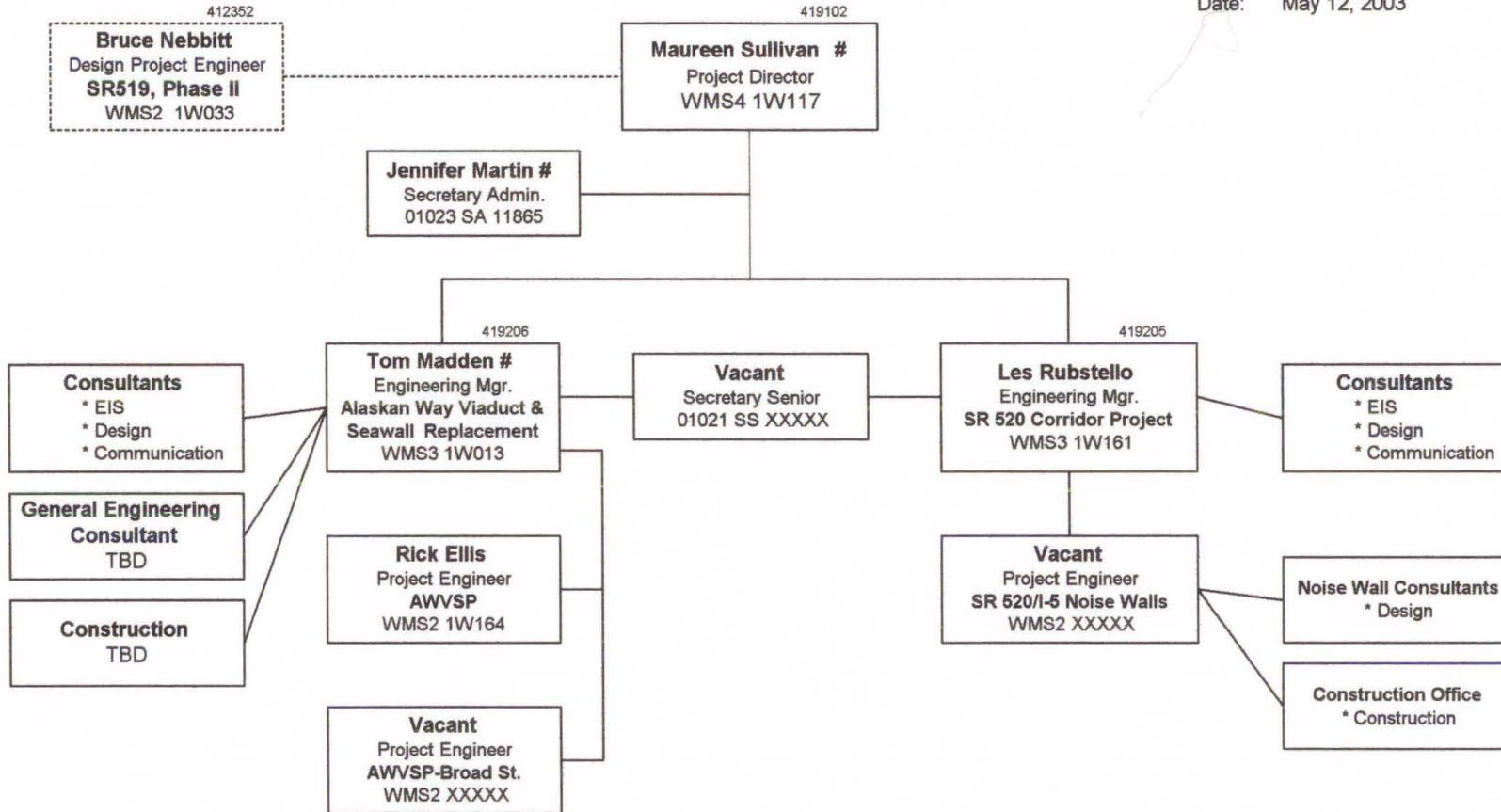


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Date: May 12, 2003



LEGEND	
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+	Seasonal Employee
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^	Consultant
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Signed: _____ Date: _____

Project Director
 Alaskan Way Viaduct & Seawall Replacement Project,
 SR 520 Corridor Project, I-5 Corridor Project

Signed: _____ Date: _____

Urban Corridors Administrator

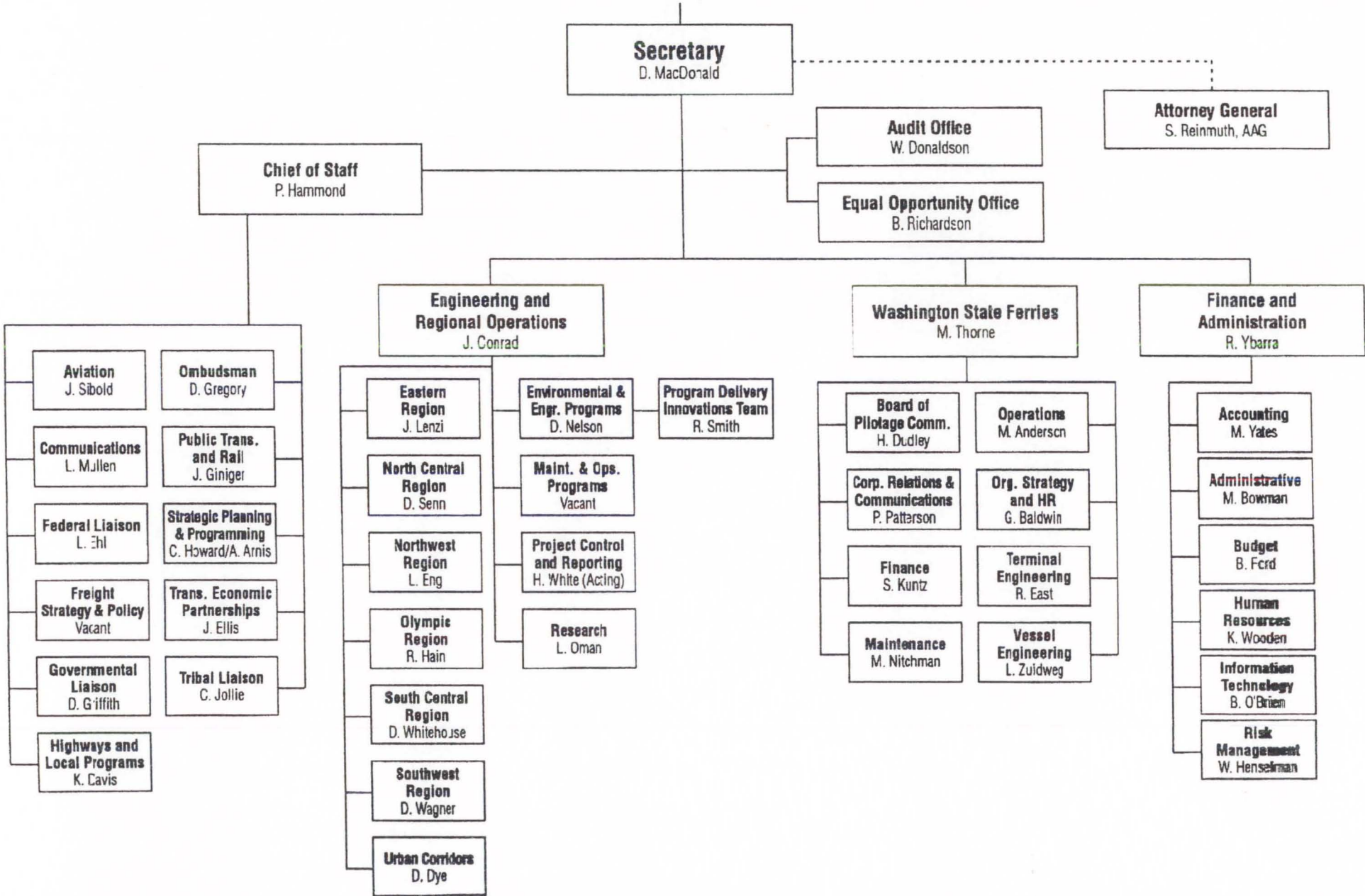
**Citizens of Washington State
Governor Gary Locke
Washington State Transportation Commission**

Douglas B. MacDonald 5/22/03
 Douglas B. MacDonald Date

Ed Barnes
Elmira Forner

Aubrey Davis, Chair
George Kargianis
A. Michèle Maher

Christopher Marr
Connie Niva

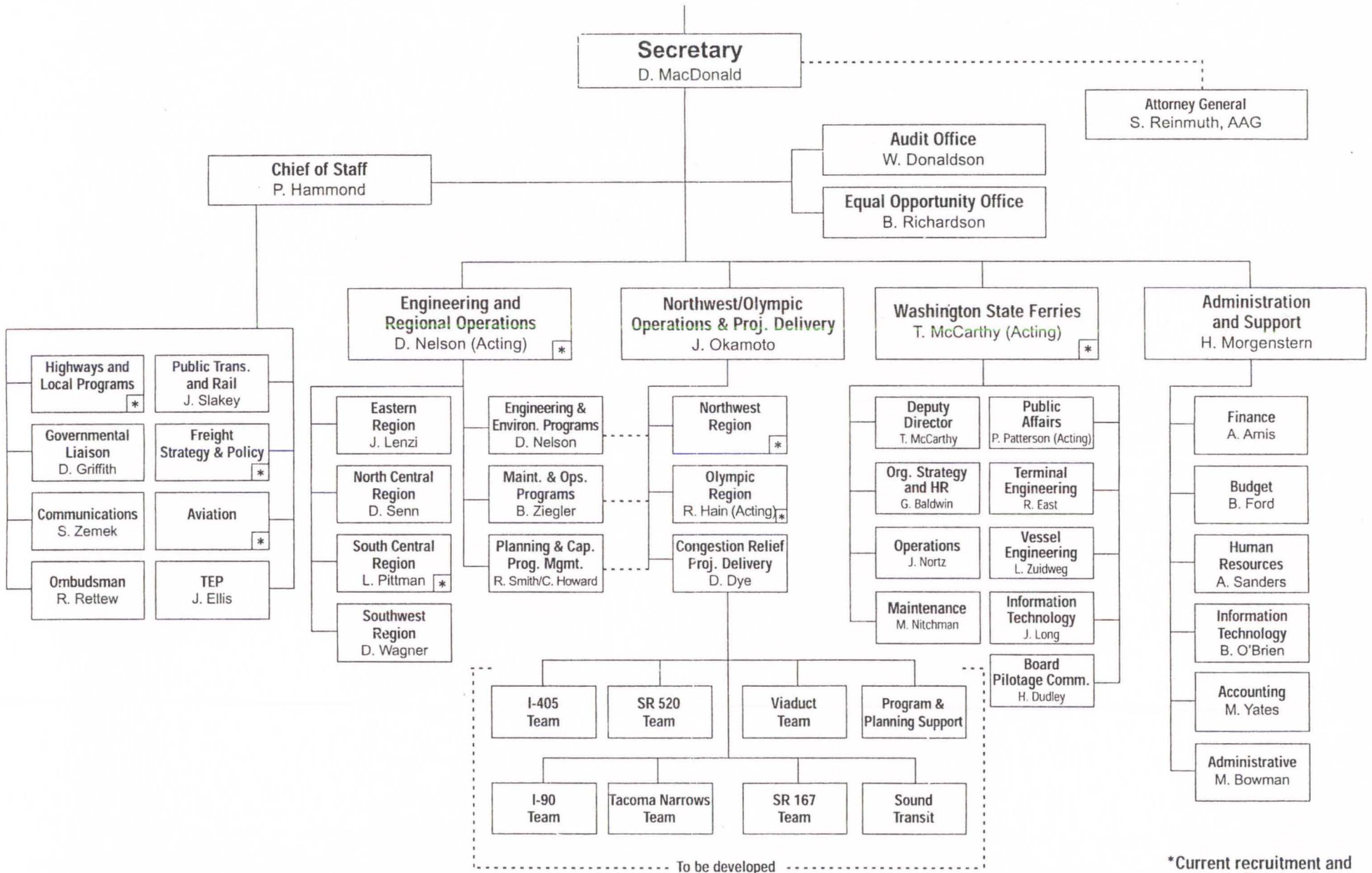


Washington State Transportation Commission

Ed Barnes
Aubrey Davis

Connie Niva, Chair
Elmira Forner
George Kargianis

A. Michele Maher
Christopher Marr



To be developed

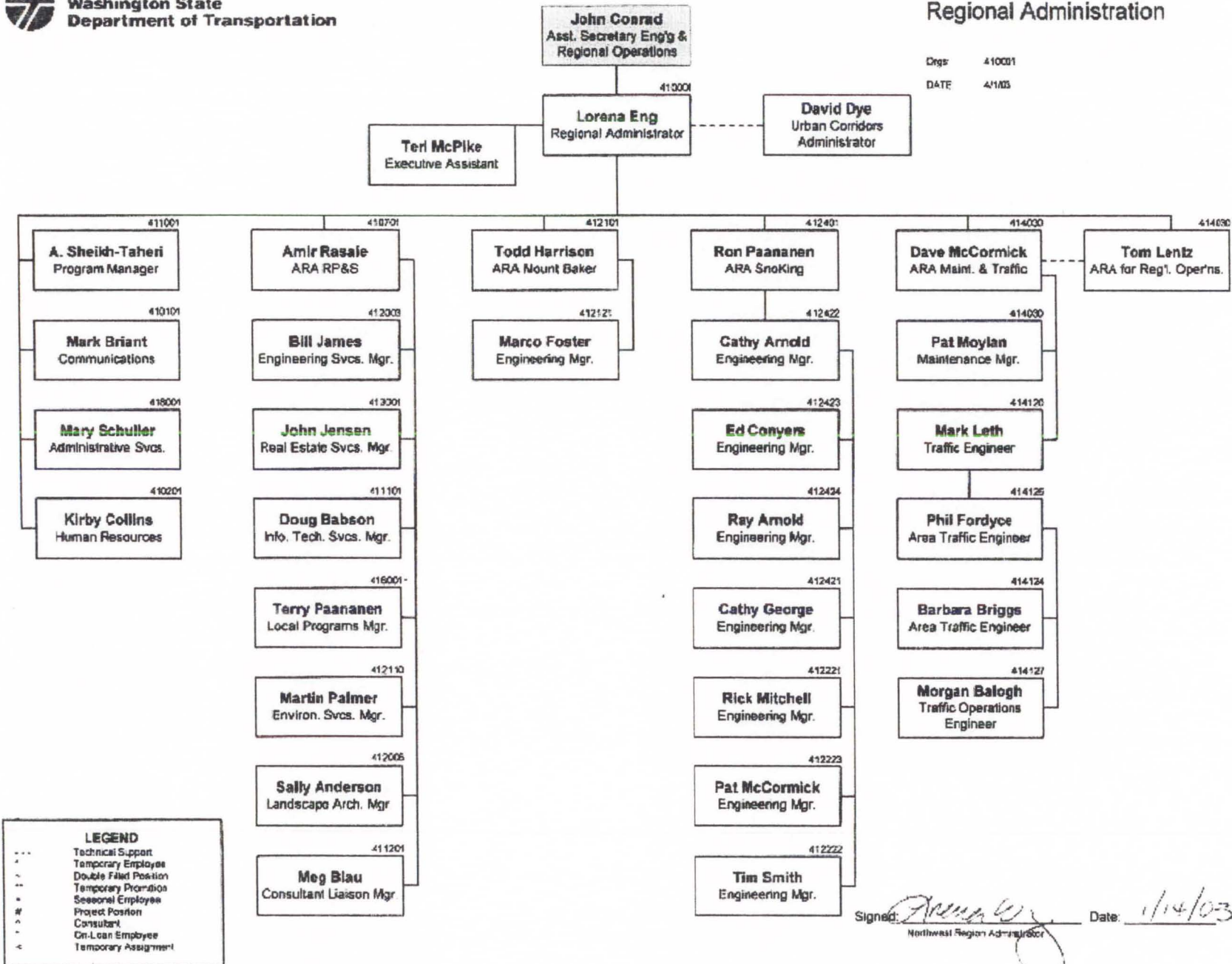
*Current recruitment and succession planning



**NORTHWEST REGION
Regional Administration**

Dwg# 410001

DATE 4/1/03



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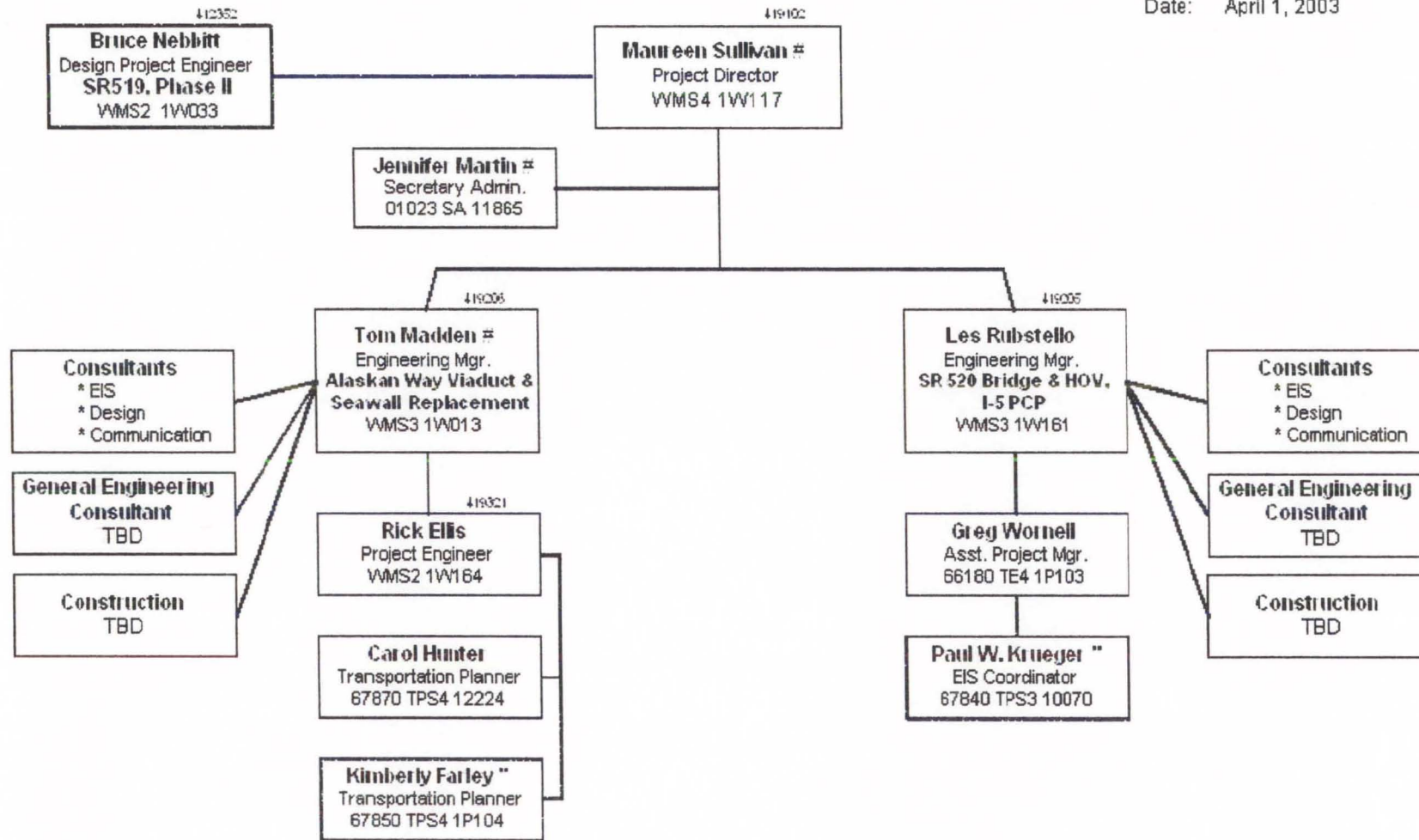
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Signed: *[Signature]* Date: 4/14/03
Northwest Region Administrator



