380,862	8,250,580	0	0	0	0	0	0	0	0	0	31,631,442

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Lenora St to Battery St Tunnel - Earthquake Upgrade

ProjectID(PIN): 809936B **Bond Eligible:** N **Percent Complete:** 100% **Revenue Package:** Nickel and TPA

Description: Earthquake Upgrade

Book Description: This project was established to seismically retrofit the SR 99 Alaskan Way Viaduct from Bent 34 to the abutment near the south end of the Battery Street Tunnel. This project is cancelled following the State- County-City agreement January 2009 to pursue a tunnel as the preferred alternative for the central waterfront.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Seismic	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	26.55 - 40.48	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	03/03/2008	09/23/2009	Reportable History (Closed)

Milestone	Date	Actl
D - Project Definition Complete	11/14/2006	
B - Begin Preliminary Engineering	03/03/2008	✓
E - Environmental Doc Complete	11/24/2009	

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	3,223,937	0	0	0	0	0	0	0	0	0	0	3,223,937
Ded Fed PNRS - MVA	1,915,921	0	0	0	0	0	0	0	0	0	0	1,915,921
State - TPA	1,308,016	0	0	0	0	0	0	0	0	0	0	1,308,016
Project Totals	3,223,937	0	0	0	0	0	0	0	0	0	0	3,223,937
Ded Fed PNRS - MVA	1,915,921	0	0	0	0	0	0	0	0	0	0	1,915,921
State - TPA	1,308,016	0	0	0	0	0	0	0	0	0	0	1,308,016

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Battery St Tunnel - Fire and Safety Improvement

ProjectID(PIN): 809936C **Bond Eligible:** N **Percent Complete:** 61% **Revenue Package:** Nickel and TPA

Description: Fire and Safety Improvement

Book Description: This project was established to rehabilitate the Battery Street Tunnel fire and life safety systems including carbon monoxide ventilation, fire sprinklers, illumination, communication and controls, ITS elements, power, emergency egresses and a seismic retrofit.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Bridge Replacement (Structural)	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	26.55 - 40.48	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	03/03/2008	01/03/2011	Admin Approval to meet Leg Intent
Right of Way	03/10/2008	02/26/2010	Admin Approval to meet Leg Intent
Construction	11/09/2009	06/30/2015	Admin Approval to meet Leg Intent

Milestone	Date	Actl
D - Project Definition Complete	11/14/2006	
B - Begin Preliminary Engineering	03/03/2008	✓
E - Environmental Doc Complete	09/22/2009	✓
R - Right of Way Certification	09/30/2009	✓
A - Advertisement Date	10/05/2009	✓
O - Operationally Complete	06/30/2015	

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	11,198,504	567,134	0	0	0	0	0	0	0	0	0	11,765,639
State - TPA	11,198,504	567,134	0	0	0	0	0	0	0	0	0	11,765,639
Right of Way	1,026,587	63,522	0	0	0	0	0	0	0	0	0	1,090,109
State - TPA	1,026,587	63,522	0	0	0	0	0	0	0	0	0	1,090,109
Construction	0	4,494,018	252,155	230,340	43,478	0	0	0	0	0	0	5,019,990
State - TPA	0	4,494,018	252,155	230,340	43,478	0	0	0	0	0	0	5,019,990
Project Totals	12,225,091	5,124,674	252,155	230,340	43,478	0	0	0	0	0	0	17,875,738
State - TPA	12,225,091	5,124,674	252,155	230,340	43,478	0	0	0	0	0	0	17,875,738

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/S Holgate St to S King St - Viaduct Replacement

ProjectID(PIN): 809936D **Bond Eligible:** N **Percent Complete:** 16% **Revenue Package:** Nickel and TPA

Description: Viaduct Replacement

Book Description: A portion of the existing Alaskan Way Viaduct will be removed and replaced with a transportation facility that has improved earthquake resistance and retains or improves mobility for people and goods. Work includes a new interchange in the vicinity of Royal Brougham Way and a railway grade separation structure at South Atlantic Street. Also included are improvements to local bike/pedestrian facilities, signing, illumination, ITS, drainage, and utilities. BNSF track west of Alaskan Way will be modified and/or relocated.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Bridge Replacement (Structural)	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	26.55 - 40.48	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	03/04/2008	08/31/2010	Admin Approval to meet Leg Intent
Right of Way	03/10/2008	01/03/2012	Admin Approval to meet Leg Intent
Construction	05/12/2010	06/30/2014	Admin Approval to meet Leg Intent

Milestone	Date	Actl
D - Project Definition Complete	11/14/2006	
B - Begin Preliminary Engineering	03/04/2008	✓
E - Environmental Doc Complete	02/11/2009	✓
R - Right of Way Certification	10/21/2009	✓
A - Advertisement Date	10/26/2009	✓
O - Operationally Complete	12/31/2013	

Executive TEIS - Capital Projects System
Project Detail With Fund Types

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	56,053,314	20,363,617	2,022,092	0	0	0	0	0	0	0	0	78,439,023
Ded Fed PNRS - MVA	30,821,753	6,712,084	0	0	0	0	0	0	0	0	0	37,533,837
Local - MVA	1,050	0	0	0	0	0	0	0	0	0	0	1,050
State - Nic	2,384,754	0	0	0	0	0	0	0	0	0	0	2,384,754
State - TPA	22,845,757	13,651,533	2,022,092	0	0	0	0	0	0	0	0	38,519,382
Right of Way	14,134,558	27,333,231	1,556,974	0	0	0	0	0	0	0	0	43,024,763
State - Nic	239,119	1,155,508	0	0	0	0	0	0	0	0	0	1,394,627
State - TPA	13,895,439	26,177,723	1,556,974	0	0	0	0	0	0	0	0	41,630,136
Construction	4,095,047	97,615,695	120,235,187	14,764,323	0	0	0	0	0	0	0	236,710,252
Ded Fed PNRS - MVA	131,672	63,661,270	0	0	0	0	0	0	0	0	0	63,792,942
Federal BR - MVA	0	0	85,997,996	5,629,682	0	0	0	0	0	0	0	91,627,678
Federal NHPP - MVA	0	0	0	7,855,823	0	0	0	0	0	0	0	7,855,823
Local - MVA	5,629	1,998,093	1,520,750	0	0	0	0	0	0	0	0	3,524,472
State - TPA	3,957,746	31,956,332	32,716,441	1,278,818	0	0	0	0	0	0	0	69,909,337
Project Totals	74,282,919	145,312,543	123,814,253	14,764,323	0	0	0	0	0	0	0	358,174,038
Ded Fed PNRS - MVA	30,953,425	70,373,354	0	0	0	0	0	0	0	0	0	101,326,779
Federal BR - MVA	0	0	85,997,996	5,629,682	0	0	0	0	0	0	0	91,627,678
Federal NHPP - MVA	0	0	0	7,855,823	0	0	0	0	0	0	0	7,855,823
Local - MVA	6,679	1,998,093	1,520,750	0	0	0	0	0	0	0	0	3,525,522
State - Nic	2,623,873	1,155,508	0	0	0	0	0	0	0	0	0	3,779,381
State - TPA	40,698,942	71,785,588	36,295,507	1,278,818	0	0	0	0	0	0	0	150,058,855

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/S King St Vic to Lenora St - Viaduct Replacement

ProjectID(PIN): 809936E **Bond Eligible:** N **Percent Complete:** 3% **Revenue Package:** Nickel and TPA

Description: Central Waterfront Viaduct Replacement

Book Description: This project constructs the bored tunnel under downtown Seattle between S. King St. vicinity and Roy St. to replace the seismically vulnerable Alaskan Way Viaduct along the central waterfront. The new bored tunnel will move SR 99 to a new below-ground alignment under downtown Seattle and bypass the existing Battery Street Tunnel.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Bridge Replacement (Structural)	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	26.55 - 40.48	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	03/04/2008	02/01/2016	Admin Approval to meet Leg Intent
Right of Way	03/10/2008	10/19/2015	Admin Approval to meet Leg Intent
Construction	12/17/2010	06/30/2017	Admin Approval to meet Leg Intent

Milestone	Date	Actl
D - Project Definition Complete	11/14/2006	✓
B - Begin Preliminary Engineering	03/04/2008	✓
E - Environmental Doc Complete	06/20/2011	
R - Right of Way Certification	08/17/2011	✓
A - Advertisement Date	05/27/2010	✓
O - Operationally Complete	01/02/2016	

