

FINAL BILL REPORT

ESSB 5768

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Synopsis as Enacted

Brief Description: Concerning the state route number 99 Alaskan Way viaduct replacement project.

Sponsors: Senate Committee on Transportation (originally sponsored by Senators Murray, Jarrett, Swecker, Haugen and Kohl-Welles).

Senate Committee on Transportation
House Committee on Transportation

Background: The State Route 99 (SR 99) Alaskan Way Viaduct is a major arterial serving significant numbers of freight and passenger vehicles through downtown Seattle. The facility sustained damage during the 2001 Nisqually earthquake, and is susceptible to damage, closure, or catastrophic failure from additional earthquakes and tsunamis. During a recent 13-month period, the Washington State Department of Transportation (WSDOT) facilitated a stakeholder advisory committee that analyzed various designs to replace the Viaduct. On January 13, 2009, the Governor, the City of Seattle, and King County agreed to a deep bore tunnel design, with four general purpose lanes in a stacked formation, to replace the Alaskan Way Viaduct.

Summary: The Legislature finds that replacing the existing Alaskan Way Viaduct is a matter of urgency, and that the state must expedite the environmental review and design processes to replace the structure with a deep bore tunnel. The tunnel must be located under First Avenue from the vicinity of the sports stadiums in Seattle to Aurora Avenue north of the Battery Street tunnel, and must include four general purpose lanes in a stacked formation.

The SR 99 Alaskan Way Viaduct replacement project finance plan must include state funding not to exceed \$2.4B and must also include no more than \$400M in toll revenue. These funds must be used solely to build a replacement tunnel and to remove the existing viaduct structure. State funding may not be used for any utility relocation costs, or for central seawall or waterfront promenade improvements. The City of Seattle must bear all city utility relocation costs associated with the state work on the viaduct replacement project. If any costs exceed \$2.8B, the extra costs must be borne by property owners in the Seattle area who benefit from the tunnel project.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

The WSDOT must conduct a traffic and revenue study for a SR 99 deep bore tunnel for the purpose of determining the facility's potential to generate toll revenue. The study results are due to the Governor and the Legislature by January 2010.

Votes on Final Passage:

Senate	43	6	
House	53	43	(House amended)
Senate	39	9	(Senate concurred)

Effective: July 1, 2009