Org: 419102 419205 419206 419321

Date: April 1, 2003



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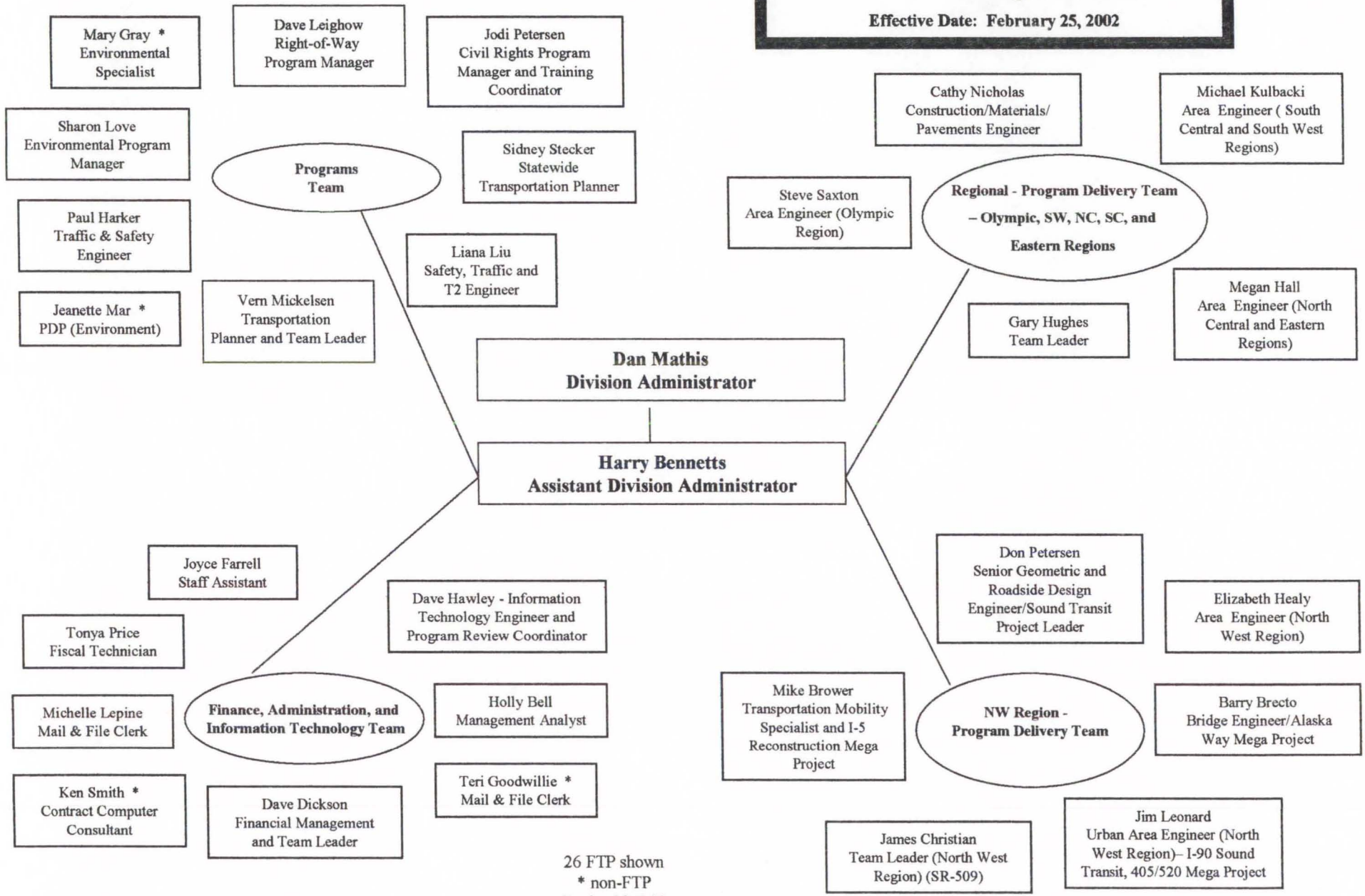
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- # Project Position
- * Consultant
- On-Loan Employee
- .. Temporary Assignment

Signed: _____ Date: _____
Project Director
Alaskan Way Viaduct & Seawall Replacement Project,
SR 520 Bridge Replacement & HOV Project, I-5 Pavement & Capacity Project

Signed: _____ Date: _____
Urban Corridors Administrator

FHWA - Washington Division

Effective Date: February 25, 2002



26 FTP shown
* non-FTP
Revised 3-6-02

“Anatomy of a Highway Project; How Much Does it Cost?”

For the first operable phase of the Alaskan Way Viaduct, there are really five major cost components that tell the whole story; base costs, risk costs, escalation costs, implementation costs, and comparison evaluation.

Base Cost

Base costs can be thought of in terms of the major elements it takes to build a project. For the Viaduct, these are the things like the dirt, concrete, steel, environmental mitigation, surface street restoration, fire protection and ventilation, and property that we need in order to create a complete transportation project. While the combination of these base costs adds up to approximately \$1.9 billion dollars, consider the following:

- We will excavate over 1 ¼ million cubic yards of material, or enough dirt to fill SAFECO field to the top of the stands.....almost twice!
- We will use approximately 150,000 tons of steel, or enough to build another 40 Space Needles (excluding the concrete foundation).
- We will use over 1 million cubic yards of concrete, or enough to build 20 additional Evergreen Point floating bridges.
- The 13.4 billion gallons of water that will be pumped during the excavation of the tunnels would be enough to fill 536,000 home swimming pools.

Risk Costs

Risk costs are the dollars associated with the unknown. In the past, we referred to this as contingency and often calculated by just assuming a percentage of the overall project, or of a particular item. For the Viaduct, plus other major projects here in Puget Sound, we have utilized a Cost Estimate Validation Process (CEVP) to help us better define these costs. Instead of using flat percentage rates, risks are identified and evaluated, dollar values assigned, and a likelihood probability assessed. This method not only gives us a tool to understand the costs, but also a way to manage the dollar and the probability components. By actively managing these aspects, we can possibly achieve a lower risk, or in some cases turn the risk into an opportunity, or savings.

For the Viaduct, the risk costs are approximately \$1.3 billion dollars and are primarily influenced by the following elements.

Complex Urban Environment.

Building a major roadway in the middle of the flat land is one thing; building here in downtown Seattle is another. We are in the middle of a major metropolitan center in which we have to maintain all the necessary city functions. Traffic still has to flow from place to place, people still have to be able to get to and from their jobs, and all the downtown plus waterfront activities and businesses such as the Port and Ferries have to be able to operate.

Complex Construction

As if constructing in downtown Seattle weren't challenging enough, we are constructing a massive structure that not only needs to carry over 100,000 vehicles a day when completed, it also has to keep the City from flowing into the bay. In

addition, we have to construct a series of tunnels, bridges and other major structures, all in very poor soil conditions. And lastly, we have to do all this while avoiding all the utilities including major electrical, phone, water and sewer lines that serve as the backbone for the City. Very few people would ever consider this to be “routine” or “simple” construction.

Unknown

At this early stage, the things we don't know outnumber the things we do know. While we have done a significant amount of work, there is still a great deal more that we need to do. Many people refer to the “fear of the unknown”, and that analogy certainly applies to road projects of this magnitude. The goal of any major project is to avoid surprises, and at this early phase, we have only done limited investigations into items such as soils, contaminated materials and environmental impacts. While we certainly know some basic information, we still have much more to learn about the specifics so that we can accurately develop the quantities and dollar estimates.

Escalation

Escalation refers to the inflation of costs as it relates to time. We know we won't be constructing this project now, so we want to avoid describing it in today's dollars. We need to estimate a point midway through construction as an average, and describe the costs at that point in time.

For the first phase of the Viaduct, our preliminary assessment is that it will take approximately 6 years to construct starting sometime in the 2007/2008 time frame. The escalation costs are approximately \$800 million dollars and the mid point of construction is estimated to be approximately 2011.

Implementation

Once the materials, the components, the risks, and the escalation factors are figured in, it is time to make it happen. Implementation activities are those aspects such as engineering, construction, and right of way administration as well as other miscellaneous costs that add value, and essentially take the raw materials and create a functional transportation facility. For the Viaduct, the implementation costs are approximately \$300 million dollars.

Comparison Evaluation

Comparison evaluation is an exercise to look into other projects of similar size and magnitude, and evaluate the costs that were used for those. Unfortunately in our case, we have found that there are virtually no other projects that have enough similarities to allow a direct “apples to apples” type of comparison. However, we can look at the different options for this project and get an idea of how tunneling, aerial and roadway options compare against one another.

<u>Cut and Cover Tunnel</u> A 100 linear feet of cut and cover tunnel (3 lanes in each direction in a stacked configuration).	\$86,500 per linear foot
<u>Aerial Structure</u> A 100 linear feet of aerial structure over good soils (3 lanes in each direction in a stacked configuration).	\$19,500 per linear foot
<u>Surface Roadway</u> A 100 linear feet of surface roadway (3 lanes in each direct in a side by side configuration).	\$1,500 per linear foot

*NOTE: These totals represent comparison of base costs only, and do not include risk, escalation, or implementation.

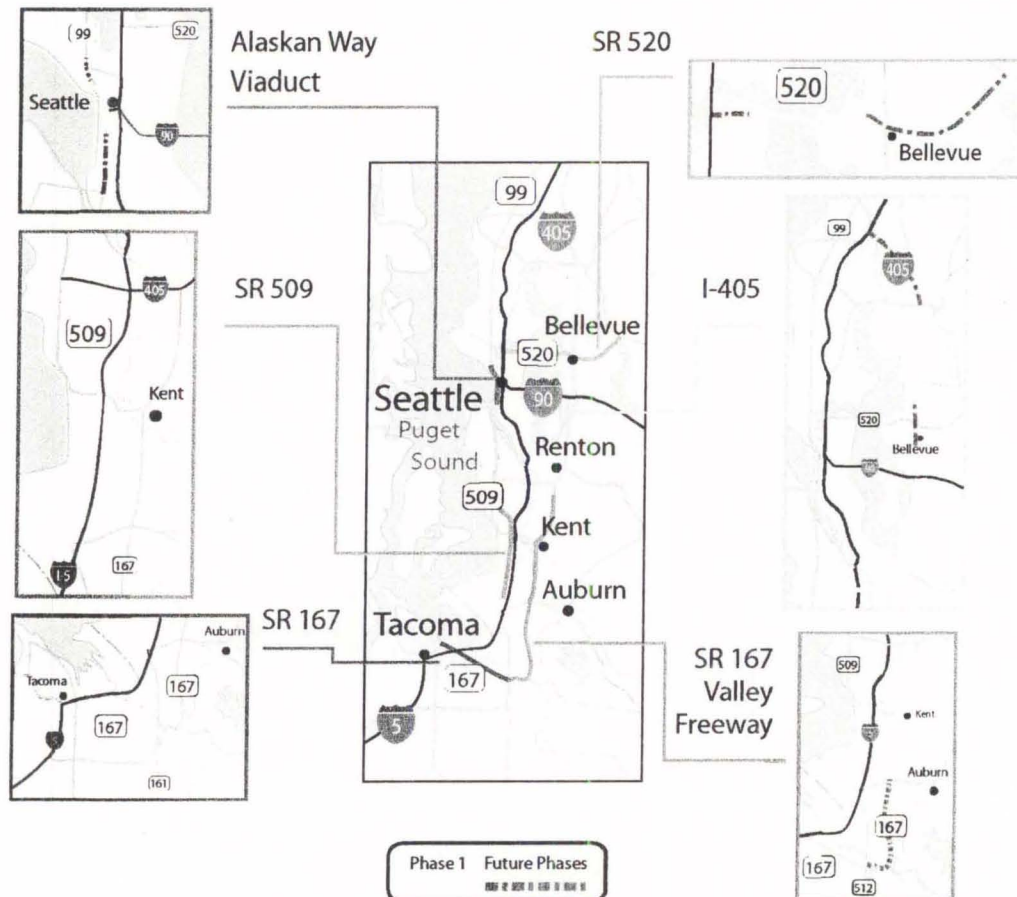
In Summary

So after adding together all the components, the estimate for the first phase project is in the range of \$3.6 to \$4.3 billion dollars. As we continue to develop our design, we will continue to look at options to save dollars, reduce risk, and maximize the overall product.

WSDOT Mega-Projects Phased Funding 9-19-02

	RS1	RTID*	Other Funding Sources	Phase 1	Future Phases
SR 99 Alaskan Way Viaduct	\$450 Million	\$3 Billion	\$1.4 Billion	<ul style="list-style-type: none"> Build tunnel along central waterfront and replace seawall Build new roadway from Holgate St. to King St. 	<ul style="list-style-type: none"> Build new Spokane St. interchange Build new Bellevue tunnel Add ramps in central downtown area
SR 520	\$100 Million	\$1.5 Billion	\$300 Million	<ul style="list-style-type: none"> Replace floating bridge and add HOV lane from Montlake to Bellevue Way Build three freeway links 	<ul style="list-style-type: none"> Rebuild SR 520 and I-405 interchange Eliminate "bottle neck" at I-5 Complete remaining HOV lanes and direct access for transit Build two additional freeway links
I-405	\$1.8 Billion	\$3.5 Billion	\$400 Million	<ul style="list-style-type: none"> Add lanes from SeaTac to Bellevue; complete Bothell and Kirkland Improvements Implement Bus Rapid Transit, new park and ride lots, and vanpools Arterial Improvements Complete SR 167 Interchange 	<ul style="list-style-type: none"> Complete full 30-mile corridor plan adding up to two general purpose lanes
SR 509	\$500 Million	\$400 Million	\$140 Million	<ul style="list-style-type: none"> Extend SR 509 from S. 188th St. in SeaTac to I-5 with two general purpose lanes and one HOV lane in each direction Add lanes to I-5 from S. 200th St. to S. 320th St. Complete south access to Sea-Tac Airport 	Project Completed
SR 167 Extension	\$343 Million	\$1.4 Billion	\$0	<ul style="list-style-type: none"> Add interchange at I-5 Build new freeway lanes from Port of Tacoma connecting with SR 167 near Puyallup/Sumner 	Project Completed
SR 167 Valley Freeway	\$8 Million	\$480 Million	\$200 Million	<ul style="list-style-type: none"> Make transportation improvements to address congestion from S. 180th St. to SR 18 vicinity 	<ul style="list-style-type: none"> Complete improvements from SR 18 to SR 512 in Pierce County

*Proposal as of 9-2-02, subject to change



Phase 1 Future Phases

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**ALASKAN WAY VIADUCT
PHASE 2 EARLY ACTION SCOPE OF WORK**

8/28/01

PURPOSE AND NEED

INTRODUCTION: FUNCTION AND ROLE OF THE ALASKAN WAY VIADUCT CORRIDOR AND ALASKAN WAY SEAWALL

The Federal Highway Administration (FHWA), the Washington State Department of Transportation (WSDOT), and the City of Seattle (City) are proposing major improvements to the Alaskan Way Viaduct Corridor and to the Alaskan Way Seawall. Both the Alaskan Way Viaduct Corridor and the Alaskan Way Seawall are located in downtown Seattle, King County, Washington. The Alaskan Way Viaduct Corridor extends from approximately Spokane Street on the south to north of the Battery Street Tunnel. The Alaskan Way Seawall extends from South Washington Street to Bay Street along Elliot Bay on Puget Sound.

The Alaskan Way Viaduct Corridor (part of SR 99) and Interstate 5 (I-5) are the two primary north-south routes to and through downtown Seattle. The Alaskan Way Viaduct Corridor currently carries about 110,000 vehicles a day and serves both through trips and trips accessing the downtown business district. The Alaskan Way Viaduct Corridor provides the quickest and most convenient route to and through downtown Seattle for communities located to the northwest and southwest of downtown. The Corridor plays a vital role in freight mobility, providing a major truck route through downtown, and providing access to the Ballard-Interbay and greater Duwamish manufacturing and industrial centers. The Corridor also serves as a transit route for local and express bus service.

The section of the Alaskan Way Viaduct Corridor between Spokane Street and South Holgate is a limited-access facility, operating with signalized intersections and driveways. This portion of the Alaskan Way Viaduct Corridor currently operates adequately because the signalized segments effectively regulate traffic volumes. Congestion that currently develops is typically the result of incidents or back-ups at access ramps.

The Alaskan Way Seawall consists of various types of construction, the majority of which was completed in 1934 extending from Madison Street to Bay Street. This portion uses vertical piles and a horizontal timber-relieving platform to hold the vertical face of the Seawall in place. Most of the remainder of the wall south of Madison was constructed in 1916.

The Seawall supports Alaskan Way (the surface street) and a variety of utilities. The fills retained by the wall provide lateral support for some of the foundations of the Alaskan Way Viaduct as well as the foundations for some nearby buildings. Alaskan Way includes King County Metro's Waterfront Streetcar, which provides trolley access to the International District, Pioneer Square, various Seattle waterfront locations along Elliott Bay and Myrtle Edwards Park. Alaskan Way also provides access to Colman Dock, which supports vehicle and passenger ferry service to Bainbridge Island and Bremerton, and passenger ferry service to Vashon Island.