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	23,705,019	98,386,359	7,148,152	6,523,745	40,000	0	0	0	0	0	0	135,803,275
Ded Fed ER - MVA	2,979,438	1,520,562	0	0	0	0	0	0	0	0	0	4,500,000
Ded Fed HP - MVA	5,631,239	2,431,056	0	0	0	0	0	0	0	0	0	8,062,295
Ded Fed PNRS - MVA	4,202,820	0	0	0	0	0	0	0	0	0	0	4,202,820
Local - MVA	306,396	0	0	0	0	0	0	0	0	0	0	306,396
State - Nic	700,437	26,951,954	1,512,764	730,696	40,000	0	0	0	0	0	0	29,935,851
State - TPA	9,884,689	67,482,787	5,635,388	5,793,049	0	0	0	0	0	0	0	88,795,913
Right of Way	14,375,452	73,007,042	91,176,857	3,671,878	0	0	0	0	0	0	0	182,231,229
State - Nic	13,733,237	2,321,662	6,940,972	0	0	0	0	0	0	0	0	22,995,871
State - TPA	642,215	70,685,380	84,235,885	3,671,878	0	0	0	0	0	0	0	159,235,358
Construction	0	89,343,696	634,894,252	782,708,762	230,053,369	0	0	0	0	0	0	1,737,000,079
Ded Fed ER - MVA	0	0	40,500,000	0	0	0	0	0	0	0	0	40,500,000
Ded Fed Oth - MVA	0	0	0	0	0	0	0	0	0	0	0	0
Federal BR - MVA	0	0	0	0	0	0	0	0	0	0	0	0

Executive TEIS - Capital Projects System
Project Detail With Fund Types

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Federal HIST - MVA	0	0	0	0	0	0	0	0	0	0	0	0
Federal NHPP - MVA	0	0	75,958,858	130,727,118	15,200,000	0	0	0	0	0	0	221,885,976
Federal NHS - MVA	0	0	96,849,438	0	0	0	0	0	0	0	0	96,849,438
Federal STP - MVA	0	0	106,588,189	741,588	0	0	0	0	0	0	0	107,329,777
Local - MVA	0	0	5,000,000	129,778,811	161,432,059	0	0	0	0	0	0	296,210,870
State - MMA	0	0	0	0	15,067,057	0	0	0	0	0	0	15,067,057
State - MVA	0	0	0	0	0	0	0	0	0	0	0	0
State - Nic	0	0	11,433,444	75,794,115	36,295,427	0	0	0	0	0	0	123,522,986
State - TPA	0	89,343,696	298,564,323	445,667,130	2,058,826	0	0	0	0	0	0	835,633,975
State - AWV TOLL	0	0	0	0	0	0	0	0	0	0	0	0
Project Totals	38,080,471	260,737,097	733,219,261	792,904,385	230,093,369	0	0	0	0	0	0	2,055,034,583
Ded Fed ER - MVA	2,979,438	1,520,562	40,500,000	0	0	0	0	0	0	0	0	45,000,000
Ded Fed HP - MVA	5,631,239	2,431,056	0	0	0	0	0	0	0	0	0	8,062,295
Ded Fed Oth - MVA	0	0	0	0	0	0	0	0	0	0	0	0
Ded Fed PNRS - MVA	4,202,820	0	0	0	0	0	0	0	0	0	0	4,202,820
Federal BR - MVA	0	0	0	0	0	0	0	0	0	0	0	0
Federal HIST - MVA	0	0	0	0	0	0	0	0	0	0	0	0
Federal NHPP - MVA	0	0	75,958,858	130,727,118	15,200,000	0	0	0	0	0	0	221,885,976
Federal NHS - MVA	0	0	96,849,438	0	0	0	0	0	0	0	0	96,849,438
Federal STP - MVA	0	0	106,588,189	741,588	0	0	0	0	0	0	0	107,329,777
Local - MVA	306,396	0	5,000,000	129,778,811	161,432,059	0	0	0	0	0	0	296,517,266
State - MMA	0	0	0	0	15,067,057	0	0	0	0	0	0	15,067,057
State - MVA	0	0	0	0	0	0	0	0	0	0	0	0
State - Nic	14,433,674	29,273,616	19,887,180	76,524,811	36,335,427	0	0	0	0	0	0	176,454,708
State - TPA	10,526,904	227,511,863	388,435,596	455,132,057	2,058,826	0	0	0	0	0	0	1,083,665,246
State - AWV TOLL	0	0	0	0	0	0	0	0	0	0	0	0

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Viaduct Project - Transit Enhancements and Other Improvements

ProjectID(PIN): 809936F **Bond Eligible:** N **Percent Complete:** 7% **Revenue Package:** Nickel and TPA

Description: Transit Enhancements and Local Improvements

Book Description: Construction of the "Moving Forward" projects on the Alaskan Way Viaduct and Seawall Replacement Program will impact the movement of people and goods. Transit enhancements and other improvements will be implemented to mitigate these impacts.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Bridge Replacement (Structural)	**Legislative Districts(s):**	11, 32, 34, 36, 37, 43, 46
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	26.55 - 40.48	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	03/04/2008	12/31/2013	Admin Approval to meet Leg Intent
Construction	11/26/2008	06/30/2014	Admin Approval to meet Leg Intent

Milestone	Date	Actl
D - Project Definition Complete	11/14/2006	
B - Begin Preliminary Engineering	03/04/2008	✓
E - Environmental Doc Complete	09/29/2008	

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	4,292,409	659,899	1,254,368	27,903	0	0	0	0	0	0	0	6,234,579
Ded Fed PNRS - MVA	1,052,407	0	0	0	0	0	0	0	0	0	0	1,052,407
State - Nic	1,379,533	0	0	0	0	0	0	0	0	0	0	1,379,533
State - TPA	1,860,469	659,899	1,254,368	27,903	0	0	0	0	0	0	0	3,802,639
Construction	2,771,048	57,200,951	26,865,558	8,166,554	0	0	0	0	0	0	0	95,004,111
Ded Fed PNRS - MVA	1,242,748	2,666,691	0	0	0	0	0	0	0	0	0	3,909,439
State - Nic	0	15,669,129	6,173,690	0	0	0	0	0	0	0	0	21,842,819
State - TPA	1,528,300	38,865,131	20,691,868	8,166,554	0	0	0	0	0	0	0	69,251,853
Project Totals	7,063,457	57,860,850	28,119,926	8,194,457	0	0	0	0	0	0	0	101,238,690
Ded Fed PNRS - MVA	2,295,155	2,666,691	0	0	0	0	0	0	0	0	0	4,961,846
State - Nic	1,379,533	15,669,129	6,173,690	0	0	0	0	0	0	0	0	23,222,352
State - TPA	3,388,769	39,525,030	21,946,236	8,194,457	0	0	0	0	0	0	0	73,054,492

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Alaskan Way Viaduct and Seawall - Replacement EIS

ProjectID(PIN): 809936K **Bond Eligible:** Y **Percent Complete:** 100% **Revenue Package:** 03 Nickel
Description: EIS
Book Description: This advances preparation of the environmental review of the project.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Bridge Replacement (Structural)	**Legislative Districts(s):**	11, 36, 37, 43
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	29.20 - 32.02	**Location:**	Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	07/29/2003	12/29/2008	Reportable History (Closed)

Milestone	Date	Actl
D - Project Definition Complete	11/14/2006	
B - Begin Preliminary Engineering	07/29/2003	✓

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	17,730,157	0	0	0	0	0	0	0	0	0	0	17,730,157
Ded Fed Demo - MVA	1,987,000	0	0	0	0	0	0	0	0	0	0	1,987,000
Ded Fed PNRS - MVA	5,741,656	0	0	0	0	0	0	0	0	0	0	5,741,656
State - Nic	10,001,501	0	0	0	0	0	0	0	0	0	0	10,001,501
Project Totals	17,730,157	0	0	0	0	0	0	0	0	0	0	17,730,157
Ded Fed Demo - MVA	1,987,000	0	0	0	0	0	0	0	0	0	0	1,987,000
Ded Fed PNRS - MVA	5,741,656	0	0	0	0	0	0	0	0	0	0	5,741,656
State - Nic	10,001,501	0	0	0	0	0	0	0	0	0	0	10,001,501

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Alaskan Way Viaduct and Seawall - Replacement R/W

ProjectID(PIN):	809936L	**Bond Eligible:**	Y	**Percent Complete:**	100%	**Revenue Package:**	Nickel and TPA
Description:	Right of way						
Book Description:	Provides for early purchase of property.						
Route:	State Route 99			**DOT Region:**	Alaskan Way Viaduct		
Program/Sub-Program:	Improvement / Mobility			**County:**	King		
Sub-Category:	Urban Mobility			**Congressional District(s):**			
Improvement Types:	Bridge Replacement (Structural)			**Legislative Districts(s):**	11, 36, 37, 43		
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct			**Urban Area:**	Seattle-Tacoma-Everett		
Begin/End Mile Posts:	29.20 - 32.02			**Location:**	Seattle		

