



Learning, Listening, and Moving Ahead - Replacing the Alaskan Way Viaduct and Seawall

A diverse group of elected officials, transportation agencies and experts, interest groups, and the public have worked over the last year on a solution for the Alaskan Way Viaduct and Seawall along the central waterfront. Six principles guided the evaluation of possible solutions and eight scenarios were evaluated. Each scenario included investments to transit, city streets, I-5, SR 99, and demand management strategies. What we learned provided a critical foundation for reaching a decision.

The following is a summary of the six guiding principles:

- **Improve public safety.**
- **Provide efficient movement of people and goods now and in the future.**
- **Maintain or improve downtown Seattle, regional, the port and state economies.**
- **Enhance Seattle's waterfront, downtown, and adjacent neighborhoods as a place for people.**
- **Create solutions that are fiscally responsible.**
- **Improve the health of the environment.**

The lessons learned from the technical review and feedback from outside groups led Governor Gregoire, County Executive Sims, and Mayor Nickels to conclude that the existing viaduct must come down and be replaced with a bored tunnel hybrid alternative. More information about this alternative is inside this brochure.

“As I spoke with individuals and business leaders, five objectives emerged that guided my decision making. First, the solution must improve safety by removing the existing unsafe viaduct. Second, the solution must be affordable, and the state’s contribution to the solution must not be over \$2.8 billion. Third, the solution must cause the least construction disruption to our maritime industry and central waterfront businesses. Fourth, the solution must provide capacity and mobility now and in the future, for freight, vehicles, and transit users. And fifth, the solution must contribute to improving the health of our environment and open up Seattle’s waterfront. I have concluded that the bored tunnel hybrid alternative is the most balanced solution and best meets these objectives.”

—Governor Chris Gregoire

“This agreement will improve our transportation system, improve our quality of life and make an historic shift in the way we view mobility in an age of global warming. There are only four lanes in the bored tunnel and the plan includes a new stable source of transit funding that will help Metro make a vast increase in service, which will mean fewer cars on streets, less pollution and better traffic reliability for business and industry.”

—King County Executive Ron Sims

“There are pivotal moments when great cities make history. Today, we come together with a plan that creates more transit. We ensure that our city remains economically competitive. And we reclaim our destiny as a true waterfront city—tearing down an elevated highway and re-connecting Seattle to Elliott Bay.”