PURPOSE OF THE PROPOSED ACTION

The purpose of the proposed action is to provide a transportation facility and seawall with improved earthquake resistance that maintains or improves mobility and accessibility for people and goods along the existing Alaskan Way Viaduct Corridor.

NEED FOR THE PROPOSED ACTION

The Alaskan Way Viaduct and Alaskan Way Seawall are both at the end of their useful life. Improvements to both are required to protect public safety and maintain the transportation corridor. Because these facilities are at risk of sudden and catastrophic failure in an earthquake, FHWA, WSDOT and the City of Seattle seek to implement these improvements as quickly as possible. WSDOT and the City of Seattle have identified the following underlying needs the project should address:

Safety

Seismic Vulnerability

The ability of the Alaskan Way Viaduct and Alaskan Way Seawall to withstand earthquakes needs to be improved. The Alaskan Way Viaduct is vulnerable to earthquakes because of its age, design and location. Built in the 1950's, the Alaskan Way Viaduct is past the halfway point in its 75-year design life and does not meet today's seismic design standards. Additionally, the soils around the foundations of the Alaskan Way Viaduct consist of former tidal flats covered with wet, loose fill material. The Alaskan Way Seawall holds these soils in place along the majority of

the Alaskan Way Viaduct corridor, which is also vulnerable to earthquakes.

WSDOT studies in 1995 and 1996 concluded that the soils on which the Alaskan Way Viaduct is constructed are vulnerable to soil liquefaction and may lose their ability to support the structure. Studies concluded that if an earthquake of magnitude 7.5 or higher occurred close to Seattle, the Alaskan Way Viaduct could be rendered unusable or even collapse.

The 1996 WSDOT study also demonstrated that the Alaskan Way Seawall, which holds the waterfront soils in place, could fail if the soils liquefy. If the Alaskan Way Seawall fails, the liquefied material may spread laterally to the west and into Elliot Bay jeopardizing nearby facilities and structures.

The February 28, 2001 Nisqually earthquake (magnitude 6.8, located 35 miles from Seattle and deep below the surface) caused moderate damage to the Alaskan Way Viaduct. The structure was closed for inspection and repairs intermittently for several days over a period of several months. The extent of damage and loss of the heavily traveled corridor heightened awareness of the need for immediate improvements to the corridor. A Structural Deficiency Report was prepared after the earthquake and it concluded that continued reliance on the existing viaduct is not prudent.

Following the Nisqually earthquake, field investigations and liquefaction analyses were performed for a portion of Alaskan Way (the surface street) where settlements of the roadway had occurred. These investigations concluded that a portion of the loose fills below the relieving platform liquefied and settled in areas where the Seawall structure has been heavily damaged by Marine borer activity. It is possible that fill in other locations along Alaskan Way may have begun to liquefy, even though there is no other evidence of widespread roadway settlement.

Traffic Safety

Traffic safety along the Alaskan Way Viaduct Corridor needs to be improved. Traffic accident data for the years 1998 through 2000 indicate that high levels of traffic accidents occur in some portions of the Alaskan Way Viaduct Corridor. The southbound and northbound lanes of SR 99 in the Battery Street tunnel had 124 and 84 accidents, respectively. These were the highest numbers of accidents among all street segments recorded by the City in those three years. In addition, the following four segments

in the Alaskan Way Viaduct section of SR 99 had unusually high numbers of traffic accidents: the northbound segment from the 1st Avenue on-ramp to the Seneca Street off-ramp (77 accidents), the southbound segment from the Columbia Street on-ramp to the 1st Avenue off-ramp (67 accidents), the southbound segment from the South Lander Street to the West Seattle on-ramp (43 accidents), and the northbound segment from the Seneca off-ramp to the Western Avenue off-ramp (35 accidents). WSDOT designates the Battery Street Tunnel and the northbound and southbound lanes near the 1st Avenue ramp as High Accident Locations (HALs).

Roadway Design Deficiencies

The Alaskan Way Viaduct Corridor does not meet current roadway design standards and has several types of deficiencies, which need to be improved.

The lane width provided on the Viaduct does not meet current design requirements. The existing lane striped widths are 10-feet. The standard lane width for this type of facility is 12-feet. Narrow lane width affects roadway capacity and operating speeds as well as safety. In addition, substantial sections of the Viaduct have minimal or no shoulders. The standard shoulder widths for a divided multi-lane facility are 10-feet to the right of traffic and 4-feet to the left of traffic. Additional width is required if there is a traffic barrier, bridge column and retaining walls. Lack of shoulders or non-standard shoulder width can severely affect operations of the roadway as well as the safety of the roadway.

The on- and off-ramps of the Viaduct also do not reflect current design standards. The existing ramp configurations do not provide adequate sight distance; gore area, and ramp taper rate. Reduced sight distance affects the ability of drivers to enter, drive upon, and exit the roadway safely. The current geometry does not provide long enough acceleration and deceleration lanes. Short acceleration and deceleration lane lengths affect the ability of drivers to enter and exit the freeway system safely. Gore area is the refuge area for drivers when they want to make corrections to their decision to exit or not to exit the freeway. By not providing the gore area, drivers lose decision time to make such corrections and hence impact safety. Substandard ramp tapers do not provide drivers with adequate length to exit and enter into freeway traffic.

System Linkage

Another need served by the project is for an integrated regional transportation system. The WSDOT is currently planning to extend SR 509 south from its current terminus near South 188th Street to connect with I-5 and improve access to and from communities south of Seattle-Tacoma International Airport. SR 509 connects to SR 99 at the First Avenue S. Bridge, and serves as a major route from the south to downtown Seattle and nearby port facilities and industrial areas.

Changes proposed, as part of the SR 519 Intermodal Access Project in the vicinity of Safeco Field would improve east-west connections between the waterfront and I-5 and I-90, both of which are principal corridors in the regional transportation system. Traffic from the I-5 and I-90 freeways heading for the downtown waterfront, stadium area, and Port and ferry terminals currently crosses the Burlington Northern Santa Fe (BNSF) mainline railroad track at-grade on South Royal Brougham Way. The SR 519 Intermodal Access Project will provide grade-separated crossings of the BNSF on both South Atlantic Street and South Royal Brougham Way and improve surface street connections from Alaskan Way to the Colman Dock ferry terminal. Phase 1 (Atlantic Street Bridge and Alaskan Way South Surface Street Improvements) is currently under construction, with completion projected for 2003.

Washington State Ferries are a division of the State Department of Transportation, and the ferry system is part of the state highway system. The Colman Ferry Dock connects downtown Seattle with ferry service to Bremerton, Bainbridge Island, and passenger ferry service to Vashon Island. Over 10 million passengers and 3 million vehicles currently use these ferries annually. Service expansion to Kingston and Southworth is included in the State's long-range plans for the ferry system.

As part of implementing the South Lake Union neighborhood plan, the City is currently exploring options for improving mobility in the area, including east-west mobility between SR 99 and I-5. The City is also planning to widen the Spokane Street Viaduct. The Spokane Street Viaduct provides the major link between I-5 and West Seattle (via the West Seattle Bridge). The major transit route from West Seattle to downtown Seattle is by way of the West Seattle Bridge and the Alaskan Way Viaduct.

Bicycle and Pedestrian Safety and Accessibility

Bicycle and pedestrian safety, mobility, and accessibility need to be maintained or improved as part of the surface improvements to Alaskan Way and connecting streets. The Seattle waterfront is the center for Seattle's well-developed comprehensive Urban Trails System. Regional trails from the north, east and west converge on Alaskan Way. Every day, thousands of tourists, recreational walkers and joggers, shoppers, bicyclists, ferry users and office workers utilize Alaskan Way.

GOALS AND OBJECTIVES

In addition to the project purpose and need, the following goals and objectives will guide project development.

Seattle's Plans for the Downtown Waterfront

Improvements to the Alaskan Way Viaduct and Alaskan Way Seawall need to be integrated with and supportive of existing activities and land use plans for the Seattle waterfront. The Seattle downtown waterfront has been transformed from its origins as a working waterfront, characterized by shipping, warehouse and industrial uses, to an important area for tourism and recreation. The central waterfront now has a vibrant mix of uses which include office, retail, hotel, residential, conference center, aquarium, museum, parks, cruise ship terminal, ferry terminal, and various types of commercial and recreational moorage. Land use plans and policies for downtown Seattle and the waterfront which will guide improvements in the Corridor include: improving pedestrian and bicycle access to and along the waterfront; providing for views of Elliott Bay and the mountains and waters beyond; physically and visually reconnecting the waterfront to the rest of downtown; providing increased opportunities for public access to and enjoyment of the waterfront; and encouraging use of Alaskan Way for local rather than through travel.

Plans for Habitat Improvement

The existing Alaskan Way Seawall provides poor habitat for chinook salmon (listed as threatened under the Endangered Species Act) and other marine species. Reconstruction of the Alaskan Way Seawall offers an

opportunity to improve habitat where practicable and feasible. Elliott Bay is an important link for juvenile salmon migrating from the Duwamish River toward the Pacific Ocean. The vertical bulkheads of the Alaskan Way Seawall and other features of the waterfront provide minimal habitat for the numerous young chinook and chum salmon that migrate across the Seattle waterfront to the north shore of Elliott Bay during their critical rearing period. Mitigation plans for project impacts to threatened and endangered species will address potential means of enhancing habitat.

Sources and Uses of Funds

This document describes the sources and uses of funds of the Washington State Department of Transportation.

Sources of Funds

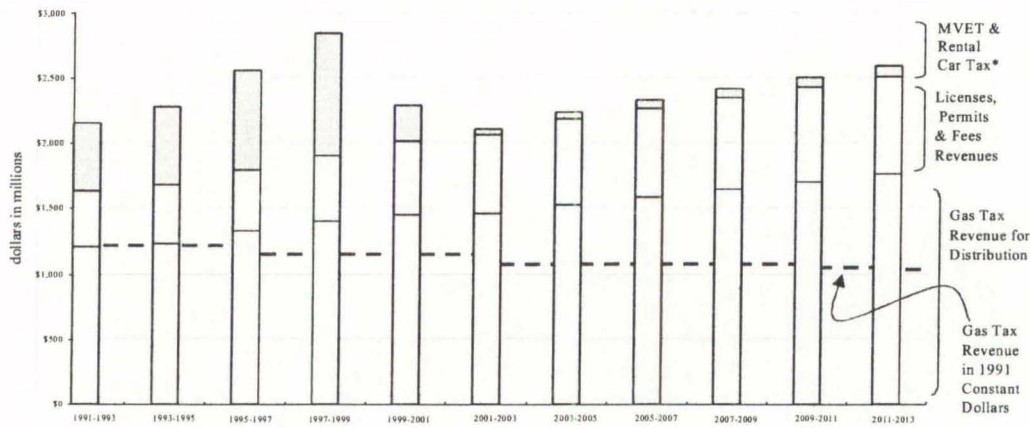
Transportation expenditures are funded by a variety of transportation revenues and funds. State transportation taxes, ferry fares, local funds, and federal funds are all used to fund transportation projects. State transportation revenues are also committed in part for debt service on long-term bonds; the proceeds of new bond issues will also be used for project funding in the 2003 – 2005 budget proposed by the Transportation Commission.

State Transportation Taxes

Washington funds state transportation spending mostly from the gas tax, and revenues from licenses, permits, and fees. Until January 2000 transportation was also funded by a portion of proceeds from the Motor Vehicle Excise Tax (MVET). Approval of legislation initially proposed in Initiative 695 (in 1999) eliminated the MVET.

A history and forecast of major state transportation taxes is shown in the following chart:

Major Sources of Transportation Tax Revenue



*The Rental Car tax was formerly part of the Motor Vehicle Excise tax.

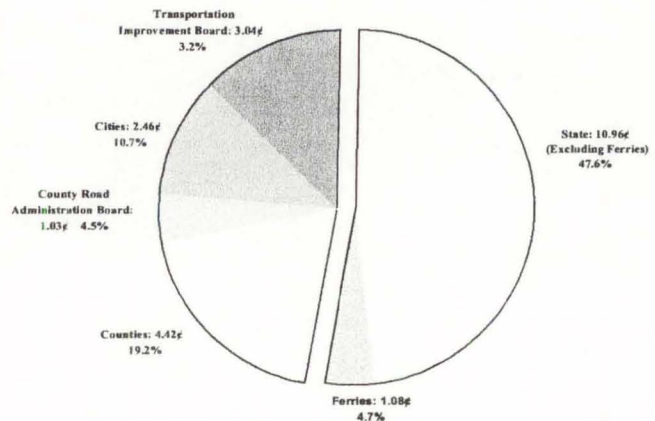
Gas Taxes

The state gas tax, set at 23¢/gallon since 1991, is expected to generate \$1,536 million between July 2003 and June 2005. As shown to the right, the Department of Transportation retains about 12¢ for every 23¢ collected. The remaining portion (almost 11¢) goes to local governments for use on city streets and county roads. Regardless who spends gas tax revenues, the 18th Amendment of the Washington State Constitution requires that proceeds be used for highway purposes. One of the programs considered a highway purpose is the ferry system, with about 5% of total distributions paying for ferry operations and capital improvements.

The revenue chart above also shows how inflation has eroded the purchasing power of total gas tax

23¢ Gas Tax Revenue For Distribution

2003-2005 \$1,536 million



State gas taxes are distributed to the Motor Vehicle Account, Washington State Ferries Capital Construction Account, Puget Sound Ferry Operation Account and the Special Category C Account.

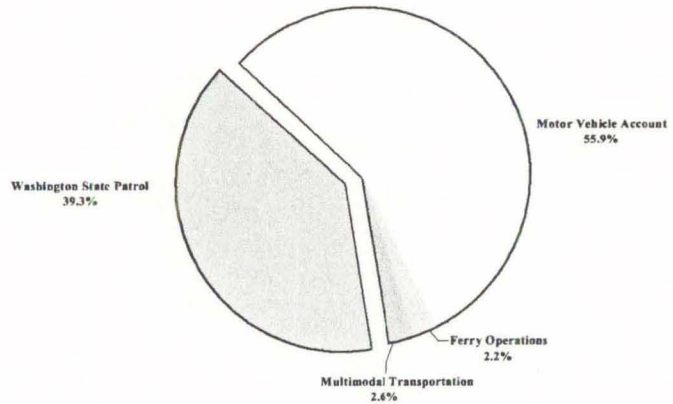
receipts since its last increase in 1991, despite overall increased gasoline sales. The gas tax *rate* has fallen in real dollar terms since 1991 by about 28%. The value of overall gas tax *receipts* has fallen in real dollar terms since 1991 by about 7%. Over this same time period, vehicle miles traveled has increased by 23%.

Licenses, Permits, and Fees

Licenses, permits, and fees (LPF) are the second largest source of funds for transportation. These funds come primarily from new and annual vehicle registration fees and license fees for trucks based on weight. Other fees such as vehicle inspection fees, title fees, and special permits are also included.

In the 2003-05 biennium, licenses, permits, and fees are expected to generate a little over \$660 million. About 39% of these funds are distributed to the Washington State Patrol. Remaining funds go to accounts administered by the Department of Transportation.

**Distribution of
Vehicle Licenses, Permits, and Fees
2003-2005 \$664 million**



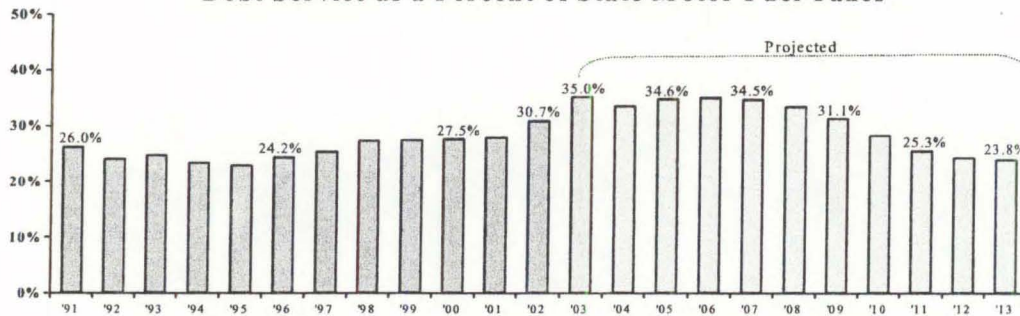
Ferry Fares

Washington State Ferry fares and concession revenues are used for the purposes of the ferry system. These amounts are augmented as indicated above by funds distributed from the gas tax and licenses, permits and fee revenues.

Bond Proceeds

The state has historically issued transportation bonds to generate funds for capital investment in transportation facilities. Additional bonds for this purpose will be issued in 2003-2005. Washington state's transportation bonds are backed by gas tax receipts and the state's full faith and credit. The following chart shows revenues committed to debt service for the period 1991 to 2002 and as projected through 2013, as a percent of the share of the gas tax retained or expected to be retained by the state.

Debt Service as a Percent of State Motor Fuel Taxes



- State motor fuel taxes include distributions to the Motor Vehicle Account, Washington State Ferries Capital Construction Account, Puget Sound Ferry Operations Account, and the Special Category C Account.
- Assumes future bond sales as proposed in this document.
- Excludes debt service on R49 bonds used to finance the Tacoma Narrows Bridge.

Local Funds

The Department of Transportation will sometimes perform work on the State Highway System at the request of local governments. In most circumstances, local governments reimburse the state for all or a part of the costs. WSDOT also sells various services to local agencies.

Federal Funds

The federal government provides significant financial assistance to Washington State for transportation programs. Most federal assistance is authorized through federal-aid highway acts. A "line of credit" for the state is created that is apportioned, or allocated, by the Federal Highway Administration. The state obtains obligation of these funds based on its spending plans and is reimbursed when it incurs federally-eligible costs. The current federal act, The Transportation Equity Act for the 21st Century (TEA-21), was signed into law in June 1998, and expires September 2003.

For the remainder of the ten-year planning period, it was assumed that the current structure of the federal transportation programs would continue.

Federal cash flow estimates contained in the Current Law Budget proposal are derived from the TEA-21 program authorizations and have been extended for the ten-year planning period. A full description and discussion of the individual federal programs can be found in the latest issue of the Legislative Transportation Committee's *Transportation Resource Manual*.