PROJECT STATUS

Phase	Start Date	End Date	Phase Status	Milestone	Date	Actl
Right of Way	11/24/2003	06/28/2013	Reportable History (Closed)			

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Right of Way	48,504,819	0	0	0	0	0	0	0	0	0	0	48,504,819
State - Nic	48,504,819	0	0	0	0	0	0	0	0	0	0	48,504,819
Project Totals	48,504,819	0	0	0	0	0	0	0	0	0	0	48,504,819
State - Nic	48,504,819	0	0	0	0	0	0	0	0	0	0	48,504,819

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Alaskan Way Viaduct and Seawall - Replacement Corridor Design

ProjectID(PIN): 809936M **Bond Eligible:** Y **Percent Complete:** 100% **Revenue Package:** 03 Nickel
Description: Design
Book Description: This work advances design of the first stage of the overall project to replace the viaduct and seawall.
Route: State Route 99 **DOT Region:** Alaskan Way Viaduct
Program/Sub-Program: Improvement / Mobility **County:** King
Sub-Category: Urban Mobility **Congressional District(s):**
Improvement Types: Bridge Replacement (Structural) **Legislative Districts(s):** 11, 36, 37, 43
Major Corridor: SR 99, Seattle - Alaskan Way Viaduct **Urban Area:** Seattle-Tacoma-Everett
Begin/End Mile Posts: 29.20 - 32.02 **Location:** Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	01/07/2004	06/30/2011	Reportable History (Closed)

Milestone	Date	Actl
D - Project Definition Complete	11/14/2006	
B - Begin Preliminary Engineering	01/07/2004	✓

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	97,300,207	191,135	0	0	0	0	0	0	0	0	0	97,491,342
Ded Fed Demo - MVA	1,983,928	0	0	0	0	0	0	0	0	0	0	1,983,928
Ded Fed HP - MVA	2,016,586	0	0	0	0	0	0	0	0	0	0	2,016,586
Ded Fed PNRS - MVA	68,491,149	0	0	0	0	0	0	0	0	0	0	68,491,149
Local - MVA	3,072,962	191,135	0	0	0	0	0	0	0	0	0	3,264,097
State - Nic	21,735,582	0	0	0	0	0	0	0	0	0	0	21,735,582
Project Totals	97,300,207	191,135	0	0	0	0	0	0	0	0	0	97,491,342
Ded Fed Demo - MVA	1,983,928	0	0	0	0	0	0	0	0	0	0	1,983,928
Ded Fed HP - MVA	2,016,586	0	0	0	0	0	0	0	0	0	0	2,016,586
Ded Fed PNRS - MVA	68,491,149	0	0	0	0	0	0	0	0	0	0	68,491,149
Local - MVA	3,072,962	191,135	0	0	0	0	0	0	0	0	0	3,264,097
State - Nic	21,735,582	0	0	0	0	0	0	0	0	0	0	21,735,582

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Alaskan Way Viaduct Yesler Way Vicinity - Stabilize Foundation

ProjectID(PIN): 809936P **Bond Eligible:** N **Percent Complete:** 100% **Revenue Package:** Nickel and TPA

Description: Stabilize Foundation

Book Description: The Alaskan Way Viaduct was damaged during the Nisqually earthquake on February 28, 2001. This work will stabilize the foundations of Bents 93 and 94. Further damage to this section of the Alaskan Way Viaduct foundation will be prevented.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Seismic	**Legislative Districts(s):**	37, 43
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	31.05 - 31.06	**Location:**	SEATTLE

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	06/29/2007	04/17/2009	Reportable History (Closed)
Right of Way	08/21/2007	12/29/2008	Reportable History (Closed)
Construction	09/17/2007	09/21/2009	Reportable History (Closed)

Milestone	Date	Actl
D - Project Definition Complete	05/21/2007	✓
B - Begin Preliminary Engineering	06/29/2007	✓
E - Environmental Doc Complete	06/26/2007	✓
R - Right of Way Certification	08/06/2007	✓
A - Advertisement Date	08/06/2007	✓
O - Operationally Complete	04/30/2008	✓

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	257,998	0	0	0	0	0	0	0	0	0	0	257,998
Ded Fed ER - MVA	221,998	0	0	0	0	0	0	0	0	0	0	221,998
State - Nic	36,000	0	0	0	0	0	0	0	0	0	0	36,000
Right of Way	71,498	0	0	0	0	0	0	0	0	0	0	71,498
Ded Fed ER - MVA	51,615	0	0	0	0	0	0	0	0	0	0	51,615
State - Nic	19,883	0	0	0	0	0	0	0	0	0	0	19,883
Construction	3,538,974	1	0	0	0	0	0	0	0	0	0	3,538,975
Ded Fed ER - MVA	3,033,028	0	0	0	0	0	0	0	0	0	0	3,033,028
State - TPA	505,946	1	0	0	0	0	0	0	0	0	0	505,947
Project Totals	3,868,470	1	0	0	0	0	0	0	0	0	0	3,868,471

Ded Fed ER - MVA	3,306,641	0	0	0	0	0	0	0	0	0	0	3,306,641
State - Nic	55,883	0	0	0	0	0	0	0	0	0	0	55,883
State - TPA	505,946	1	0	0	0	0	0	0	0	0	0	505,947

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Central Waterfront Construction Mitigation

ProjectID(PIN): 809936S **Bond Eligible:** N **Percent Complete:** 0% **Revenue Package:** Nickel and TPA

Description: Construction mitigation

Book Description: Mitigate Construction Impacts due to construction.

Route: State Route 99 **DOT Region:** Alaskan Way Viaduct

Program/Sub-Program: Improvement / Mobility **County:** King

Sub-Category: Urban Mobility **Congressional District(s):**

Improvement Types: Bridge Replacement (Structural) **Legislative Districts(s):** 11, 32, 36, 37, 43, 46

Major Corridor: SR 99, Seattle - Alaskan Way Viaduct **Urban Area:** Seattle-Tacoma-Everett

Begin/End Mile Posts: 26.55 - 40.48 **Location:** Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status	Milestone	Date	Actl
Construction	10/03/2011	06/30/2017	Admin Approval to meet Leg Intent	O - Operationally Complete	04/30/2017	

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Construction	0	0	3,663,621	19,108,972	6,891,574	0	0	0	0	0	0	29,664,167
Local - MVA	0	0	0	0	0	0	0	0	0	0	0	0
State - MMA	0	0	0	0	5,605,691	0	0	0	0	0	0	5,605,691
State - Nic	0	0	2,730,111	1,479,427	0	0	0	0	0	0	0	4,209,538
State - TPA	0	0	933,510	17,629,545	1,285,883	0	0	0	0	0	0	19,848,938
Project Totals	0	0	3,663,621	19,108,972	6,891,574	0	0	0	0	0	0	29,664,167
Local - MVA	0	0	0	0	0	0	0	0	0	0	0	0
State - MMA	0	0	0	0	5,605,691	0	0	0	0	0	0	5,605,691
State - Nic	0	0	2,730,111	1,479,427	0	0	0	0	0	0	0	4,209,538
State - TPA	0	0	933,510	17,629,545	1,285,883	0	0	0	0	0	0	19,848,938

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Alaskan Way Viaduct Replacement - Program and Project Support

ProjectID(PIN): 809936V **Bond Eligible:** Y **Percent Complete:** 0% **Revenue Package:** 05 TPA

Description: Program and Project Support

Book Description: Provide program-level support to the Alaskan Way Viaduct Replacement Program/Region and assumption of cost responsibility for specific items sourced from higher-level WSDOT offices.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Bridge Replacement (Structural)	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	26.55 - 40.48	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	06/28/2011	06/30/2015	Admin Approval to meet Leg Intent
Right of Way	06/28/2011	06/30/2013	Admin Approval to meet Leg Intent
Construction	06/28/2011	06/30/2017	Admin Approval to meet Leg Intent

Milestone	Date	Actl
B - Begin Preliminary Engineering	06/28/2011	✓

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	0	0	458,737	491,263	0	0	0	0	0	0	0	950,000
State - TPA	0	0	458,737	491,263	0	0	0	0	0	0	0	950,000
Right of Way	0	0	0	85,000	0	0	0	0	0	0	0	85,000
State - TPA	0	0	0	85,000	0	0	0	0	0	0	0	85,000
Construction	0	205	28,660,052	24,206,591	21,098,152	0	0	0	0	0	0	73,965,000
State - MMA	0	0	0	0	16,194,027	0	0	0	0	0	0	16,194,027
State - TPA	0	205	28,660,052	24,206,591	4,904,125	0	0	0	0	0	0	57,770,973
Project Totals	0	205	29,118,789	24,782,854	21,098,152	0	0	0	0	0	0	75,000,000
State - MMA	0	0	0	0	16,194,027	0	0	0	0	0	0	16,194,027
State - TPA	0	205	29,118,789	24,782,854	4,904,125	0	0	0	0	0	0	58,805,973

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Viaduct Project - I-5 ATM

ProjectID(PIN): 809936W **Bond Eligible:** N **Percent Complete:** 0% **Revenue Package:** Nickel and TPA

Description: ATM on I-5 in Seattle

Book Description: This project will provide Active Traffic Management (ATM)dynamic message signs including lane control and variable speed limits on I-5, ITS, electrical and communication systems to alert drivers during construction of Alaskan Way Viaduct projects. This project will be delivered by a design build team.