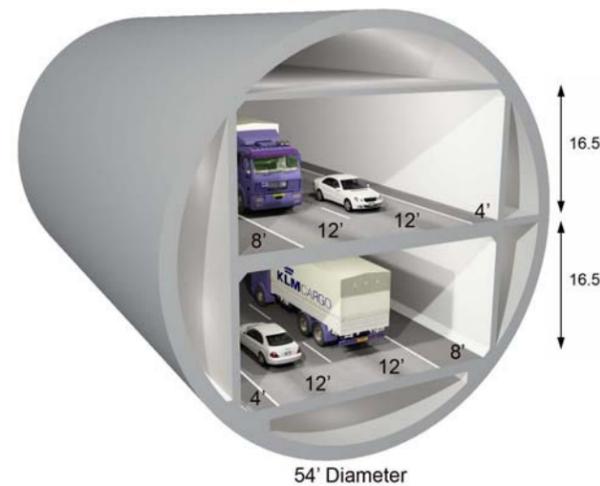
—Seattle Mayor Greg Nickels

Moving Ahead: Bored Tunnel Hybrid Alternative

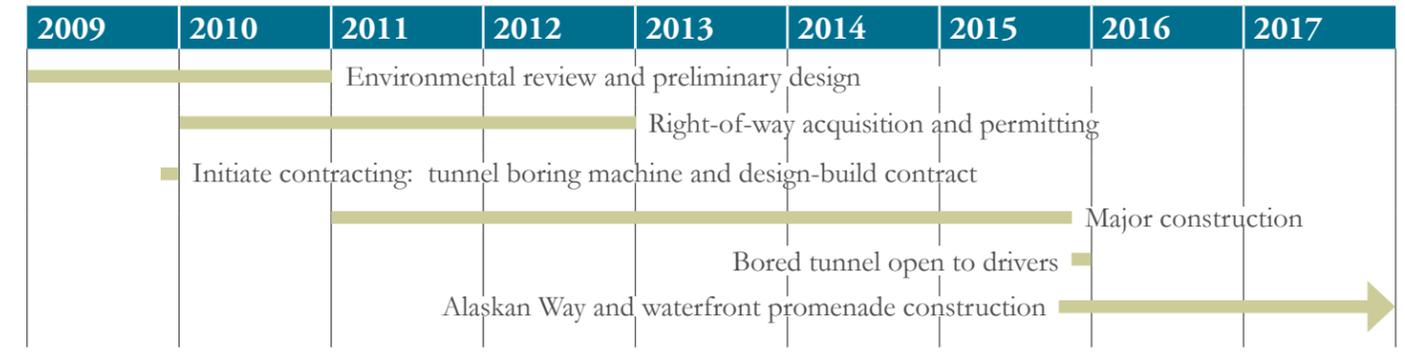
Investing in the Future

- **The bored tunnel will provide capacity for the future.** It is expected to carry between 80,000 and 85,000 vehicles each day through downtown Seattle when it opens. Travel times in 2030 will be similar to today, even with predicted regional population growth.
- **Investments in transit and city streets will improve access and mobility to and through downtown Seattle.** New peak period transit service and improved east-west Mercer and Spokane streets will provide new and more reliable ways to get to downtown Seattle and adjacent neighborhoods. New bus service will carry approximately 17,000 additional daily riders.
- **The bored tunnel will support a strong state and regional economy.** Maintaining capacity in the SR 99 corridor will preserve I-5 for state and regional through trips and provide room for freight and port traffic to grow. Constructing the tunnel could sustain 10,000 jobs per year for each of the next 10 years.

- **Seattle's waterfront becomes a world-class destination for residents and visitors.** Moving SR 99 underground will improve the waterfront's contribution to the economy; reconnect downtown with the natural environment in Elliott Bay and create a memorable place for people to live, work, and play.



New SR 99 Open in 2015



State and Local Funding Partnership*

State - \$2.82 billion

- Transportation Partnership Program
- Nickel Gas Tax
- Federal sources (\$200 m)

Port of Seattle - \$300 million

King County - \$190 million

- Motor vehicle excise tax approved by the council (\$172 m) (one percent requires legislative authorization)
- Federal economic recovery funds (\$8 m)
- Federal grants (\$10 m)

City of Seattle - \$957 million

- Parking tax (\$200 m)
- LIFT and/or LID (\$300 m)
- Transportation benefit district (\$65 m)
- Utilities (\$252 m)
- Transportation Improvement Board (\$5 m)
- Federal grants (\$55 m)
- Federal economic recovery funds (\$80 m)



Next Steps

Agreement has been reached between the state, county, and city on how to replace the two and a half mile Alaskan Way Viaduct. Construction will start this year on the south mile of the viaduct and transit and city street investments to keep people and goods moving during the work. Construction on the bored tunnel hybrid program will begin in 2011.

The state, county, and city departments of transportation will closely coordinate implementation of the projects. Implementing agencies will:

- Complete required design and environmental work
- Secure funding
- Start construction

The agencies will continue to involve elected officials, the Port of Seattle, interest groups, and the public. Input will be sought as project designs progress, plans for transit service are made, and construction begins on city streets.

Moving Ahead: Bored Tunnel Hybrid Alternative

	Proposed Project Implementation Responsibility				Costs
	State	King County MVET	City of Seattle	Port of Seattle***	
Moving Forward Program and Prior Expenditures	\$600 million			\$300 million	\$900 million*
SR 99 Bored Tunnel	\$1.9 billion**				\$1.9 billion
Alaskan Way Surface Street and Promenade	\$290 million		\$100 million		\$390 million
Central Seawall			\$255 million		\$255 million
Utility Relocation			\$250 million		\$250 million
City Streets and Transit Pathways		\$25 million	\$190 million		\$215 million
Transit Infrastructure and Services		\$115 million	\$135 million		\$250 million
Construction Transit Service	\$30 million	\$50 million			\$80 million
Total	\$2.82 billion	\$190 million	\$930 million	\$300 million	\$4.24 billion
Transit Operations Annual Cost		\$15 million			\$15 million

*Reflects cost savings from Moving Forward program realized by not repairing the viaduct from Lenora to Battery Street Tunnel and not completing the second phase of fire and life safety upgrades to the Battery Street Tunnel.

**Reflects the most likely cost based on a conceptual design. The potential cost range is between \$1.2 billion and \$2.2 billion.

***Agreement in concept for up to \$300 million subject to Port of Seattle Commission review and approval.

Comments or questions?

Visit: www.alaskanwayviaduct.org

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Call: 1-888-AWV-LINE

Write: Alaskan Way Viaduct and Seawall Replacement Program

c/o Washington State Department of Transportation

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