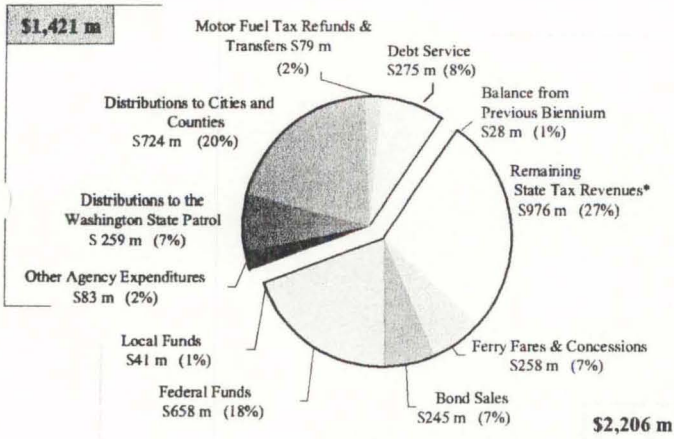
Washington State TEA-21 Federal Highway Programs							
Estimated Apportionments Federal Fiscal Years 1998-2003							
	Actuals					Projected 2003	TEA-21 Six- Year Total
	1998	1999	2000	2001	2002		
Interstate Maintenance	69	79	81	88	94	84	495
National Highway System	76	89	90	100	106	95	557
Minimum Guarantee Flexible	31	29	20	28	26	28	162
STP Allocation & Adjustments	91	113	118	128	134	120	703
Safety Setaside	10	11	12	13	13	12	71
Enhancements Setaside	10	11	12	13	13	12	71
Areas Over 200,000	27	31	32	35	37	33	196
Areas Under 5,000	11	11	11	11	11	11	67
Areas Under 200,000	11	14	15	17	19	16	92
STP Flexible & Adjustments	24	34	35	38	40	36	207
Bridge	76	104	122	115	110	99	628
Congestion Mitigation/Air Quality	19	22	24	27	25	23	140
Metropolitan Planning	3	4	4	4	4	4	22
Recreational Trails	1	1	1	1	1	1	6
2.0% State Planning and Research	8	9	9	10	10	9	55
Sub-Total Apportionments	375	449	469	500	510	464	2,767
High Priority Projects	22	30	38	40	38	38	204
Total Apportionments	396	479	506	540	547	502	2,971
Discretionary Receipts	0	41	34	45	83		
Total Federal Receipts	396	520	540	584	630		

Projection of Federal Highway Program											
Assumes Continuation of TEA-21 Programs											
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Total
Interstate Maintenance	88	94	96	97	99	100	102	103	104	106	987
National Highway System	97	104	106	108	109	111	112	114	115	117	1,091
Minimum Guarantee Flexible	36	37	37	37	36	36	36	36	36	35	362
STP Allocation & Adjustments	125	134	137	139	141	143	145	147	149	151	1,411
Safety Setaside	13	13	14	14	14	14	14	15	15	15	141
Enhancements Setaside	13	13	14	14	14	14	14	15	15	15	141
Areas Over 200,000	35	37	38	38	39	39	40	40	41	42	388
Areas Under 5,000	11	11	11	11	11	11	11	11	11	11	111
Areas Under 200,000	17	19	19	20	20	21	21	22	22	23	204
STP Flexible & Adjustments	38	40	41	42	42	43	43	44	45	45	423
Bridge	104	111	113	115	117	118	119	121	123	125	1,164
Congestion Mitigation/Air Quality	25	27	27	27	27	27	27	27	27	27	270
Metropolitan Planning	4	4	4	4	4	4	4	4	4	4	42
Recreational Trails	1	1	1	1	1	1	1	1	1	1	11
2.0% State Planning and Research	10	10	11	11	11	11	11	11	11	11	108
Sub-Total Apportionments	491	524	531	538	545	551	558	564	571	577	5,450
High Priority Projects	19	19	19	19	19	19	19	19	19	19	189
Total Apportionments	510	543	550	557	564	570	577	583	590	596	5,640

How is WSDOT's Budget Funded?

Funding for WSDOT's budget comes from several sources. The major sources of transportation revenue are the gas tax and licenses, permits, and fees. The budget is also funded from ferry fares and concessions, rental car taxes, and miscellaneous revenues, which include interest earnings. Funds also come from bond sales, federal funds, local funds, and remaining cash balances from previous years.

2003-2005 Portion of Funds Available for WSDOT \$2,206 million



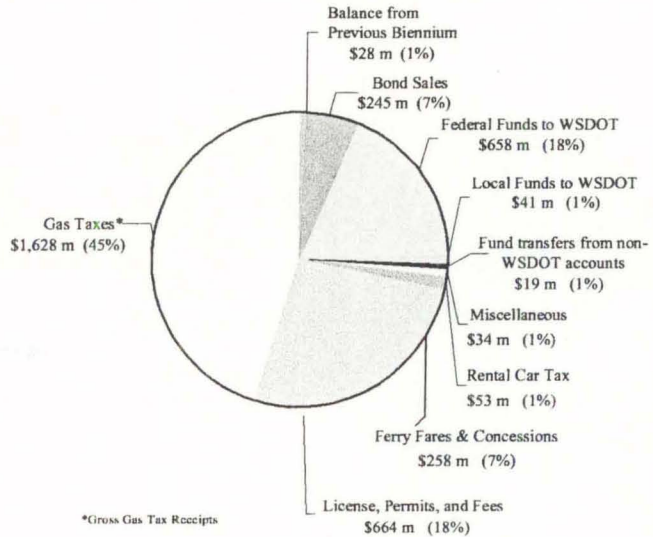
*Remaining state revenues include gas taxes, licenses permits and fees, rental car tax, miscellaneous receipts and transfers from other agencies after gas taxes are distributed to cities and counties and LFP distributions to the Washington State Patrol, among others as noted.

This chart summarizes the current 2001 - 2003 budget and the 2003 - 2005 budget proposed by the Transportation Commission for total funds and operating and capital uses.

2003-2005

Total Transportation Funds: \$3,627 million

Includes federal funds of \$658 million and proceeds from the sale of bonds in the assumed amount of \$245 million.



*Gross Gas Tax Receipts

The pie chart to the left shows the assumed amounts required for refunds, statutory distributions and appropriations to other agencies in 2003-2005. The remaining amount is assumed to be available for the proposed 2003-2005 WSDOT Operating and Capital budgets.

WSDOT Funds by Source and as Allocated to Operating Expenses and Capital Investment: 2001-2003 Biennium compared to 2003-2005 Biennium (millions of dollars)

2001 - 2003

Cash Balance	\$ 188 m
State Revenues	\$ 925 m
Ferry Fares & Concessions	\$ 227 m
Total State Funds	\$1,340 m
Bonds	\$ 499 m
Bonds - Tacoma Narrows	\$ 800 m
Federal	\$ 730 m
Local	\$ 60 m

\$3,428 m

Operating	Capital
\$ 936 m	\$2,492 m
\$ 898 m	\$ 441 m
\$ 34 m	\$ 499 m
\$ 4 m	\$ 800 m
	Tacoma Narrows
	\$ 696 m
	\$ 56 m

Note: Operating budget includes compensation adjustments and unanticipated receipts for 2001-2003.

2003 - 2005

Cash Balance	\$ 28 m
State Revenues	\$ 976 m
Ferry Fares & Concessions	\$ 258 m
Total State Funds	\$1,262 m
Bonds	\$ 245 m
Federal	\$ 658 m
Local	\$ 41 m

\$2,206 m

Operating	Capital
\$ 992 m	\$1,214 m
\$ 963 m	\$ 300 m
\$ 25 m	\$ 245 m
\$ 5 m	\$ 633 m
	\$ 36 m

Note: Operating budget includes estimated compensation adjustments for 2003-2005.

Revenue and Fund Risks

It should be recognized that the transportation funds have not yet been collected and that actual collections may not meet current expectations. Some potential risks include:

- Actual receipts of transportation taxes (e.g. gas taxes, and licenses, permits, and fees) may be lower than current predictions.
- Federal receipts could fall short of projections and are subject to a new federal act.
- Ferry riders could be more sensitive to an increase in ferry fares than what is currently predicted, causing a reduction in farebox collections.
- Changes in the law, whether through legislative action or through the initiative process. Specifically, initiative (776) which includes a requirement for license tab fees for light trucks to not exceed \$30, will go before the voters in November 2002.

Ten-Year Plan

A long-term outlook of transportation sources and uses often provides insight into how transportation funds may be used in the future. Future transportation funds are allocated to operating and capital uses in both 2003-05 biennium and through fiscal year 2013 in the ten-year financial plans shown on the following pages. In addition to the funding assumptions discussed earlier, these ten-year plans are also partially funded from transportation accounts not administered by WSDOT. Specifically, the plan assumes \$40 million of funding from the Highway Safety Account, \$48 million from the State Patrol Highway Account, and \$1 million from the general fund over the ten-year period. Finally, with few exceptions, it was assumed that other transportation agencies would expend at their 2001-03 levels adjusted for inflation.

**2003-2005 Current Law Operating Budget
and Ten-Year Financial Plan**

dollars in millions



Program Categories	01-03	03-05	05-07	07-09	09-11	11-13
Uses of Funds:						
Highways						
Highway Maintenance and Operations • M	285	292	313	328	345	363
Highway Traffic Operations • Q	33	39	42	44	46	49
Highways Total	317	331	355	372	391	412
Ferries						
Ferries Maintenance & Operations • X	316	326	350	367	385	406
Public Transportation and Rail						
Public Transportation • V	16	13	13	13	13	13
Rail • Y	33	37	37	37	37	37
Public Transportation and Rail Total	49	49	50	50	50	50
Aviation						
Aviation • F	6	5	4	5	5	5
Transportation Partnerships						
Transportation Economic Partnerships • K	1	-	-	-	-	-
Local Programs • Z	9	10	10	10	10	10
Transportation Partnerships Total	11	10	10	10	10	10
Support Services						
Facilities Maintenance & Operations • D	29	32	32	32	32	32
Highway Management Administration & Support • H	36	32	33	33	33	33
Transportation Management & Support • S	27	27	29	29	29	29
Office of Information Technology • C	69	66	67	67	67	67
Transportation Planning, Data, & Research • T	35	33	34	34	34	34
Charges from Other Agencies • U	43	62	62	62	62	62
Support Services Total	239	251	257	257	257	257
Compensation Changes						
		20				
Total Operating Uses of Funds	936	992	1,026	1,060	1,098	1,140
Sources of Funds:						
State Revenues	671	705	715	725	735	747
Ferry Fares & Concessions	227	258	281	303	329	359
State Revenue Subtotal	898	963	995	1,029	1,065	1,106
Federal	34	25	26	27	28	29
Local	4	5	5	5	5	5
Total Operating Sources of Funds	936	992	1,026	1,060	1,098	1,140

Assumptions relating to the Use of Funds in the 2001-03 Biennium:

- Includes 2001-03 compensation increases of \$12.5m and unanticipated receipts of \$5.2m

Assumptions relating to the Use of Funds beyond the 2003-05 Biennium:

- Excluding the 2003-05 biennium, compensation increases are included in program totals.
- Highway Maintenance & Operations, Ferry Maintenance & Operations, and Traffic Operations are inflated to keep buying power constant.
- Programs funded by the multimodal fund cannot exceed available revenues. Programs funded exclusively from multimodal revenues include:
Operating Programs: Rail, Public Transportation, and Ferry Passenger-only service.
Capital Programs: Rail, Passenger-only capital expenditures
- The aviation plan is balanced to available revenues.
- The plan for local programs is based on available city/county gas taxes for state supervision and federal funds.
- Including compensation, Administration and Support programs, Public Transportation, and Rail are held constant at their 2003-05 levels.

Assumptions relating to the Source of Funds

- Assumes future ferry fare increases of 10% and 7.5% in fiscal years 2003 and 2004, with inflationary increases thereafter.

**2003-2005 Current Law Capital Budget
and Ten Year Financial Plan**
dollars in millions



Program Categories	01-03	03-05	05-07	07-09	09-11	11-13
Uses of Funds:						
Highways						
Capital Facilities • D	13	20	6	6	6	6
Highway Improvements • I	740	424	197	198	229	241
Tacoma Narrows Bridge • I	846					
Highway Preservation • P	558	596	508	552	596	633
Traffic Operations • Q	24	-	-	-	-	-
Highways Total	2,181	1,040	710	755	831	880
Ferries						
Ferries Construction • W	177	161	168	177	186	196
Rail						
Rail • Y	21	11	10	11	11	12
Transportation Partnerships						
Transportation Economic Partnerships • K	1	-	-	-	-	-
Local Programs • Z	111	2				
Transportation Partnerships Total	113	2				
Total Capital Uses of Funds	2,492	1,214	889	943	1,028	1,088
Sources of Funds:						
State Revenues	441	300	292	343	414	459
Bond Sales	1,299	245	38	-	-	-
Federal	696	633	550	601	615	629
Local	56	36	9	-	-	-
Total Capital Sources of Funds	2,492	1,214	889	943	1,028	1,088
<i>Commitments beyond 2001-03</i>						
		278				
<i>Highway Improvement work-in-progress (I)</i>		382				
<i>Highway Preservation work-in-progress (P)</i>		660				
<i>Highway construction work-in-progress subtotal</i>		4				
<i>Traffic Operations work-in-progress (Q)</i>		12				
<i>Capital Facilities work-in-progress (D)</i>		6				
<i>Buildings & Support COP Repayments (D)</i>		56				
<i>WSF capital construction work-in-progress (W)</i>		738				
Work-In-Progress Total						
Assumptions relating to the Use of Funds in the 2001-03 Biennium:						
• Excludes unanticipated receipts in the 2001-03 biennium.						
Assumptions relating to the Use of Funds beyond the 2003-05 Biennium:						
• Work-in-progress is first priority for funding.						
• Traffic Operations is inflated to keep buying power constant.						
• State funding of rail capital is inflated to keep buying power constant.						
• Local Programs is held to appropriated federal funds after the 2003-05 biennium.						
• The ferry capital program (excluding passenger only) will be funded for necessary preservation projects only with a small contingency for emergency repairs.						

Referendum 51

The legislature adopted Referendum 51 for submission to the voters in the expectation that, if approved, new tax revenues would be leveraged through bonding to provide funds for the capital costs of projects. Once leveraged, the level of expenditures which referendum 51 can support will depend on a number of variables, movement in any of which would cause a change from the level held in view by the legislature (approximately \$7.7 billion). Variables which influence total projected expenditures include:

- The value of actual receipts of transportation taxes (e.g. actual gas tax collections).

Lower-than-expected receipts would reduce the amount of funds available for transportation uses.
- The interest rate environment at various times in the bond market.

Lower-than-expected interest rates decrease the amount of tax revenue used to pay debt service, allowing funds to be used for other uses.
- The rate at which bond proceeds will be made be available to meet project costs (i.e., construction cash flow).

Borrowing sooner to fund cash flow needs for construction payments increases the amount of tax revenue used to pay debt service in the ten-year period. Accordingly, fewer funds are available for other purposes and fewer funds are expended on a pay-as-you go basis.

The precision with which these variables can be predicted is limited. Therefore, the exact level of uses which can be supported from referendum 51 is necessarily somewhat speculative.

Recognizing the urgency of the public need for projects funded by referendum 51, project expenditures shown in this budget and in the department's *Capital Improvement and Preservation Plan* are based on the earliest reasonable projections of when projects could be completed. WSDOT's cash flow forecasts are therefore somewhat more aggressive than the assumptions that appear to have been used by the legislature (see the third bullet, above). Accordingly, total sources of funds from referendum 51 are projected to be approximately \$ 7.2 billion.

In this presentation, the difference between project uses over ten years at \$ 7.7 billion and project sources over ten years at \$ 7.2 billion has been reconciled by an entry "Debt service, revenue, and cash flow uncertainty". However, and this is a key point, no adjustments have been made to individual project cash flow projections at this time. In actuality, as revenues are collected, projects are built, and money is borrowed to finance construction, the amount of this adjustment will change. These changes will be accommodated within projects as future circumstances permit and require.

The uses of funds provided, all or in part, by referendum 51 are summarized in the following table:

Referendum 51 Sources and Uses

• dollars in millions

Program Categories	Amounts Appropriated in ESSB 6347	Preliminary Expenditure Plan						Total
		01-03	03-05	05-07	07-09	09-11	11-13	
Uses of Funds:								
State Funded Highway Uses - Expended by WSDOT								
Regional Transportation Planning	3	3						3
Transportation Efficiencies	1	1	2	2	2	2	2	9
Park and Rides	3		8	7	10	10	5	40
Mobility and Safety Improvements	1,175	101	1,194	1,843	1,733	512	14	5,397
Freight Improvements	8	8	83	17	8			116
Local Grant Programs (WSDOT)	6	5	15	14	14	14	9	71
Ferry Capital Construction	25	10	44	161	278	69	40	601
Highway Uses - Expended by WSDOT	1,222	128	1,345	2,043	2,045	606	69	6,237
State Funded Non-Highway Uses - Expended by WSDOT								
Passenger-Only Ferries	6	6	9	40	18	14	13	99
State Passenger Rail Capital	18	10	78	27	13	42		170
Other Rail Expenditures	10	2	30	15	26	37	21	132
Direct Transit Distributions	20	20	40	90	100	101	99	450
Park and Rides	1	0	6	7	10	11	6	40
Commuter Trip Reduction Grants	6	3	14	19	26	22	17	100
Van Pool Expansion	2	0	6	6	10	11	7	40
Rural Mobility Grants	4	1	11	15	20	17	12	75
Paratransit	4	1	11	15	20	17	12	75
Program expenditure reduction needed to match available funds		(28)						28
Non-Highway Uses - Expended by WSDOT	71	13	204	235	243	273	214	1,181
Federal and Local Uses - Expended by WSDOT								
Federal Passenger Rail Capital*	42		264	107	51	170	48	640
Federal Mobility and Safety Improvements		0	3	10				14
Local Mobility and Safety Improvements		0	8	4				13
Federal and Local Uses - Expended by WSDOT	42	1	276	122	51	170	48	667
Total WSDOT Uses	1,334	142	1,825	2,400	2,339	1,049	331	8,085
Highway Uses - Expended by Other State Agencies and/or Local Governments								
Local Grant Programs (TIB)	10	10	20	20	20	20	20	110
Statutory Gas Tax Distributions to Locals		4	22	22	23	24	26	120
Bond Sale Costs		1	7	13	14	0		35
Debt service on bond proceeds		2	72	258	520	682	686	2,220
Highway Uses - Expended by Others	10	16	121	312	577	727	732	2,484
Total Uses of Funds	1,344	159	1,946	2,712	2,915	1,775	1,062	10,569
Sources of Funds:								
9¢ gas tax increase		49	498	609	632	656	679	3,124
Bond proceeds		92	950	1,675	1,840	43		4,600
30% gross weight surcharge		4	38	47	48	49	51	236
Treasury Deposit Earnings		1	15	20	19	9	3	68
1% sales tax on new and used vehicles		13	168	196	231	272	321	1,202
Sales tax on new construction projects				49	72	21	1	142
Federal Funds for passenger rail			264	107	51	170	48	640
Federal Funds for Mobility and Safety Improvements		0	3	10				14
Local Funds for Mobility and Safety Improvements		0	8	4				13
Unidentified revenue, debt service, or expenditure adjustments					16	555	(40)	531
Total Sources of Funds		159	1,945	2,717	2,910	1,775	1,063	10,570
Ending Balance		1	1	6	0	0	0	

* Federal funds for passenger rail are pending congressional approval.