Route: State Route 99 **DOT Region:** Alaskan Way Viaduct

Program/Sub-Program: Improvement / Mobility **County:** King

Sub-Category: Urban Mobility **Congressional District(s):**

Improvement Types: ITS System Planning **Legislative Districts(s):** 11, 37

Major Corridor: SR 99, Seattle - Alaskan Way Viaduct **Urban Area:** Seattle-Tacoma-Everett

Begin/End Mile Posts: 157.23 - 164.46 **Location:** Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Construction	06/22/2009	06/29/2012	Admin Approval to meet Leg Intent

Milestone	Date	Actl
D - Project Definition Complete	11/13/2007	✓
A - Advertisement Date	05/04/2009	✓
O - Operationally Complete	05/14/2011	

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Construction	0	15,062,064	132,385	0	0	0	0	0	0	0	0	15,194,449
Ded Fed PNRS - MVA	0	12,655,402	0	0	0	0	0	0	0	0	0	12,655,402
State - TPA	0	2,406,662	132,385	0	0	0	0	0	0	0	0	2,539,047
Project Totals	0	15,062,064	132,385	0	0	0	0	0	0	0	0	15,194,449
Ded Fed PNRS - MVA	0	12,655,402	0	0	0	0	0	0	0	0	0	12,655,402
State - TPA	0	2,406,662	132,385	0	0	0	0	0	0	0	0	2,539,047

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Central Waterfront Viaduct Removal and Alaskan Way Reconstruction

ProjectID(PIN): 809936X **Bond Eligible:** Y **Percent Complete:** 0% **Revenue Package:** Nickel and TPA

Description: Demolish viaduct and reconstruct Alaskan Way

Book Description: After the bored tunnel under downtown Seattle is opened to traffic, this project will demolish the existing Alaskan Way Viaduct and ramps at Seneca and Columbia Streets, decommission the Battery Street Tunnel, reconstruct Alaskan Way, build new roadways connecting Elliot and Western Streets to the reconstructed Alaskan Way and reconstruct or rehabilitate part of the pedestrian overcrossing of Alaskan Way at Marion Street.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Bridge Replacement (Structural)	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	26.55 - 40.48	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	07/05/2011	12/19/2016	
Right of Way	06/20/2014	02/01/2017	
Construction			Legislative Approval

Milestone	Date	Actl

PROJECT COSTS

Phase/Fund Type	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future	Total
Preliminary Engineering	0	0	3,459,914	31,652,955	4,587,131	0	0	0	0	0	0	39,700,000
State - TPA	0	0	3,459,914	31,652,955	4,587,131	0	0	0	0	0	0	39,700,000
Right of Way	0	0	0	3,000,000	24,000,000	0	0	0	0	0	0	27,000,000
State - TPA	0	0	0	3,000,000	24,000,000	0	0	0	0	0	0	27,000,000
Construction	0	0	0	0	105,300,000	118,000,000	0	0	0	0	0	223,300,000
Local - MVA	0	0	0	0	0	0	0	0	0	0	0	0
State - Nic	0	0	0	0	23,300,000	0	0	0	0	0	0	23,300,000
State - TPA	0	0	0	0	0	0	0	0	0	0	0	0
State - AWV TOLL	0	0	0	0	82,000,000	118,000,000	0	0	0	0	0	200,000,000
State - Toll	0	0	0	0	0	0	0	0	0	0	0	0
Project Totals	0	0	3,459,914	34,652,955	133,887,131	118,000,000	0	0	0	0	0	290,000,000

Executive TEIS - Capital Projects System
Project Detail With Fund Types

Local - MVA	0	0	0	0	0	0	0	0	0	0	0	0
State - Nic	0	0	0	0	23,300,000	0	0	0	0	0	0	23,300,000
State - TPA	0	0	3,459,914	34,652,955	28,587,131	0	0	0	0	0	0	66,700,000
State - AWV TOLL	0	0	0	0	82,000,000	118,000,000	0	0	0	0	0	200,000,000
State - Toll	0	0	0	0	0	0	0	0	0	0	0	0

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/S Massachusetts St to Union St - Electrical Line Relocation

ProjectID(PIN): 809936A **Bond Eligible:** N **Percent Complete:** 100% **Revenue Package:** Nickel and TPA

Description: Electrical Line Relocation

Book Description: Electrical utilities on the Alaskan Way Viaduct from S Massachusetts St to Union St must be relocated.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Bridge Replacement (Structural)	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	26.55 - 40.48	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	03/03/2008	09/24/2009	Phase Closed
Right of Way	04/04/2008	04/17/2009	Admin Approval to meet Leg Intent
Construction	07/30/2008	04/19/2013	Admin Approval to meet Leg Intent

Milestone	Date	Actl
D - Project Definition Complete	11/14/2006	✓
B - Begin Preliminary Engineering	03/03/2008	✓
E - Environmental Doc Complete	01/29/2008	✓
R - Right of Way Certification	05/20/2008	✓
A - Advertisement Date	05/27/2008	✓
O - Operationally Complete	12/24/2009	✓

PROJECT COSTS

Phase/Fund Type	Prior	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	Future	Total
Preliminary Engineering	10,924,439	0	0	0	0	0	0	0	0	0	0	10,924,439
State - TPA	10,924,439	0	0	0	0	0	0	0	0	0	0	10,924,439
Right of Way	496,463	0	0	0	0	0	0	0	0	0	0	496,463
State - TPA	496,463	0	0	0	0	0	0	0	0	0	0	496,463
Construction	20,685,123	810	0	0	0	0	0	0	0	0	0	20,685,933
Local - MVA	474,583	0	0	0	0	0	0	0	0	0	0	474,583
State - TPA	20,210,540	810	0	0	0	0	0	0	0	0	0	20,211,350
Project Totals	32,106,025	810	0	0	0	0	0	0	0	0	0	32,106,835
Local - MVA	474,583	0	0	0	0	0	0	0	0	0	0	474,583
State - TPA	31,631,442	810	0	0	0	0	0	0	0	0	0	31,632,252

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Lenora St to Battery St Tunnel - Earthquake Upgrade

ProjectID(PIN): 809936B **Bond Eligible:** N **Percent Complete:** 100% **Revenue Package:** Nickel and TPA

Description: Earthquake Upgrade

Book Description: This project was established to seismically retrofit the SR 99 Alaskan Way Viaduct from Bent 34 to the abutment near the south end of the Battery Street Tunnel. This project is cancelled following the State- County-City agreement January 2009 to pursue a tunnel as the preferred alternative for the central waterfront.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Seismic	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	26.55 - 40.48	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	03/03/2008	09/30/2009	Reportable History (Closed)

Milestone	Date	Actl
D - Project Definition Complete	11/14/2006	
B - Begin Preliminary Engineering	03/03/2008	✓

PROJECT COSTS

Phase/Fund Type	Prior	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	Future	Total
Preliminary Engineering	3,223,937	0	0	0	0	0	0	0	0	0	0	3,223,937
Ded Fed PNRS - MVA	1,915,921	0	0	0	0	0	0	0	0	0	0	1,915,921
State - TPA	1,308,016	0	0	0	0	0	0	0	0	0	0	1,308,016
Project Totals	3,223,937	0	0	0	0	0	0	0	0	0	0	3,223,937
Ded Fed PNRS - MVA	1,915,921	0	0	0	0	0	0	0	0	0	0	1,915,921
State - TPA	1,308,016	0	0	0	0	0	0	0	0	0	0	1,308,016

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Battery St Tunnel - Fire and Safety Improvement

ProjectID(PIN): 809936C **Bond Eligible:** N **Percent Complete:** 61% **Revenue Package:** Nickel and TPA

Description: Fire and Safety Improvement

Book Description: This project was established to rehabilitate the Battery Street Tunnel fire and life safety systems including carbon monoxide ventilation, fire sprinklers, illumination, communication and controls, ITS elements, power, emergency egresses and a seismic retrofit.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Bridge Replacement (Structural)	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	26.55 - 40.48	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	03/04/2008	11/30/2010	Admin Approval to meet Leg Intent
Right of Way	04/08/2008	02/11/2010	Admin Approval to meet Leg Intent
Construction	11/30/2009	06/30/2017	Admin Approval to meet Leg Intent

Milestone	Date	Actl
D - Project Definition Complete	11/14/2006	
B - Begin Preliminary Engineering	03/04/2008	✓
E - Environmental Doc Complete	09/22/2009	✓
R - Right of Way Certification	09/30/2009	✓
A - Advertisement Date	10/05/2009	
O - Operationally Complete	12/23/2010	

PROJECT COSTS

Phase/Fund Type	Prior	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	Future	Total
Preliminary Engineering	11,765,639	0	0	0	0	0	0	0	0	0	0	11,765,639
State - TPA	11,765,639	0	0	0	0	0	0	0	0	0	0	11,765,639
Right of Way	1,090,109	0	0	0	0	0	0	0	0	0	0	1,090,109
State - TPA	1,090,109	0	0	0	0	0	0	0	0	0	0	1,090,109
Construction	4,494,018	-83,204	288,048	77,000	0	0	0	0	0	0	0	4,775,862
State - TPA	4,494,018	-83,204	288,048	77,000	0	0	0	0	0	0	0	4,775,862
Project Totals	17,349,765	-83,204	288,048	77,000	0	0	0	0	0	0	0	17,631,609
State - TPA	17,349,765	-83,204	288,048	77,000	0	0	0	0	0	0	0	17,631,609

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/S Holgate St to S King St - Viaduct Replacement

ProjectID(PIN): 809936D **Bond Eligible:** N **Percent Complete:** 16% **Revenue Package:** Nickel and TPA

Description: Viaduct Replacement

Book Description: A portion of the existing Alaskan Way Viaduct will be removed and replaced with a transportation facility that has improved earthquake resistance and retains or improves mobility for people and goods. Work includes a new interchange in the vicinity of Royal Brougham Way and a railway grade separation structure at South Atlantic Street. Also included are improvements to local bike/pedestrian facilities, signing, illumination, ITS, drainage, and utilities. BNSF track west of Alaskan Way will be modified and/or relocated.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Bridge Replacement (Structural)	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	26.55 - 40.48	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	03/04/2008	10/23/2012	Admin Approval to meet Leg Intent
Right of Way	04/04/2008	06/30/2014	Admin Approval to meet Leg Intent
Construction	10/16/2008	09/30/2014	Admin Approval to meet Leg Intent

Milestone	Date	Actl
D - Project Definition Complete	11/14/2006	
B - Begin Preliminary Engineering	03/04/2008	✓
E - Environmental Doc Complete	02/11/2009	✓
R - Right of Way Certification	10/21/2009	✓
A - Advertisement Date	10/26/2009	✓
O - Operationally Complete	12/31/2013	

Executive TEIS - Capital Projects System
Project Detail With Fund Types

PROJECT COSTS

Phase/Fund Type	Prior	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	Future	Total
Preliminary Engineering	76,416,931	2,022,092	0	0	0	0	0	0	0	0	0	78,439,023
Ded Fed PNRS - MVA	37,533,837	0	0	0	0	0	0	0	0	0	0	37,533,837
Local - MVA	1,050	0	0	0	0	0	0	0	0	0	0	1,050
State - Nic	2,384,754	0	0	0	0	0	0	0	0	0	0	2,384,754
State - TPA	36,497,290	2,022,092	0	0	0	0	0	0	0	0	0	38,519,382
Right of Way	41,467,789	898,207	658,767	0	0	0	0	0	0	0	0	43,024,763
State - Nic	1,394,627	0	0	0	0	0	0	0	0	0	0	1,394,627
State - TPA	40,073,162	898,207	658,767	0	0	0	0	0	0	0	0	41,630,136
Construction	101,710,742	105,551,038	25,598,168	0	0	0	0	0	0	0	0	232,859,948
Ded Fed PNRS - MVA	63,792,942	0	0	0	0	0	0	0	0	0	0	63,792,942
Federal BR - MVA	0	73,965,635	17,662,043	0	0	0	0	0	0	0	0	91,627,678
Federal NHPP - MVA	0	0	1,172,404	0	0	0	0	0	0	0	0	1,172,404
Federal STP - MVA	0	0	635,266	0	0	0	0	0	0	0	0	635,266
Local - MVA	2,003,722	1,123,127	534,059	0	0	0	0	0	0	0	0	3,660,908
State - Nic	0	0	2,048,153	0	0	0	0	0	0	0	0	2,048,153
State - TPA	35,914,078	30,462,276	3,546,243	0	0	0	0	0	0	0	0	69,922,597
Project Totals	219,595,462	108,471,337	26,256,935	0	0	0	0	0	0	0	0	354,323,734
Ded Fed PNRS - MVA	101,326,779	0	0	0	0	0	0	0	0	0	0	101,326,779
Federal BR - MVA	0	73,965,635	17,662,043	0	0	0	0	0	0	0	0	91,627,678
Federal NHPP - MVA	0	0	1,172,404	0	0	0	0	0	0	0	0	1,172,404
Federal STP - MVA	0	0	635,266	0	0	0	0	0	0	0	0	635,266
Local - MVA	2,004,772	1,123,127	534,059	0	0	0	0	0	0	0	0	3,661,958
State - Nic	3,779,381	0	2,048,153	0	0	0	0	0	0	0	0	5,827,534
State - TPA	112,484,530	33,382,575	4,205,010	0	0	0	0	0	0	0	0	150,072,115

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/S King St Vic to Lenora St - Viaduct Replacement

ProjectID(PIN): 809936E **Bond Eligible:** N **Percent Complete:** 3% **Revenue Package:** Nickel and TPA

Description: Central Waterfront Viaduct Replacement

Book Description: This project constructs the bored tunnel under downtown Seattle between S. King St. vicinity and Roy St. to replace the seismically vulnerable Alaskan Way Viaduct along the central waterfront. The new bored tunnel will move SR 99 to a new below-ground alignment under downtown Seattle and bypass the existing Battery Street Tunnel.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Bridge Replacement (Structural)	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	26.55 - 40.48	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	03/04/2008	12/31/2016	Admin Approval to meet Leg Intent
Right of Way	04/07/2008	06/30/2015	Admin Approval to meet Leg Intent
Construction	01/06/2011	06/30/2019	Admin Approval to meet Leg Intent

Milestone	Date	Actl
D - Project Definition Complete	11/14/2006	✓
B - Begin Preliminary Engineering	03/04/2008	✓
E - Environmental Doc Complete	06/20/2011	
R - Right of Way Certification	08/17/2011	✓
A - Advertisement Date	05/27/2010	✓
O - Operationally Complete	01/21/2016	