Project : Alaskan Way Viaduct and Seawall Project - CEVP 2% Conceptual Project Cost Summary

Design Plan A

24-May-02

from Spokane Interchange to Mercer Street

(STA 100+00 TO STA 335+70)

Ref #	Description	Quantity	Units	Subtotal Cost Without Contingency	Cont.
3a. Roadway					
1	Plan "A" South: Station 100+00 to Station 199+50	9,950	RF	\$457,080,000	20%
2	Plan "A" Central: Station 199+50 to Station 234+65	3,315	RF	\$123,953,500	20%
3	Plan "A" North Station 234+65 to Station 315+00	7,235	RF	\$500,941,500	20%
Subtotal Roadway				\$1,081,975,000	
3b. Utilities					
1	Detention	1	LS	\$4,028,884	25%
2	Water Quality	1	LS	\$1,566,500	25%
3	Regulators	1	LS	\$0	25%
4	Fire Flow	1	LS	\$6,607,388	25%
5	Water	1	LS	\$5,884,418	25%
6	Sewer	1	LS	\$9,909,143	25%
7	New Conveyance	1	LS	\$11,299,143	25%
8	Storm Drain	1	LS	\$3,571,598	25%
9	Natural Gas	1	LS	\$9,282,078	25%
10	Steam	1	LS	\$400,335	25%
11	Petroleum	1	LS	\$0	25%
12	Telephone	1	LS	\$2,230,332	25%
13	Fiber Optics	1	LS	\$16,120,611	25%
14	Combined System Ductbank	23,570	LF	\$4,242,600	25%
15	Transmission and Distribution Systems	191,580	LF	\$264,875,000	30%
16	Street Lighting	23,570	LF	\$1,414,200	25%
Subtotal Utilities				\$341,432,230	
3c. Seawall					
1	Entire Structure Excluding Bulkhead	1	LS	\$121,329,700	30%
2	Soil Improvement	1	SF	\$59,949,700	30%
3	Utilities Structure (Utilidor, etc.)	1	EA	\$20,000,000	30%
4	Demolition	1	EA	\$27,024,800	30%
5	Slurry-Wall Bulkhead with Tie-Backs	1	EA	\$195,545,000	30%
Subtotal Seawall				\$423,849,200	
3d. Urban Design					
ALASKAN WAY (King to Broad)					
1	6-Rung Handrail @ Alaskan Way (King to Broad) - Section 18	3,000	LF	2,200,000	30%
2	Shoreline Edge Treatment (Granite Seating)	1,000	LF	700,000	30%
3	Promenade Area Special	240,000	SF	8,400,000	30%
4	Street Trees	1,600	EA	5,864,000	30%
5	Vehicular Roadway	63,111	SY	7,257,765	30%
6	Landscaped Areas	427,970	SF	6,823,788	30%
7	Minor Street Improvement (Perpendicular to AWW)	5	EA	6,000,000	30%
8	Fire Station (Incl'g Relocation)	1	LS	3,000,000	30%
9	Pedestrian Overpass (Madison & Marion)	2	LS	7,200,000	30%
10	Misc. Vehicular Signaling AWW (King to Broad)	20	EA	3,000,000	30%
11	Signage	1	LS	3,000,000	30%
KING TO ATLANTIC					
1	Railway South	1	LS	5,297,730	30%
2	Ferry Cueing Area	150,000	SF	15,000,000	30%
3	Marginal Way (3000 LF) &/OR Utah Street Extension	1	LS	2,198,000	30%
4	Triangle Plaza	1	LS	1,625,000	30%
5	Misc. Vehicular Signaling King to Atlantic	9	EA	1,350,000	30%
6	Signage	1	LS	1,000,000	30%
NEW GREEN STREET					
1	New Green Street	1	LS	4,824,718	30%
1	Signage	1	LS	400,000	30%
ELLIOTT & WESTERN MINOR STREET IMPROVEMENTS					
1	Elliott Street Improvement (To Portal)	1	EA	2,000,000	30%
SOUTH LAKE UNION SEATTLE CENTER AREA					
1	South Lake Union Seattle Center Area	98,329	SY	15,142,666	30%
2	Greenway Area over C/C Box	201,594	SY	10,079,700	30%
3	Thomas & Republican Street to Arterial Collector Status	46,513	SY	7,163,002	30%
4	Misc. Traffic Signals for South Lake Union Area	50	EA	7,500,000	30%
5	Misc. Street Lighting for South Lake Center Area	1,993	EA	19,930,000	30%
6	Signage	1	LS	3,000,000	30%
Subtotal Urban Design				\$149,956,369	
3e. Special Conditions					
1	Demolition of Existing Buildings	15,214,240	CF	\$9,064,984	20%
2	Demolition of Existing Viaduct	1,200,000	SF	\$30,000,000	20%
3	Traffic Signals	14	EA	\$2,100,000	25%
4	Pedestrian Crossing Allowances	14	EA	\$1,050,000	35%

Project : Alaskan Way Viaduct and Seawall Project - CEVP 2% Conceptual Project Cost Summary

Design Plan A

24-May-02

from Spokane Interchange to Mercer Street

(STA 100+00 TO STA 335+70)

Ref #	Description	Quantity	Units	Subtotal Cost Without Contingency	Cont.
5	Dewatering System	0	LF	\$0	25%
6	Drainage System	0	RF	<i>In Unit Cost Build-Up</i>	0%
7	Roadway Improvement (Minor) & Site Prep. & Modifications	1	SF	<i>In Urban Design</i>	0%
8	Bus Pull-Outs	0	EA	<i>In Urban Design</i>	0%
9	Street Trolley	15,600	TF	\$19,023,800	25%
10	MITIGATION ALLOWANCE (Environmental)	1	LS	\$110,907,340	25%
11	Signage - Roadway	2,000	EA	\$500,000	25%
12	BNSF/UP Modifications	1	LS	\$2,000,000	35%
13	Ventilation Fan (Centrifugal or Axial & Jet)	14	EA	\$1,400,000	35%
14	Electrical Substation	2	EA	\$3,000,000	35%
15	Temporary Construction	3	LS	\$9,000,000	35%
16	Intelligent Traffic Systems (Aerial Structure)	39,000	LF	\$15,600,000	35%
17	CCTV	\$1,000	EA	In ITS	35%
18	Emergency Telephones	1,000	EA	\$1,000,000	35%
19	Maintenance of Traffic	23,560	RF	\$56,544,000	35%
20	Parkway @ Western - Denny	1	LS	<i>In Urban Design</i>	35%
21	Maintenance & Operational Control Center	5,000	SF	\$750,000	35%
22	Incident Response Center	4,000	SF	\$600,000	35%
23	Tunnel Fire/Life Safety System	9,000	LF	\$18,000,000	35%
24	Seattle City Light Service	2	EA	\$2,000,000	35%
25	Main Electrical Switchgear, Generator	2	EA	\$1,500,000	35%
26	Portal Vent Struture	40,000	SF	\$10,000,000	35%
27	Main Electrical Facility	8,000	SF	\$1,200,000	35%
28	Traffic System Management System (TSMC)	1	LS	\$20,000,000	35%
29	Hydrant System	39,000	LF	\$3,900,000	35%
30	Roadway Lighting - Aerial	39,000	LF	\$1,950,000	35%
31	Tunnel Control Software	1	LS	\$5,000,000	25%
32	Vent Shafts	600	LF	\$2,400,000	25%
33	Emergency Access Ways	200	LF	\$800,000	25%
34	Spokane Interchange HOV Connector	96,000	SF	\$21,120,000	25%
Subtotal Special Conditions				\$350,410,124	
Subtotal				\$2,347,622,923	
Mobilization/Demobilization (10%) and Supplemental Conditions		13.00%		\$305,190,980	25%
Artwork (1% of Total Eng. Est.)		0.50%		\$13,264,070	25%
Engineers Estimate Subtotal				\$2,666,077,973	
Design/Estimating Bid Contingency		25.14% Weighted Average		\$670,175,712	
Market Conditions		5.00%		N.I.C.	
Engineers Estimate Grand Total (2nd Qtr. FY '02)				\$3,336,253,685	
6	Right-of-Way (Page 23 of)				
1	R-O-W			\$195,662,401	
	R-O-W Contingency	25%		\$48,915,600	
	Right-of-Way Subtotal			\$244,578,001	
7	Add-On Allowances (Multipliers)				
7a.	Engineering (5%), EIS (.5%), Design Services during Constr. (1%), CM (5%), Agency Cost (3%), Insurance (1%), Sales Tax (8.8%) = (35.3% of Engineer's Estimate Subtotal)	35.30%		\$1,177,697,551	
7b.	R-O-W & Agency Cost			\$11,928,961	
7c.	TDM/TSM (Transportation Demand Mgt./jTrans. System Mgt.)			\$100,000,000	
SUBTOTAL PROJECT COSTS (2nd Qtr. FY '02 \$)				\$4,870,458,198	
Project Reserve (10% of Project Costs)		10.00%		N.I.C.	
Escalation				N.I.C.	
GRAND TOTAL PROJECT COSTS (2nd Qtr. FY '02)				\$4,870,458,198	

Est. by: RPP Chk'd by: WLB

DATE: May 24, 2002

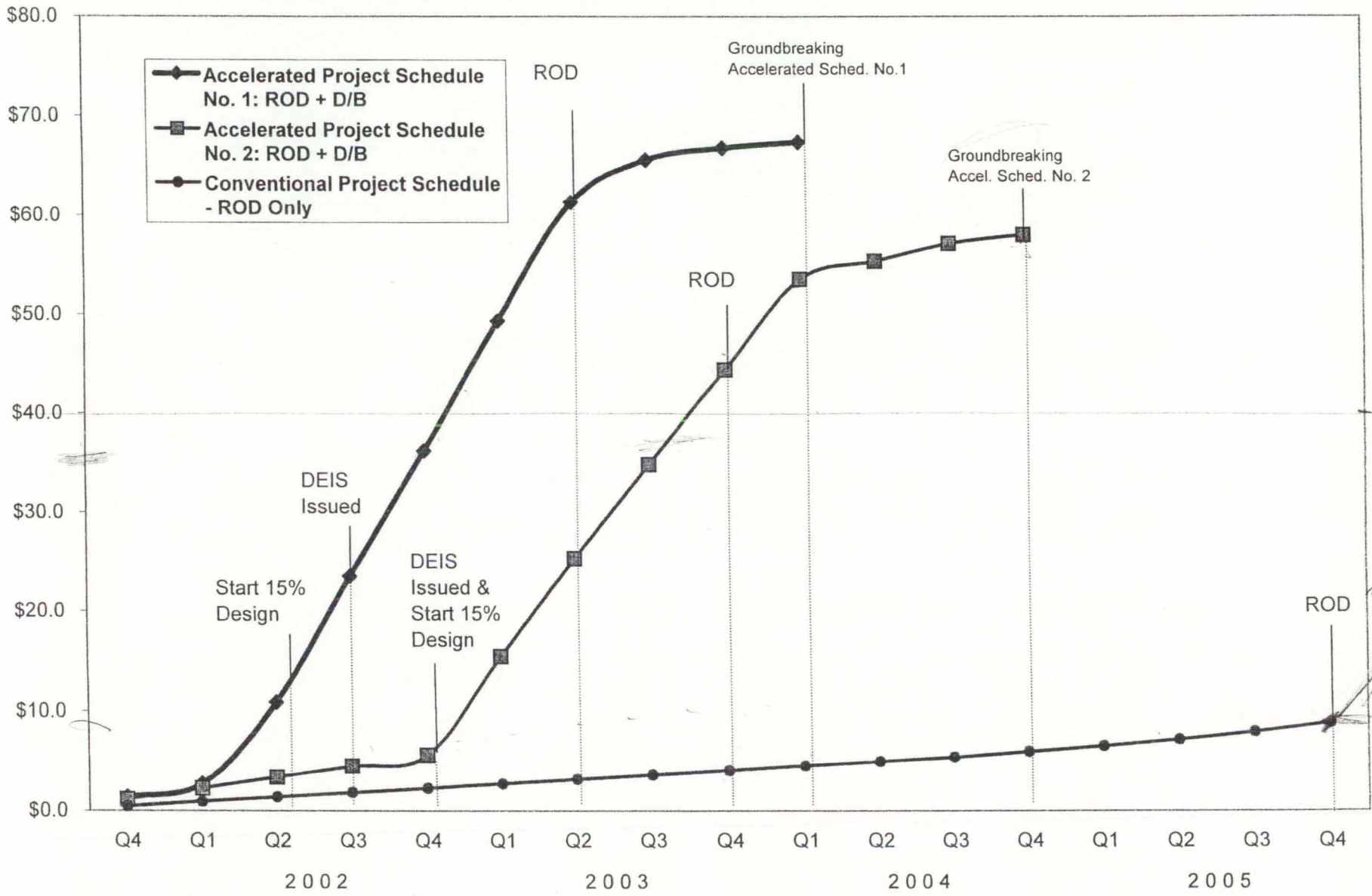
Approved by: KHW

NOTES: 1.) Estimate is a standard Design / Bid / Build
2.) Escalation is not included

Handwritten notes: 18.8, 5.5, 10.0, 24.3, F. B. S. -

Handwritten note: 15, 8, 33.5

Alaskan Way Viaduct Cumulative Cost Curves - in Millions
EIS & 15% Design Costs to Start of Construction - Assuming D/B
ROW Appraisal, Relocation, & Acquisition Costs Not Included



Alaskan Way Viaduct Accelerated Project Schedule No. 1

Created by KHW
October 9, 2001

ID	Task Name	Duration	Start	Finish	Predecessors	01		2002				2003				2			
						Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2		
1	Environmental Documentation	455 days	Mon 9/24/01	Fri 6/20/03		[Gantt chart bar for Environmental Documentation]													
2	Alternative Screening/Selection Criteria	30 days	Mon 9/24/01	Fri 11/2/01		[Gantt chart bar for Alternative Screening/Selection Criteria]													
3	Identify Alternatives	10 days	Mon 11/5/01	Fri 11/16/01	2	[Gantt chart bar for Identify Alternatives]													
4	Preferred Alternative Selection	15 wks	Mon 11/19/01	Fri 3/1/02	3	[Gantt chart bar for Preferred Alternative Selection]													
5	Design Snapshot	1 day	Fri 2/1/02	Fri 2/1/02		[Gantt chart bar for Design Snapshot]													
6	PDEIS Preparation	32 wks	Mon 9/24/01	Fri 5/3/02		[Gantt chart bar for PDEIS Preparation]													
7	PDEIS Review	25 days	Mon 5/6/02	Fri 6/7/02	6	[Gantt chart bar for PDEIS Review]													
8	Revise DEIS	25 days	Mon 6/10/02	Fri 7/12/02	7	[Gantt chart bar for Revise DEIS]													
9	DEIS Issuance	2 wks	Mon 7/15/02	Fri 7/26/02	8	[Gantt chart bar for DEIS Issuance]													
10	60 Calendar Day Comment Period	60 edays	Fri 7/26/02	Tue 9/24/02	9	[Gantt chart bar for 60 Calendar Day Comment Period]													
11	Design/Environmental Hearing(s)	2 days	Fri 10/25/02	Mon 10/28/02	10FS+30 edays	[Gantt chart bar for Design/Environmental Hearing(s)]													
12	PFEIS Preparation	15 wks	Tue 10/29/02	Mon 2/10/03	11	[Gantt chart bar for PFEIS Preparation]													
13	PFEIS Review	25 days	Tue 2/11/03	Mon 3/17/03	12	[Gantt chart bar for PFEIS Review]													
14	Revise FEIS	25 days	Tue 3/18/03	Mon 4/21/03	13	[Gantt chart bar for Revise FEIS]													
15	FEIS Issuance and Comment Summary	2 wks	Tue 4/22/03	Mon 5/5/03	14	[Gantt chart bar for FEIS Issuance and Comment Summary]													
16	45 Calendar Day Waiting Period	45 edays	Mon 5/5/03	Thu 6/19/03	15	[Gantt chart bar for 45 Calendar Day Waiting Period]													
17	Record of Decision	1 day	Fri 6/20/03	Fri 6/20/03	16,21,29	[Gantt chart bar for Record of Decision]													
18	Added Access Report (AAR)	191 days	Mon 3/4/02	Mon 11/25/02		[Gantt chart bar for Added Access Report (AAR)]													
19	AAR Required?	1 day	Mon 3/4/02	Mon 3/4/02	4	[Gantt chart bar for AAR Required?]													
20	AAR Preparation	26 wks	Tue 3/5/02	Mon 9/2/02	19	[Gantt chart bar for AAR Preparation]													
21	AAR Concurrence from FHWA	60 days	Tue 9/3/02	Mon 11/25/02	20	[Gantt chart bar for AAR Concurrence from FHWA]													
22	Community Involvement	587 days	Mon 9/24/01	Tue 12/23/03		[Gantt chart bar for Community Involvement]													
23	Community Outreach/Input	44 wks	Mon 9/24/01	Fri 7/26/02		[Gantt chart bar for Community Outreach/Input]													
24	Scoping "refresher"	2 wks	Mon 10/22/01	Fri 11/2/01		[Gantt chart bar for Scoping "refresher"]													
25	Community Outreach/Input	65 wks	Wed 9/25/02	Tue 12/23/03	10	[Gantt chart bar for Community Outreach/Input]													
26	Design	490 days	Mon 9/24/01	Fri 8/8/03		[Gantt chart bar for Design]													

Project: AWWAcc
Date: Wed 10/10/01

Task		Summary		Rolled Up Progress		Split	
Progress		Rolled Up Task		External Tasks		Rolled Up Split	
Milestone		Rolled Up Milestone		Project Summary			