Executive TEIS - Capital Projects System
Project Detail With Fund Types

PROJECT COSTS

Phase/Fund Type	Prior	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	Future	Total
Preliminary Engineering	122,091,378	7,478,171	6,495,976	731,855	0	0	0	0	0	0	0	136,797,380
Ded Fed ER - MVA	4,500,000	0	0	0	0	0	0	0	0	0	0	4,500,000
Ded Fed HP - MVA	8,062,295	0	0	0	0	0	0	0	0	0	0	8,062,295
Ded Fed PNRS - MVA	4,202,820	0	0	0	0	0	0	0	0	0	0	4,202,820
Local - MVA	306,396	0	710,000	0	0	0	0	0	0	0	0	1,016,396
State - Nic	27,652,391	1,351,272	923,730	508,459	0	0	0	0	0	0	0	30,435,852
State - TPA	77,367,476	6,126,899	4,862,246	223,396	0	0	0	0	0	0	0	88,580,017
Right of Way	87,382,494	79,073,563	15,775,173	0	0	0	0	0	0	0	0	182,231,230
State - Nic	16,054,899	6,940,972	0	0	0	0	0	0	0	0	0	22,995,871
State - TPA	71,327,595	72,132,591	15,775,173	0	0	0	0	0	0	0	0	159,235,359
Construction	89,343,696	666,949,178	774,908,725	201,698,330	7,166,598	0	0	0	0	0	0	1,740,066,527
Ded Fed ER - MVA	0	40,500,000	0	0	0	0	0	0	0	0	0	40,500,000
Federal NHPP - MVA	0	75,958,858	121,368,007	15,200,000	0	0	0	0	0	0	0	212,526,865
Federal NHS - MVA	0	96,849,438	0	0	0	0	0	0	0	0	0	96,849,438
Federal STP - MVA	0	106,594,842	16,142,199	0	0	0	0	0	0	0	0	122,737,041
Local - MVA	0	3,329,861	130,946,604	161,000,000	0	0	0	0	0	0	0	295,276,465
State - MMA	0	0	0	7,900,459	7,166,598	0	0	0	0	0	0	15,067,057
State - Nic	0	0	118,890,676	2,084,157	0	0	0	0	0	0	0	120,974,833
State - TPA	89,343,696	343,716,179	387,561,239	15,513,714	0	0	0	0	0	0	0	836,134,828
Project Totals	298,817,568	753,500,912	797,179,874	202,430,185	7,166,598	0	0	0	0	0	0	2,059,095,137
Ded Fed ER - MVA	4,500,000	40,500,000	0	0	0	0	0	0	0	0	0	45,000,000
Ded Fed HP - MVA	8,062,295	0	0	0	0	0	0	0	0	0	0	8,062,295
Ded Fed PNRS - MVA	4,202,820	0	0	0	0	0	0	0	0	0	0	4,202,820
Federal NHPP - MVA	0	75,958,858	121,368,007	15,200,000	0	0	0	0	0	0	0	212,526,865
Federal NHS - MVA	0	96,849,438	0	0	0	0	0	0	0	0	0	96,849,438
Federal STP - MVA	0	106,594,842	16,142,199	0	0	0	0	0	0	0	0	122,737,041
Local - MVA	306,396	3,329,861	131,656,604	161,000,000	0	0	0	0	0	0	0	296,292,861
State - MMA	0	0	0	7,900,459	7,166,598	0	0	0	0	0	0	15,067,057
State - Nic	43,707,290	8,292,244	119,814,406	2,592,616	0	0	0	0	0	0	0	174,406,556
State - TPA	238,038,767	421,975,669	408,198,658	15,737,110	0	0	0	0	0	0	0	1,083,950,204

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Viaduct Project - Transit Enhancements and Other Improvements

ProjectID(PIN): 809936F **Bond Eligible:** N **Percent Complete:** 7% **Revenue Package:** Nickel and TPA

Description: Transit Enhancements and Local Improvements

Book Description: Construction of the "Moving Forward" projects on the Alaskan Way Viaduct and Seawall Replacement Program will impact the movement of people and goods. Transit enhancements and other improvements will be implemented to mitigate these impacts.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Bridge Replacement (Structural)	**Legislative Districts(s):**	11, 32, 34, 36, 37, 43, 46
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	26.55 - 40.48	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	03/04/2008	12/31/2013	Admin Approval to meet Leg Intent
Construction	10/31/2008	06/30/2016	Admin Approval to meet Leg Intent

Milestone	Date	Actl
D - Project Definition Complete	11/14/2006	
B - Begin Preliminary Engineering	03/04/2008	✓

PROJECT COSTS

Phase/Fund Type	Prior	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	Future	Total
Preliminary Engineering	4,952,308	1,066,312	215,959	0	0	0	0	0	0	0	0	6,234,579
Ded Fed PNRS - MVA	1,052,407	0	0	0	0	0	0	0	0	0	0	1,052,407
State - Nic	1,379,533	0	0	0	0	0	0	0	0	0	0	1,379,533
State - TPA	2,520,368	1,066,312	215,959	0	0	0	0	0	0	0	0	3,802,639
Construction	59,971,999	25,799,002	9,034,418	157,052	0	0	0	0	0	0	0	94,962,471
Ded Fed PNRS - MVA	3,909,439	0	0	0	0	0	0	0	0	0	0	3,909,439
State - Nic	15,669,129	6,173,690	0	0	0	0	0	0	0	0	0	21,842,819
State - TPA	40,393,431	19,625,312	9,034,418	157,052	0	0	0	0	0	0	0	69,210,213
Project Totals	64,924,307	26,865,314	9,250,377	157,052	0	0	0	0	0	0	0	101,197,050
Ded Fed PNRS - MVA	4,961,846	0	0	0	0	0	0	0	0	0	0	4,961,846
State - Nic	17,048,662	6,173,690	0	0	0	0	0	0	0	0	0	23,222,352
State - TPA	42,913,799	20,691,624	9,250,377	157,052	0	0	0	0	0	0	0	73,012,852

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Alaskan Way Viaduct and Seawall - Replacement EIS

ProjectID(PIN): 809936K **Bond Eligible:** Y **Percent Complete:** 100% **Revenue Package:** 03 Nickel
Description: EIS
Book Description: This advances preparation of the environmental review of the project.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Bridge Replacement (Structural)	**Legislative Districts(s):**	11, 36, 37, 43
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	29.20 - 32.02	**Location:**	Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	07/30/2003	06/30/2007	Reportable History (Closed)

Milestone	Date	Actl
D - Project Definition Complete	11/14/2006	
B - Begin Preliminary Engineering	07/30/2003	✓

PROJECT COSTS

Phase/Fund Type	Prior	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	Future	Total
Preliminary Engineering	17,730,157	0	0	0	0	0	0	0	0	0	0	17,730,157
Ded Fed Demo - MVA	1,987,000	0	0	0	0	0	0	0	0	0	0	1,987,000
Ded Fed PNRS - MVA	5,741,656	0	0	0	0	0	0	0	0	0	0	5,741,656
State - Nic	10,001,501	0	0	0	0	0	0	0	0	0	0	10,001,501
Project Totals	17,730,157	0	0	0	0	0	0	0	0	0	0	17,730,157
Ded Fed Demo - MVA	1,987,000	0	0	0	0	0	0	0	0	0	0	1,987,000
Ded Fed PNRS - MVA	5,741,656	0	0	0	0	0	0	0	0	0	0	5,741,656
State - Nic	10,001,501	0	0	0	0	0	0	0	0	0	0	10,001,501

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Alaskan Way Viaduct and Seawall - Replacement R/W

ProjectID(PIN):	809936L	**Bond Eligible:**	Y	**Percent Complete:**	100%	**Revenue Package:**	Nickel and TPA
Description:	Right of way						
Book Description:	Provides for early purchase of property.						

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Bridge Replacement (Structural)	**Legislative Districts(s):**	11, 36, 37, 43
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	29.20 - 32.02	**Location:**	Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status	Milestone	Date	Actl
Right of Way	11/17/2003	06/30/2007	Reportable History (Closed)			

PROJECT COSTS

Phase/Fund Type	Prior	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	Future	Total
Right of Way	48,504,819	0	0	0	0	0	0	0	0	0	0	48,504,819
State - Nic	48,504,819	0	0	0	0	0	0	0	0	0	0	48,504,819
Project Totals	48,504,819	0	0	0	0	0	0	0	0	0	0	48,504,819
State - Nic	48,504,819	0	0	0	0	0	0	0	0	0	0	48,504,819

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Alaskan Way Viaduct and Seawall - Replacement Corridor Design

ProjectID(PIN): 809936M **Bond Eligible:** Y **Percent Complete:** 100% **Revenue Package:** 03 Nickel
Description: Design
Book Description: This work advances design of the first stage of the overall project to replace the viaduct and seawall.
Route: State Route 99 **DOT Region:** Alaskan Way Viaduct
Program/Sub-Program: Improvement / Mobility **County:** King
Sub-Category: Urban Mobility **Congressional District(s):**
Improvement Types: Bridge Replacement (Structural) **Legislative Districts(s):** 11, 36, 37, 43
Major Corridor: SR 99, Seattle - Alaskan Way Viaduct **Urban Area:** Seattle-Tacoma-Everett
Begin/End Mile Posts: 29.20 - 32.02 **Location:** Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	01/08/2004	08/18/2010	Reportable History (Closed)

Milestone	Date	Actl
D - Project Definition Complete	11/14/2006	
B - Begin Preliminary Engineering	01/08/2004	✓

PROJECT COSTS

Phase/Fund Type	Prior	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	Future	Total
Preliminary Engineering	97,491,342	0	0	0	0	0	0	0	0	0	0	97,491,342
Ded Fed Demo - MVA	1,983,928	0	0	0	0	0	0	0	0	0	0	1,983,928
Ded Fed HP - MVA	2,016,586	0	0	0	0	0	0	0	0	0	0	2,016,586
Ded Fed PNRS - MVA	68,491,149	0	0	0	0	0	0	0	0	0	0	68,491,149
Local - MVA	3,264,097	0	0	0	0	0	0	0	0	0	0	3,264,097
State - Nic	21,735,582	0	0	0	0	0	0	0	0	0	0	21,735,582
Project Totals	97,491,342	0	0	0	0	0	0	0	0	0	0	97,491,342
Ded Fed Demo - MVA	1,983,928	0	0	0	0	0	0	0	0	0	0	1,983,928
Ded Fed HP - MVA	2,016,586	0	0	0	0	0	0	0	0	0	0	2,016,586
Ded Fed PNRS - MVA	68,491,149	0	0	0	0	0	0	0	0	0	0	68,491,149
Local - MVA	3,264,097	0	0	0	0	0	0	0	0	0	0	3,264,097
State - Nic	21,735,582	0	0	0	0	0	0	0	0	0	0	21,735,582

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Alaskan Way Viaduct Yesler Way Vicinity - Stabilize Foundation

ProjectID(PIN): 809936P **Bond Eligible:** N **Percent Complete:** 100% **Revenue Package:** Nickel and TPA

Description: Stabilize Foundation

Book Description: The Alaskan Way Viaduct was damaged during the Nisqually earthquake on February 28, 2001. This work will stabilize the foundations of Bents 93 and 94. Further damage to this section of the Alaskan Way Viaduct foundation will be prevented.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Seismic	**Legislative Districts(s):**	37, 43
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	31.05 - 31.06	**Location:**	SEATTLE

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	06/29/2007	06/17/2008	Reportable History (Closed)
Right of Way	08/21/2007	05/30/2008	Reportable History (Closed)
Construction	09/28/2007	08/31/2009	Reportable History (Closed)

Milestone	Date	Actl
D - Project Definition Complete	05/21/2007	✓
B - Begin Preliminary Engineering	06/29/2007	
E - Environmental Doc Complete	06/26/2007	✓
R - Right of Way Certification	08/06/2007	✓
A - Advertisement Date	08/06/2007	✓
O - Operationally Complete	04/30/2008	✓

PROJECT COSTS

Phase/Fund Type	Prior	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	Future	Total
Preliminary Engineering	257,998	0	0	0	0	0	0	0	0	0	0	257,998
Ded Fed ER - MVA	221,998	0	0	0	0	0	0	0	0	0	0	221,998
State - Nic	36,000	0	0	0	0	0	0	0	0	0	0	36,000
Right of Way	71,498	0	0	0	0	0	0	0	0	0	0	71,498
Ded Fed ER - MVA	51,615	0	0	0	0	0	0	0	0	0	0	51,615
State - Nic	19,883	0	0	0	0	0	0	0	0	0	0	19,883
Construction	3,538,975	0	0	0	0	0	0	0	0	0	0	3,538,975
Ded Fed ER - MVA	3,033,028	0	0	0	0	0	0	0	0	0	0	3,033,028
State - TPA	505,947	0	0	0	0	0	0	0	0	0	0	505,947
Project Totals	3,868,471	0	0	0	0	0	0	0	0	0	0	3,868,471

Executive TEIS - Capital Projects System
Project Detail With Fund Types

Ded Fed ER - MVA	3,306,641	0	0	0	0	0	0	0	0	0	0	3,306,641
State - Nic	55,883	0	0	0	0	0	0	0	0	0	0	55,883
State - TPA	505,947	0	0	0	0	0	0	0	0	0	0	505,947

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Central Waterfront Construction Mitigation

ProjectID(PIN):	809936S	**Bond Eligible:**	N	**Percent Complete:**	0%	**Revenue Package:**	Nickel and TPA
Description:	Construction mitigation						
Book Description:	Mitigate Construction Impacts due to construction.						
Route:	State Route 99			**DOT Region:**	Alaskan Way Viaduct		
Program/Sub-Program:	Improvement / Mobility			**County:**	King		
Sub-Category:	Urban Mobility			**Congressional District(s):**			
Improvement Types:	Bridge Replacement (Structural)			**Legislative Districts(s):**	11, 32, 36, 37, 43, 46		
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct			**Urban Area:**	Seattle-Tacoma-Everett		
Begin/End Mile Posts:	26.55 - 40.48			**Location:**	Downtown Seattle		

PROJECT STATUS

Phase	Start Date	End Date	Phase Status	Milestone	Date	Actl
Construction	12/20/2011	06/30/2019	Admin Approval to meet Leg Intent			

PROJECT COSTS

Phase/Fund Type	Prior	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	Future	Total
Construction	0	3,701,020	8,783,556	15,312,652	1,866,939	0	0	0	0	0	0	29,664,167
State - MMA	0	0	0	5,605,691	0	0	0	0	0	0	0	5,605,691
State - Nic	0	2,767,510	1,442,028	0	0	0	0	0	0	0	0	4,209,538
State - TPA	0	933,510	7,341,528	9,706,961	1,866,939	0	0	0	0	0	0	19,848,938
Project Totals	0	3,701,020	8,783,556	15,312,652	1,866,939	0	0	0	0	0	0	29,664,167
State - MMA	0	0	0	5,605,691	0	0	0	0	0	0	0	5,605,691
State - Nic	0	2,767,510	1,442,028	0	0	0	0	0	0	0	0	4,209,538
State - TPA	0	933,510	7,341,528	9,706,961	1,866,939	0	0	0	0	0	0	19,848,938

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Alaskan Way Viaduct Replacement - Program and Project Support

ProjectID(PIN): 809936V **Bond Eligible:** Y **Percent Complete:** 0% **Revenue Package:** 05 TPA

Description: Program and Project Support

Book Description: Provide program-level support to the Alaskan Way Viaduct Replacement Program/Region and assumption of cost responsibility for specific items sourced from higher-level WSDOT offices.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Bridge Replacement (Structural)	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	26.55 - 40.48	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	06/29/2011	06/30/2017	Admin Approval to meet Leg Intent
Construction	06/29/2011	06/30/2017	Admin Approval to meet Leg Intent

Milestone	Date	Actl
B - Begin Preliminary Engineering	06/29/2011	

PROJECT COSTS

Phase/Fund Type	Prior	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	Future	Total
Preliminary Engineering	0	421,156	444,673	169,171	0	0	0	0	0	0	0	1,035,000
State - TPA	0	421,156	444,673	169,171	0	0	0	0	0	0	0	1,035,000
Construction	205	28,882,684	31,688,084	13,394,027	0	0	0	0	0	0	0	73,965,000
State - MMA	0	0	0	13,394,027	0	0	0	0	0	0	0	13,394,027
State - TPA	205	28,882,684	31,688,084	0	0	0	0	0	0	0	0	60,570,973
Project Totals	205	29,303,840	32,132,757	13,563,198	0	0	0	0	0	0	0	75,000,000
State - MMA	0	0	0	13,394,027	0	0	0	0	0	0	0	13,394,027
State - TPA	205	29,303,840	32,132,757	169,171	0	0	0	0	0	0	0	61,605,973

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Viaduct Project - I-5 ATM

ProjectID(PIN): 809936W **Bond Eligible:** N **Percent Complete:** 0% **Revenue Package:** Nickel and TPA

Description: ATM on I-5 in Seattle

Book Description: This project will provide Active Traffic Management (ATM)dynamic message signs including lane control and variable speed limits on I-5, ITS, electrical and communication systems to alert drivers during construction of Alaskan Way Viaduct projects. This project will be delivered by a design build team.

Route: State Route 99 **DOT Region:** Alaskan Way Viaduct

Program/Sub-Program: Improvement / Mobility **County:** King

Sub-Category: Urban Mobility **Congressional District(s):**

Improvement Types: ITS System Planning **Legislative Districts(s):** 11, 37

Major Corridor: SR 99, Seattle - Alaskan Way Viaduct **Urban Area:** Seattle-Tacoma-Everett

Begin/End Mile Posts: 157.23 - 164.46 **Location:** Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Construction	07/14/2009	11/26/2012	Admin Approval to meet Leg Intent

Milestone	Date	Actl
D - Project Definition Complete	11/13/2007	✓
A - Advertisement Date	05/04/2009	✓
O - Operationally Complete	04/26/2011	✓

PROJECT COSTS

Phase/Fund Type	Prior	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	Future	Total
Construction	15,062,064	132,385	0	0	0	0	0	0	0	0	0	15,194,449
Ded Fed PNRS - MVA	12,655,402	0	0	0	0	0	0	0	0	0	0	12,655,402
State - TPA	2,406,662	132,385	0	0	0	0	0	0	0	0	0	2,539,047
Project Totals	15,062,064	132,385	0	0	0	0	0	0	0	0	0	15,194,449
Ded Fed PNRS - MVA	12,655,402	0	0	0	0	0	0	0	0	0	0	12,655,402
State - TPA	2,406,662	132,385	0	0	0	0	0	0	0	0	0	2,539,047

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Central Waterfront Viaduct Removal and Alaskan Way Reconstruction

ProjectID(PIN): 809936X **Bond Eligible:** Y **Percent Complete:** 0% **Revenue Package:** Nickel and TPA

Description: Demolish viaduct and reconstruct Alaskan Way

Book Description: After the bored tunnel under downtown Seattle is opened to traffic, this project will demolish the existing Alaskan Way Viaduct and ramps at Seneca and Columbia Streets, decommission the Battery Street Tunnel, reconstruct Alaskan Way, build new roadways connecting Elliot and Western Streets to the reconstructed Alaskan Way and reconstruct or rehabilitate part of the pedestrian overcrossing of Alaskan Way at Marion Street.