Alaskan Way Viaduct Accelerated Project Schedule No. 1

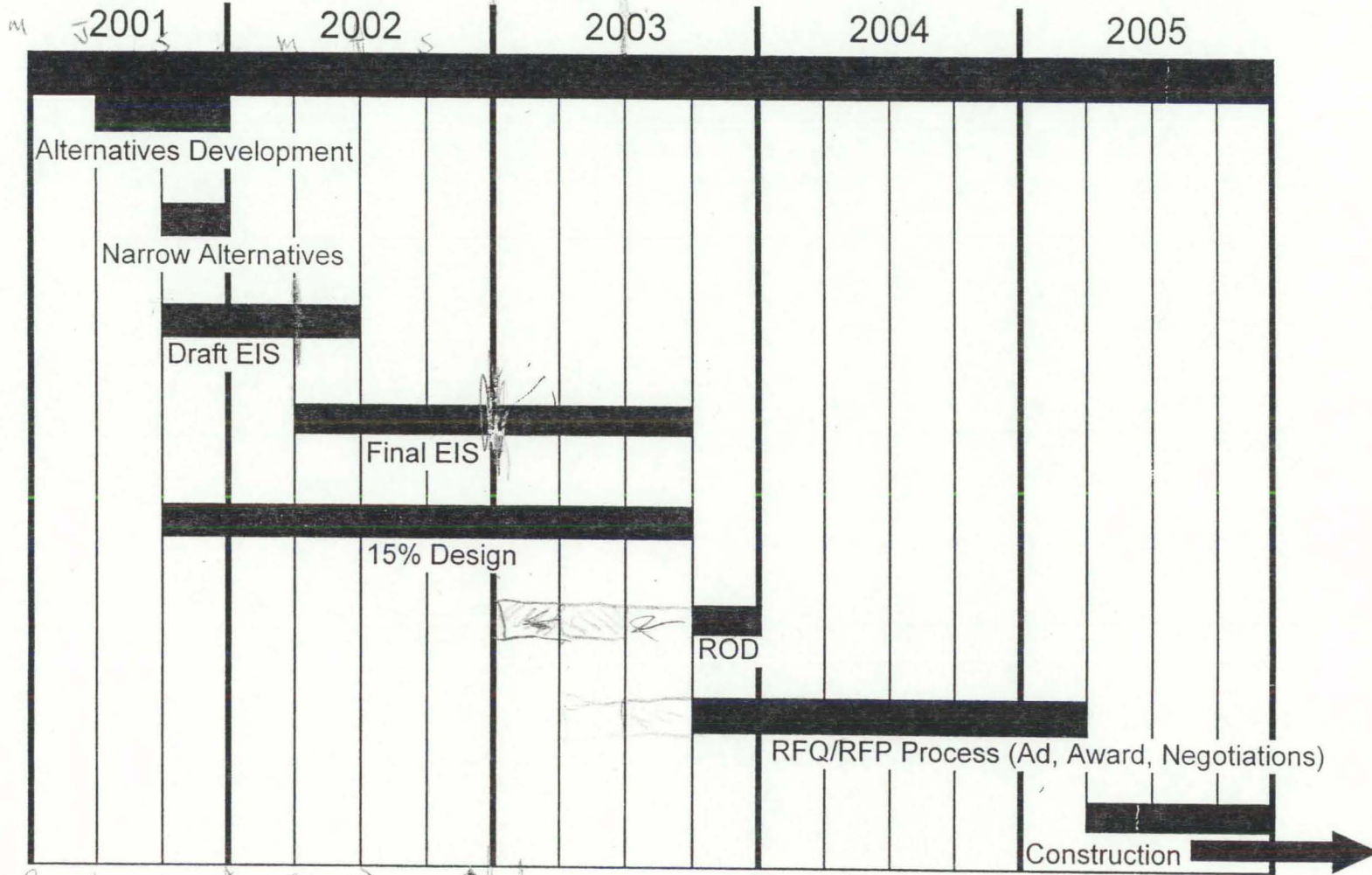
Updated by KHW
October 9, 2001

ID	Task Name	Duration	Start	Finish	Predecessors	2002								2003				2004			
						Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2				
27	Urban Design	375 days	Mon 9/24/01	Fri 2/28/03																	
28	Design File Preparation	54 wks	Mon 9/24/01	Fri 10/4/02																	
29	Design File Approval	8 wks	Mon 10/7/02	Fri 11/29/02	28																
30	Funding Availability	1 day	Fri 5/10/02	Fri 5/10/02																	
31	"15%" Design	65 wks	Mon 5/13/02	Fri 8/8/03	4FS+10 wks,30																
32	"100 %" Specifications	65 wks	Mon 5/13/02	Fri 8/8/03	4FS+10 wks																
33	Right-of-Way Acquisition	285 days	Mon 3/24/03	Fri 4/23/04																	
34	Appraisals (first and second)	16 wks	Mon 3/24/03	Fri 7/11/03	17FS-13 wks																
35	Acquisition from Willing Sellers	12 wks	Mon 7/14/03	Fri 10/3/03	34																
36	Relocations/Possession and Use	16 wks	Mon 8/11/03	Fri 11/28/03	35FS-8 wks																
37	Condemnation Process	26 wks	Mon 6/23/03	Fri 12/19/03	17																
38	Acquisition	26 wks	Mon 9/29/03	Fri 3/26/04	37FS-12 wks																
39	Relocations/Possession and Use	12 wks	Mon 2/2/04	Fri 4/23/04	38FS-8 wks																
40	Permitting	510 days	Mon 11/19/01	Fri 10/31/03																	
41	Early Coordination	24 wks	Mon 11/19/01	Fri 5/3/02	6FS-24 wks																
42	Permit Preparation/Approvals	78 wks	Mon 5/6/02	Fri 10/31/03	41																
43	Procurement	225 days	Mon 4/21/03	Fri 2/27/04																	
44	RFQ for D/B	12 wks	Mon 4/21/03	Fri 7/11/03	31FS-16 wks																
45	RFP for D/B	26 wks	Mon 6/9/03	Fri 12/5/03	31FS-9 wks																
46	D/B Award/Negotiations	12 wks	Mon 12/8/03	Fri 2/27/04	45																
47	Construction	195 days	Mon 9/15/03	Fri 6/11/04																	
48	Utility Relocations (as an example)	39 wks	Mon 9/15/03	Fri 6/11/04	17FS+12 wks																
49	Main Construction Groundbreaking	1 day	Mon 5/24/04	Mon 5/24/04	46FS+12 wks																

Project: AWWAcc
Date: Wed 10/10/01

Task		Summary		Rolled Up Progress		Split	
Progress		Rolled Up Task		External Tasks		Rolled Up Split	
Milestone		Rolled Up Milestone		Project Summary			

Alaskan Way Viaduct DRAFT Schedule



*Need New schedule
& Cash Flow as well.*

*2/18/01
2/19/01
3/1/01
3/15/01
4/1/01
5/15/01*

*Dec. 02
Costs, Design
& Finance Plan*

*Oct. 02
DB Award*

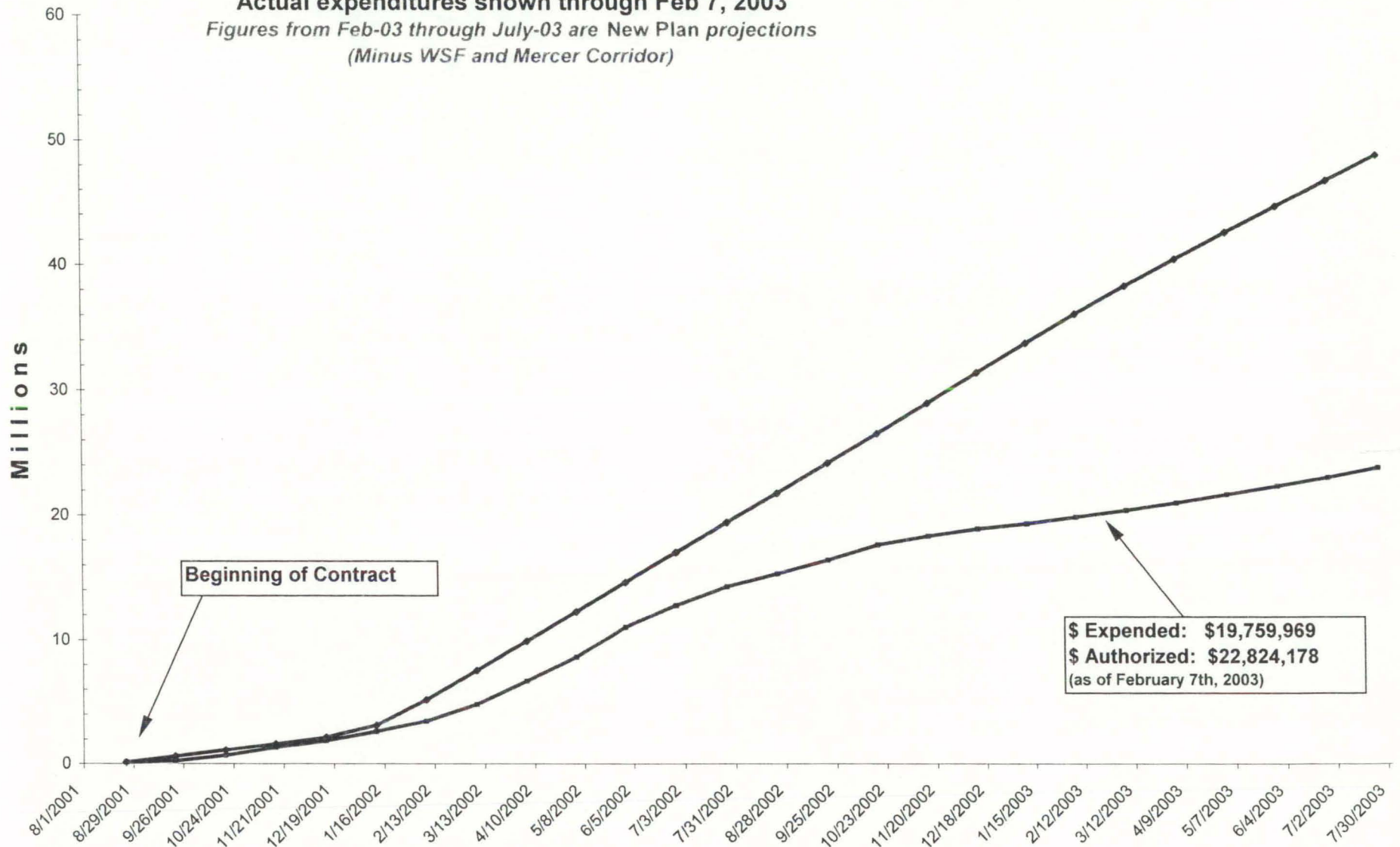
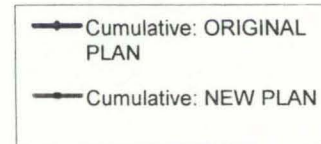
Cumulative Expenditure - Original Plan and New Plan Alaskan Way Viaduct and Seawall Project

Y-7888

Actual expenditures shown through Feb 7, 2003

Figures from Feb-03 through July-03 are New Plan projections

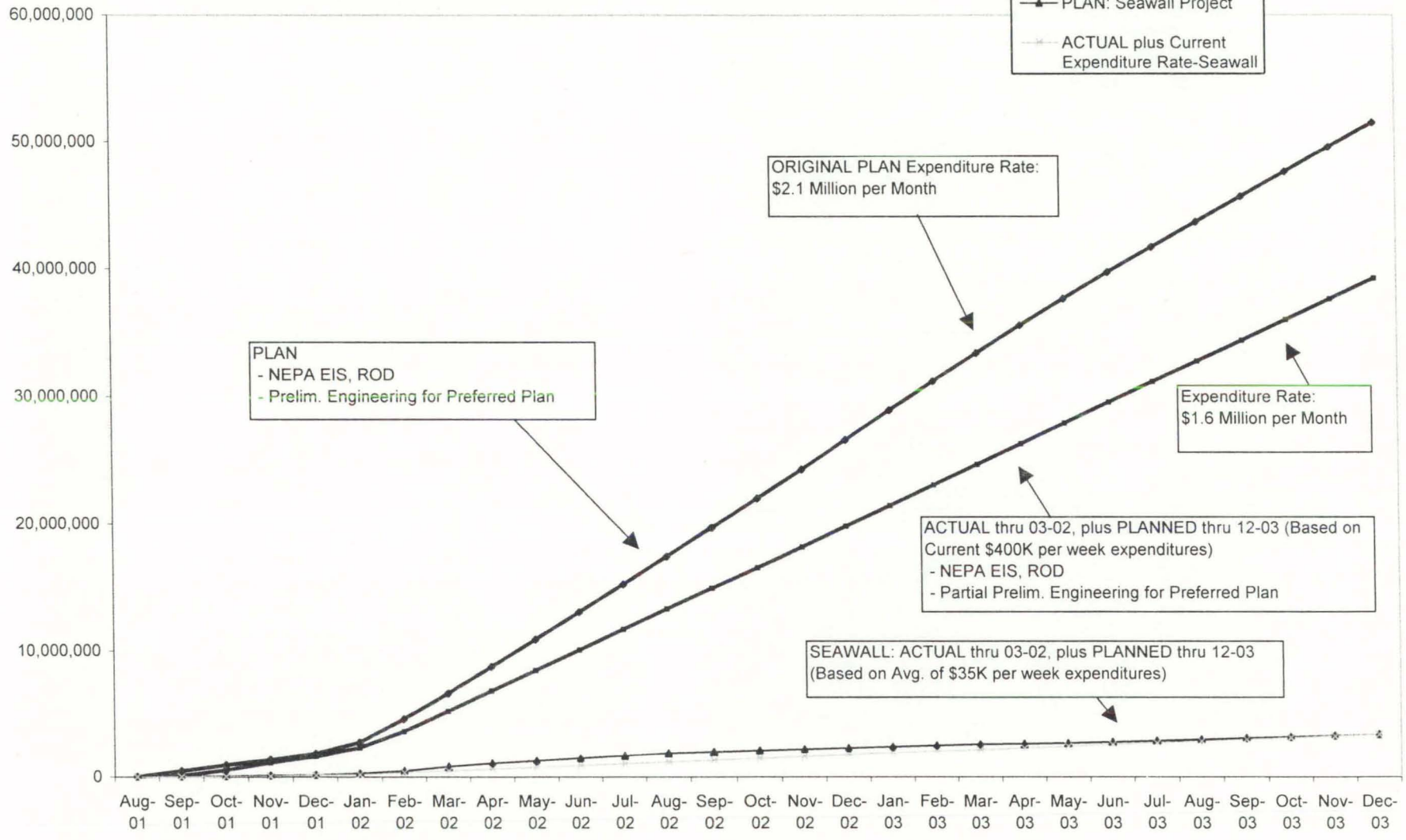
(Minus WSF and Mercer Corridor)



Cumulative Cash Flow - Alaskan Way Viaduct Main Project (Excludes Seawall)

prepared 03/26/02

- PLAN: Viaduct Project
- ACTUAL plus Current Expenditure Rate-Viaduct
- ▲— PLAN: Seawall Project
- *— ACTUAL plus Current Expenditure Rate-Seawall



PLAN
- NEPA EIS, ROD
- Prelim. Engineering for Preferred Plan

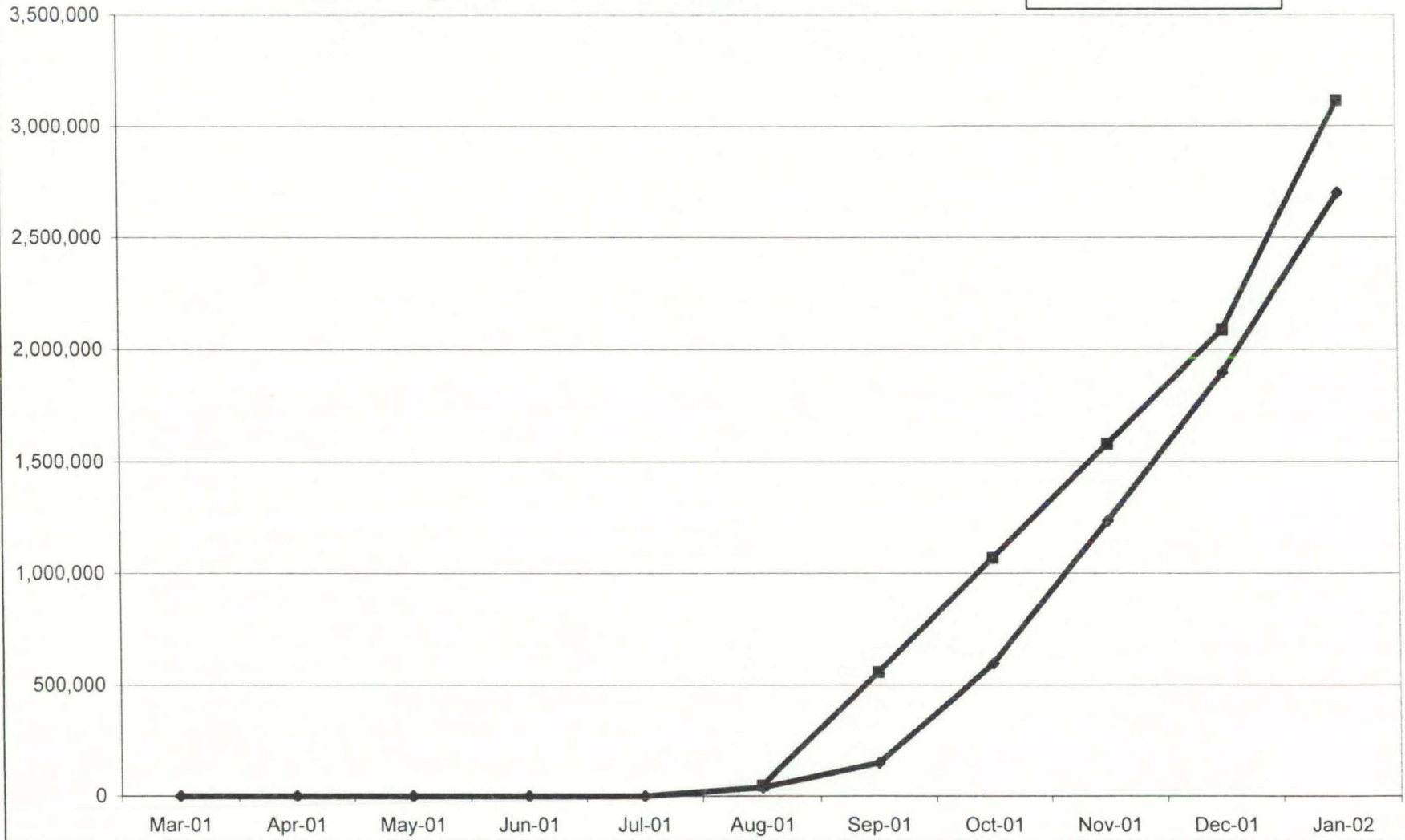
ORIGINAL PLAN Expenditure Rate:
\$2.1 Million per Month