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Bridge Replacement (Structural)	**Legislative Districts(s):**	11, 32, 36, 37, 43, 46
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Seattle-Tacoma-Everett
Begin/End Mile Posts:	26.55 - 40.48	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	07/06/2012	06/30/2017	
Right of Way	06/01/2014	06/30/2017	
Construction	09/01/2015	06/30/2019	Legislative Approval

Milestone	Date	Actl
B - Begin Preliminary Engineering	07/06/2012	✓

PROJECT COSTS

Phase/Fund Type	Prior	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	Future	Total
Preliminary Engineering	0	1,796,463	26,380,428	11,523,109	0	0	0	0	0	0	0	39,700,000
State - MMA	0	0	0	2,800,000	0	0	0	0	0	0	0	2,800,000
State - TPA	0	1,796,463	26,380,428	8,723,109	0	0	0	0	0	0	0	36,900,000
Right of Way	0	0	3,000,000	24,000,000	0	0	0	0	0	0	0	27,000,000
State - TPA	0	0	3,000,000	24,000,000	0	0	0	0	0	0	0	27,000,000
Construction	0	0	0	105,300,000	118,000,000	0	0	0	0	0	0	223,300,000
State - Nic	0	0	0	23,300,000	0	0	0	0	0	0	0	23,300,000
State - AWV TOLL	0	0	0	82,000,000	118,000,000	0	0	0	0	0	0	200,000,000
Project Totals	0	1,796,463	29,380,428	140,823,109	118,000,000	0	0	0	0	0	0	290,000,000
State - MMA	0	0	0	2,800,000	0	0	0	0	0	0	0	2,800,000
State - Nic	0	0	0	23,300,000	0	0	0	0	0	0	0	23,300,000
State - TPA	0	1,796,463	29,380,428	32,723,109	0	0	0	0	0	0	0	63,900,000
State - AWV TOLL	0	0	0	82,000,000	118,000,000	0	0	0	0	0	0	200,000,000

Executive TEIS - Capital Projects System
Project Detail With Fund Types

SR 99/Alaskan Way Viaduct - Replacement

ProjectID(PIN): 809936Z **Bond Eligible:** Y **Percent Complete:** 0% **Revenue Package:** Nickel and TPA

Description:

Book Description:

Route:	State Route 99	**DOT Region:**	Alaskan Way Viaduct
Program/Sub-Program:	Improvement / Mobility	**County:**	King
Sub-Category:	Urban Mobility	**Congressional District(s):**	
Improvement Types:	Structure, Replace HISTORY	**Legislative Districts(s):**	11, 36, 37, 43
Major Corridor:	SR 99, Seattle - Alaskan Way Viaduct	**Urban Area:**	Unassigned
Begin/End Mile Posts:	29.00 - 32.00	**Location:**	Downtown Seattle

PROJECT STATUS

Phase	Start Date	End Date	Phase Status
Preliminary Engineering	07/06/2012	12/19/2016	Reportable History (Closed)
Right of Way	06/20/2014	06/30/2017	Reportable History (Closed)
Construction	05/30/2013	06/30/2017	Reportable History (Closed)

Milestone	Date	Actl
D - Project Definition Complete	07/02/2007	
B - Begin Preliminary Engineering	07/28/2003	
A - Advertisement Date	12/07/2009	
O - Operationally Complete	12/31/2016	

PROJECT COSTS

Phase/Fund Type	Prior	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	29 - 31	Future	Total
Preliminary Engineering	357,638,323	18,605,156	21,381,555	1,581,536	0	0	0	0	0	0	0	399,206,570
Ded Fed Demo - MVA	3,970,928	0	0	0	0	0	0	0	0	0	0	3,970,928
Ded Fed ER - MVA	4,721,998	0	0	0	0	0	0	0	0	0	0	4,721,998
Ded Fed HP - MVA	10,078,881	0	0	0	0	0	0	0	0	0	0	10,078,881
Ded Fed PNRS - MVA	118,937,790	0	0	0	0	0	0	0	0	0	0	118,937,790
Local - MVA	3,571,543	488,560	0	0	0	0	0	0	0	0	0	4,060,103
State - MMA	0	0	2,800,000	0	0	0	0	0	0	0	0	2,800,000
State - Nic	64,541,033	1,218,182	324,012	0	0	0	0	0	0	0	0	66,083,227
State - TPA	151,816,150	16,898,414	18,257,543	1,581,536	0	0	0	0	0	0	0	188,553,643
Right of Way	258,984,942	18,538,699	24,513,887	4,581,353	0	0	0	0	0	0	0	306,618,881
Ded Fed ER - MVA	51,615	0	0	0	0	0	0	0	0	0	0	51,615
State - Nic	72,915,200	0	0	0	0	0	0	0	0	0	0	72,915,200
State - TPA	186,018,127	18,538,699	24,513,887	4,581,353	0	0	0	0	0	0	0	233,652,066
Construction	1,125,739,735	540,781,110	593,864,936	130,919,436	40,299,800	0	0	0	0	0	0	2,431,605,017
Ded Fed ER - MVA	43,533,028	0	0	0	0	0	0	0	0	0	0	43,533,028
Ded Fed PNRS - MVA	80,357,783	0	0	0	0	0	0	0	0	0	0	80,357,783

Executive TEIS - Capital Projects System
Project Detail With Fund Types

Phase/Fund Type	Prior	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	29 - 31	Future	Total
Federal BR - MVA	73,965,635	17,162,043	0	0	0	0	0	0	0	0	0	91,127,678
Federal NHPP - MVA	75,958,858	122,440,411	15,300,000	0	0	0	0	0	0	0	0	213,699,269
Federal NHS - MVA	96,849,438	0	0	0	0	0	0	0	0	0	0	96,849,438
Federal STP - MVA	106,594,842	17,277,465	0	0	0	0	0	0	0	0	0	123,872,307
Local - MVA	6,931,293	130,837,999	154,262,868	0	0	0	0	0	0	0	0	292,032,160
State - MMA	0	0	18,545,773	453,945	0	0	0	0	0	0	0	18,999,718
State - Nic	24,610,329	85,183,200	69,155,219	8,383,647	0	0	0	0	0	0	0	187,332,395
State - TPA	616,938,529	167,879,992	286,490,913	12,491,807	0	0	0	0	0	0	0	1,083,801,241
State - AWV TOLL	0	0	50,110,163	109,590,037	40,299,800	0	0	0	0	0	0	200,000,000
Project Totals	1,742,363,000	577,924,965	639,760,378	137,082,325	40,299,800	0	0	0	0	0	0	3,137,430,468
Ded Fed Demo - MVA	3,970,928	0	0	0	0	0	0	0	0	0	0	3,970,928
Ded Fed ER - MVA	48,306,641	0	0	0	0	0	0	0	0	0	0	48,306,641
Ded Fed HP - MVA	10,078,881	0	0	0	0	0	0	0	0	0	0	10,078,881
Ded Fed PNRS - MVA	199,295,573	0	0	0	0	0	0	0	0	0	0	199,295,573
Federal BR - MVA	73,965,635	17,162,043	0	0	0	0	0	0	0	0	0	91,127,678
Federal NHPP - MVA	75,958,858	122,440,411	15,300,000	0	0	0	0	0	0	0	0	213,699,269
Federal NHS - MVA	96,849,438	0	0	0	0	0	0	0	0	0	0	96,849,438
Federal STP - MVA	106,594,842	17,277,465	0	0	0	0	0	0	0	0	0	123,872,307
Local - MVA	10,502,836	131,326,559	154,262,868	0	0	0	0	0	0	0	0	296,092,263
State - MMA	0	0	21,345,773	453,945	0	0	0	0	0	0	0	21,799,718
State - Nic	162,066,562	86,401,382	69,479,231	8,383,647	0	0	0	0	0	0	0	326,330,822
State - TPA	954,772,806	203,317,105	329,262,343	18,654,696	0	0	0	0	0	0	0	1,506,006,950
State - AWV TOLL	0	0	50,110,163	109,590,037	40,299,800	0	0	0	0	0	0	200,000,000