Expenditure Rate:
\$1.6 Million per Month

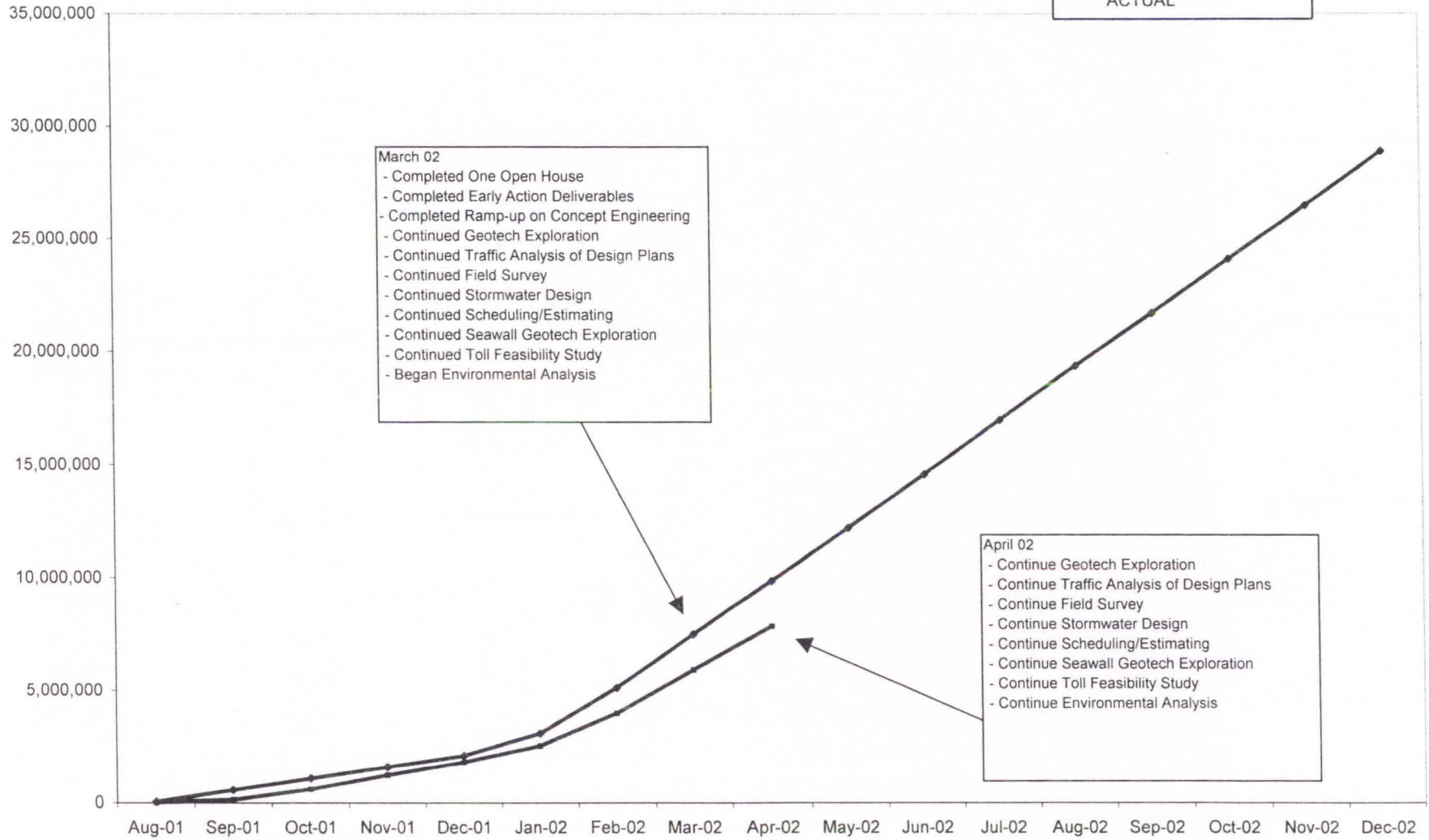
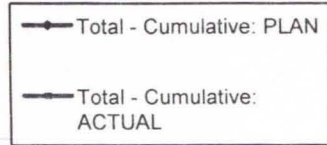
ACTUAL thru 03-02, plus PLANNED thru 12-03 (Based on Current \$400K per week expenditures)
- NEPA EIS, ROD
- Partial Prelim. Engineering for Preferred Plan

SEAWALL: ACTUAL thru 03-02, plus PLANNED thru 12-03 (Based on Avg. of \$35K per week expenditures)

Cash Flow - Alaskan Way Viaduct Including Optional Work



Cumulative Cash Flow - Alaskan Way Viaduct and Seawall



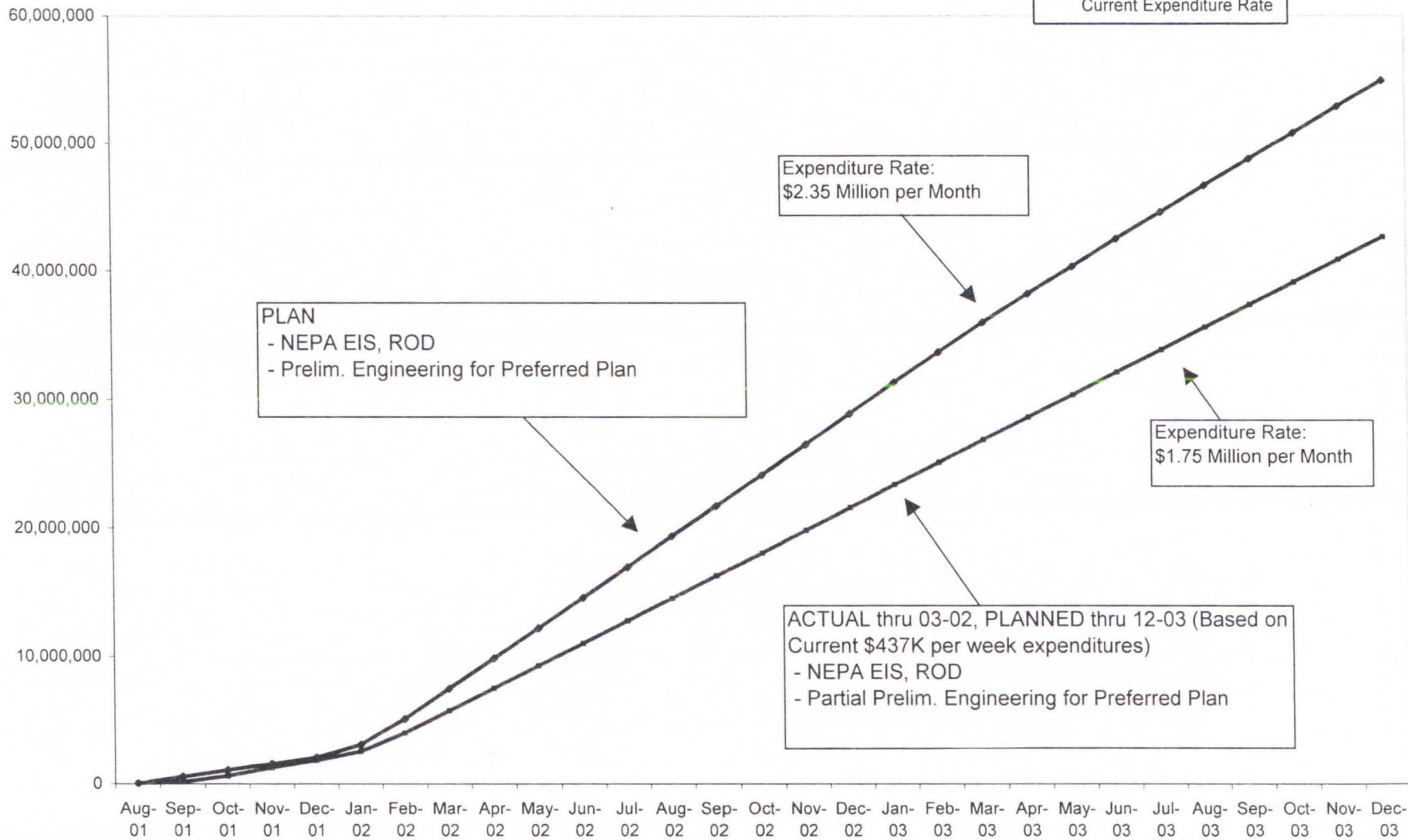
March 02
 - Completed One Open House
 - Completed Early Action Deliverables
 - Completed Ramp-up on Concept Engineering
 - Continued Geotech Exploration
 - Continued Traffic Analysis of Design Plans
 - Continued Field Survey
 - Continued Stormwater Design
 - Continued Scheduling/Estimating
 - Continued Seawall Geotech Exploration
 - Continued Toll Feasibility Study
 - Began Environmental Analysis

April 02
 - Continue Geotech Exploration
 - Continue Traffic Analysis of Design Plans
 - Continue Field Survey
 - Continue Stormwater Design
 - Continue Scheduling/Estimating
 - Continue Seawall Geotech Exploration
 - Continue Toll Feasibility Study
 - Continue Environmental Analysis

Cumulative Cash Flow - Alaskan Way Viaduct and Seawall

prepared 03/19/02

● Cumulative: PLAN
 — Cumulative: ACTUAL, plus Current Expenditure Rate



PLAN
 - NEPA EIS, ROD
 - Prelim. Engineering for Preferred Plan

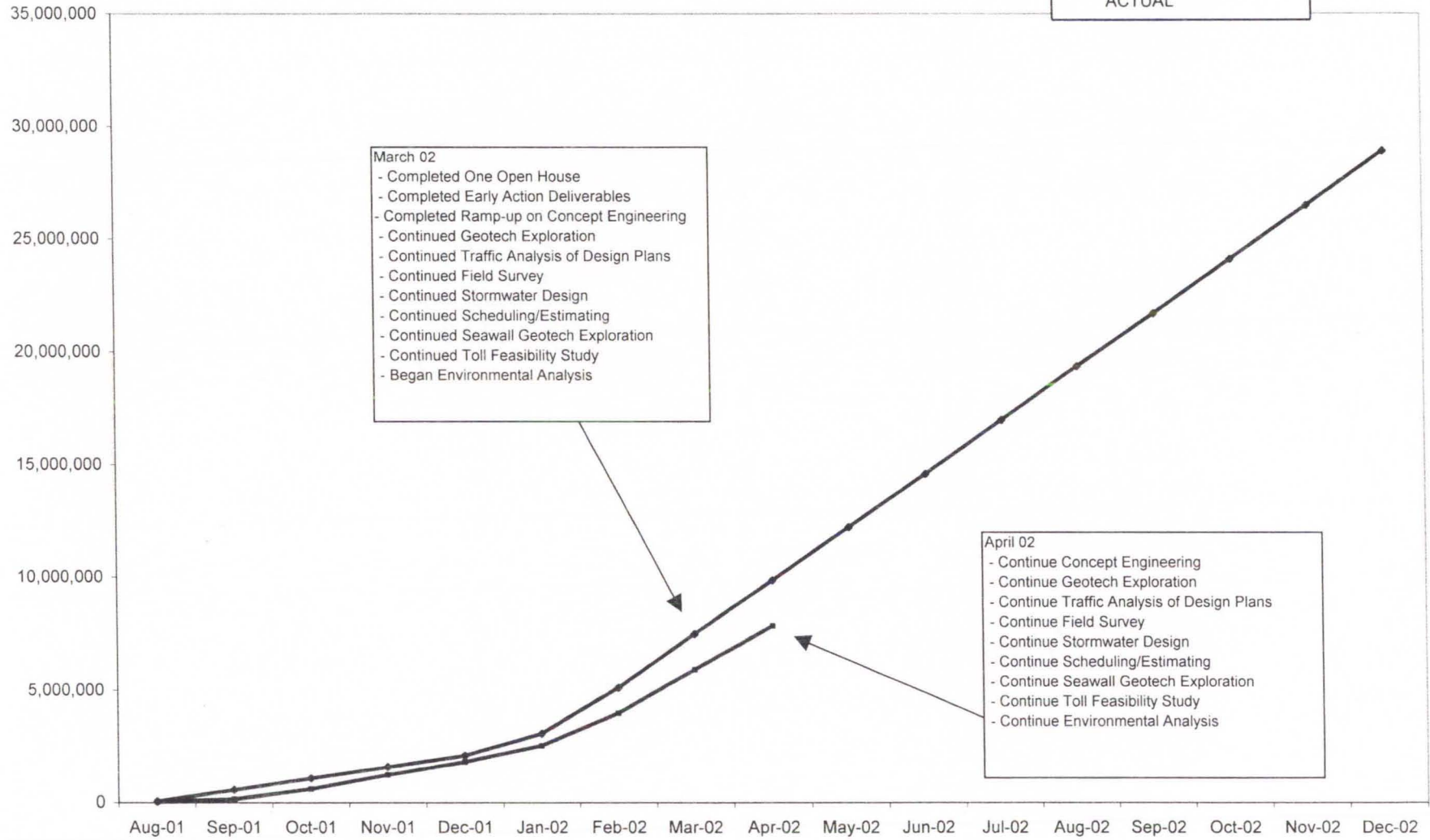
Expenditure Rate:
 \$2.35 Million per Month

Expenditure Rate:
 \$1.75 Million per Month

ACTUAL thru 03-02, PLANNED thru 12-03 (Based on Current \$437K per week expenditures)
 - NEPA EIS, ROD
 - Partial Prelim. Engineering for Preferred Plan

Cumulative Cash Flow - Alaskan Way Viaduct and Seawall

Total - Cumulative: PLAN
 Total - Cumulative: ACTUAL

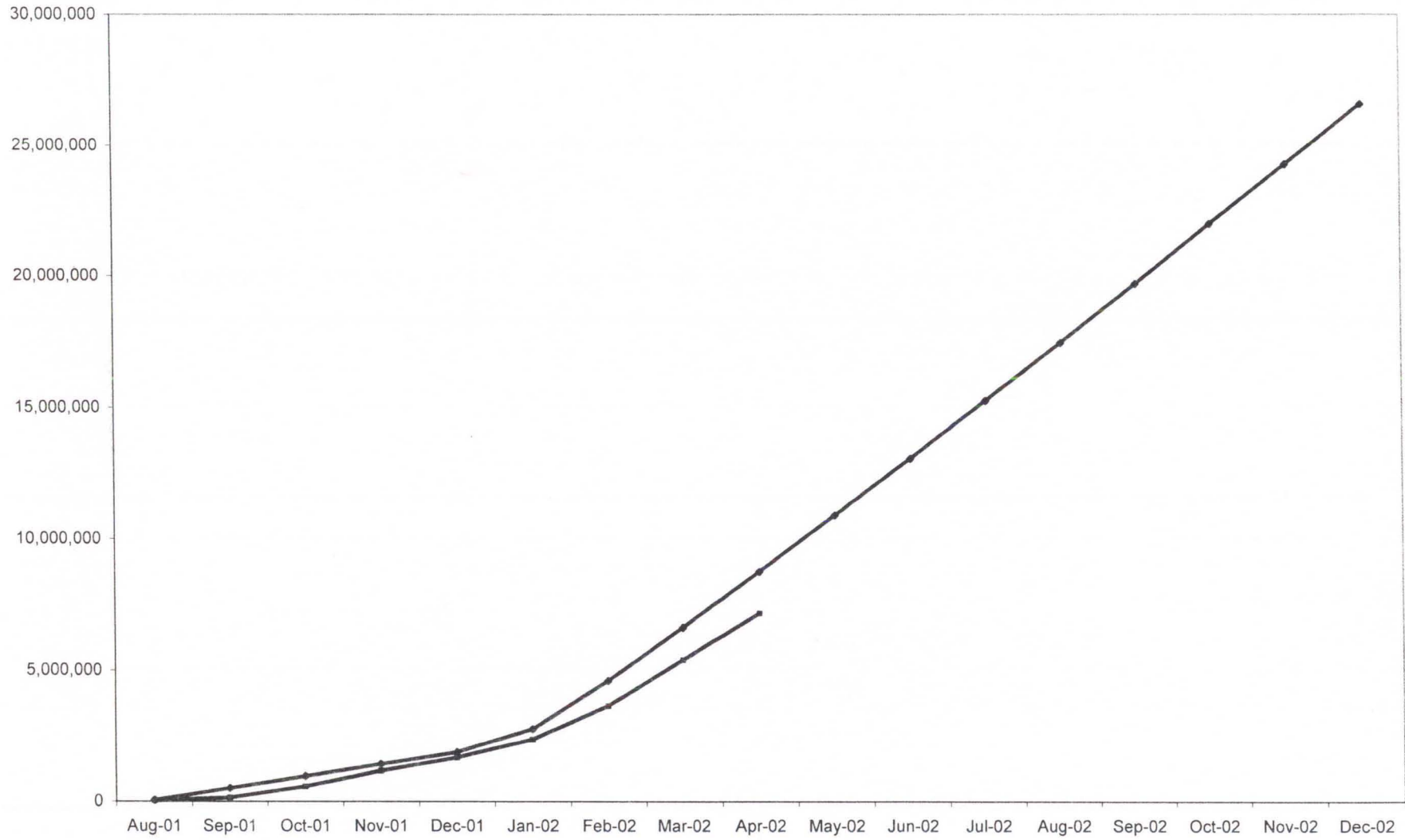
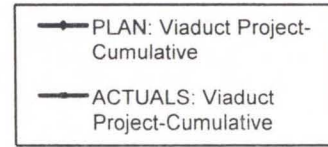


March 02
 - Completed One Open House
 - Completed Early Action Deliverables
 - Completed Ramp-up on Concept Engineering
 - Continued Geotech Exploration
 - Continued Traffic Analysis of Design Plans
 - Continued Field Survey
 - Continued Stormwater Design
 - Continued Scheduling/Estimating
 - Continued Seawall Geotech Exploration
 - Continued Toll Feasibility Study
 - Began Environmental Analysis

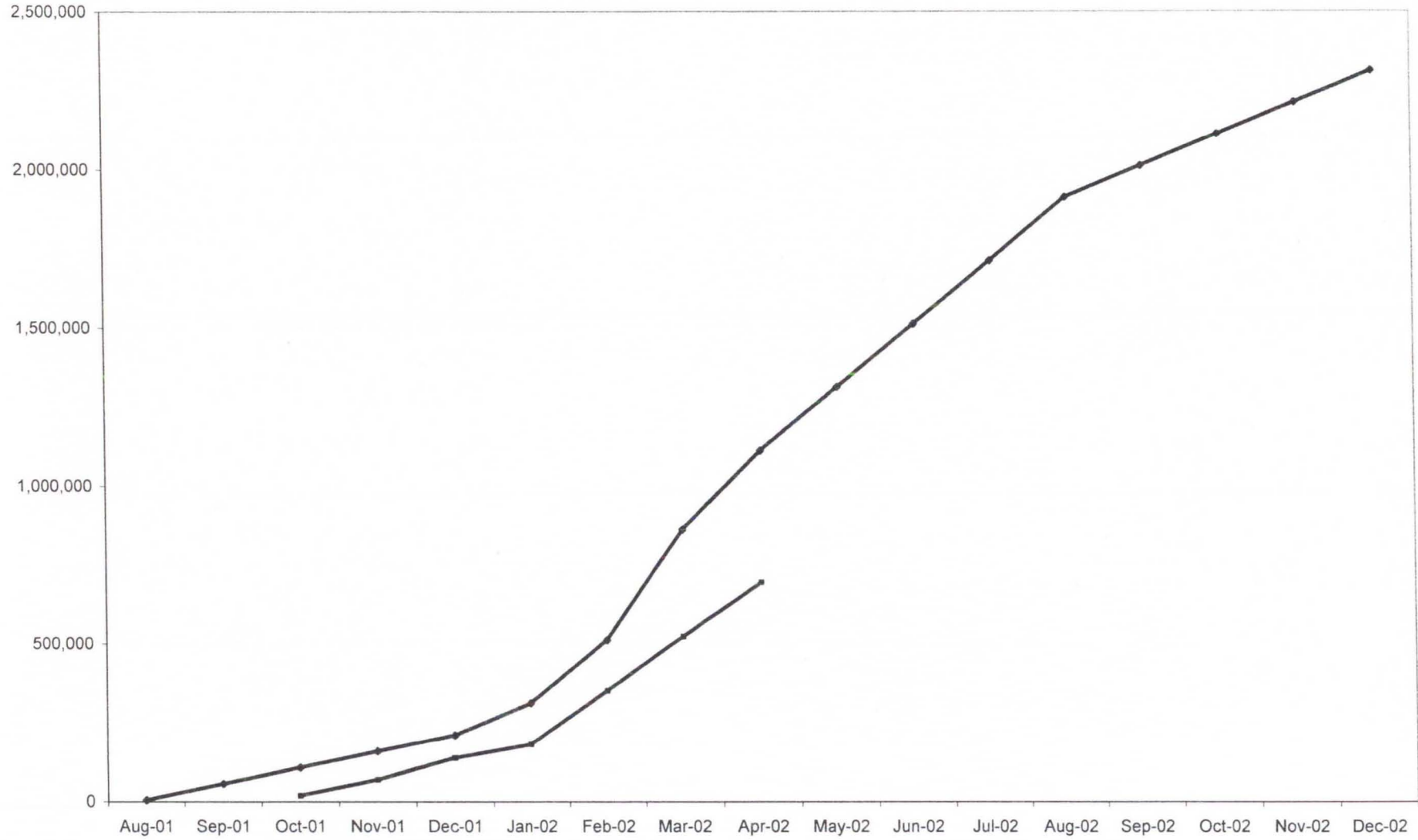
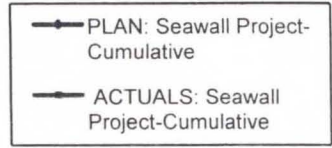
April 02
 - Continue Concept Engineering
 - Continue Geotech Exploration
 - Continue Traffic Analysis of Design Plans
 - Continue Field Survey
 - Continue Stormwater Design
 - Continue Scheduling/Estimating
 - Continue Seawall Geotech Exploration
 - Continue Toll Feasibility Study
 - Continue Environmental Analysis

4302 PM

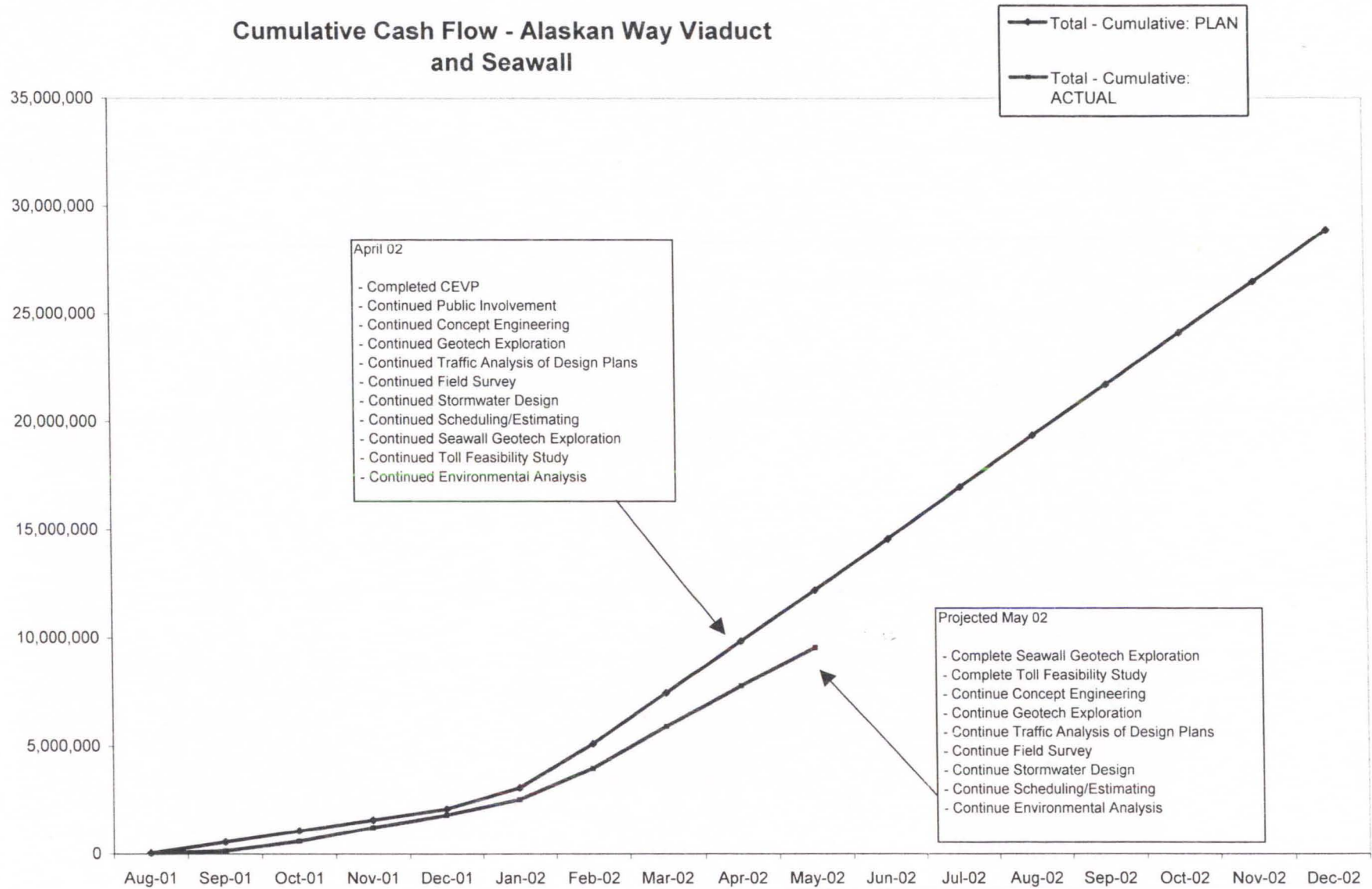
Cumulative Cash Flow Alaskan Way Viaduct Only



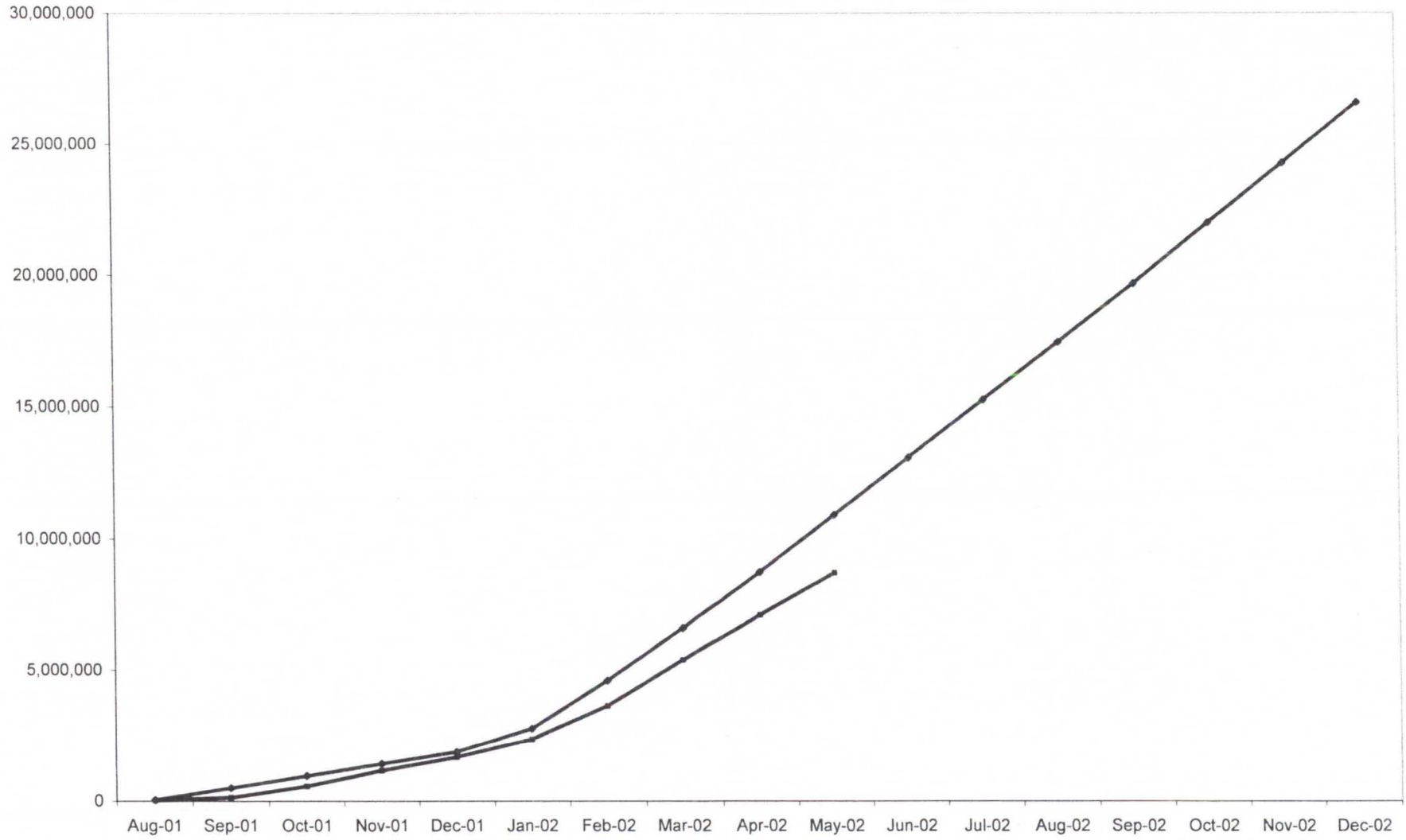
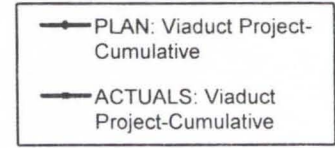
Cash Flow - Alaskan Way Viaduct Seawall Project



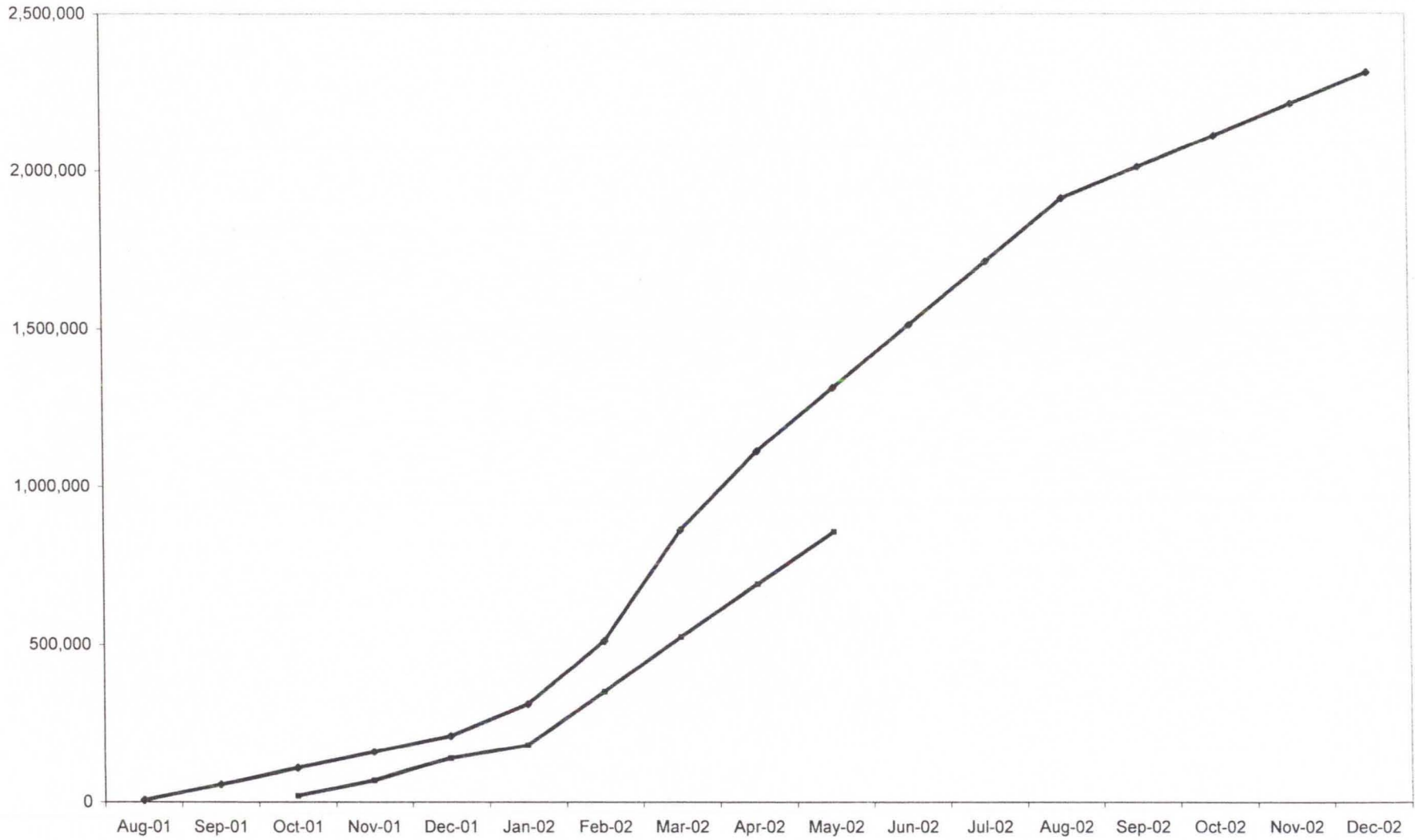
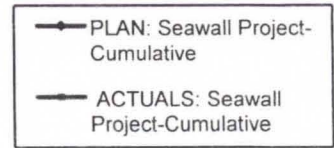
Cumulative Cash Flow - Alaskan Way Viaduct and Seawall



Cumulative Cash Flow Alaskan Way Viaduct Only



Cash Flow - Alaskan Way Viaduct Seawall Project



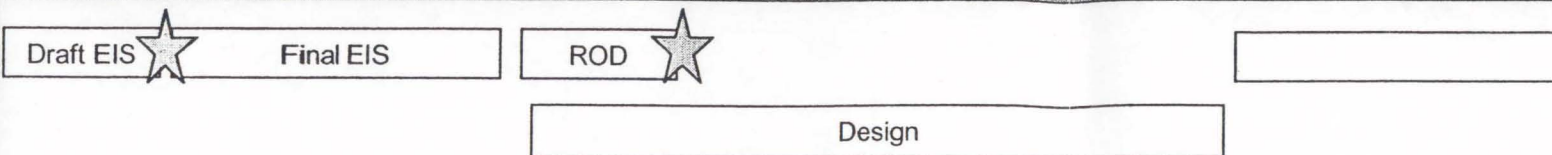
2001

2002

2003

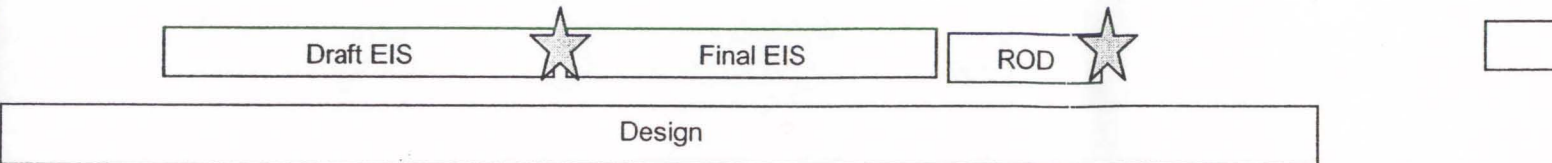
2004

I-405



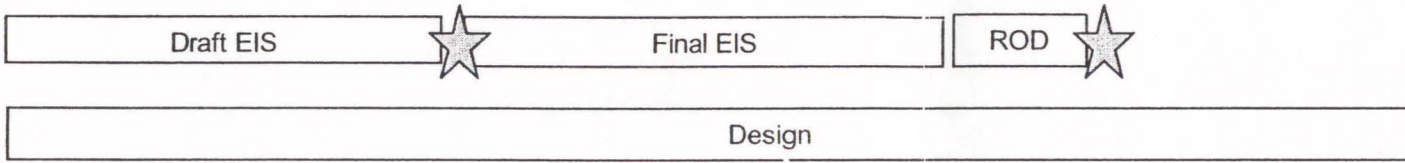
@ 405/167 may have high value of need

SR 520



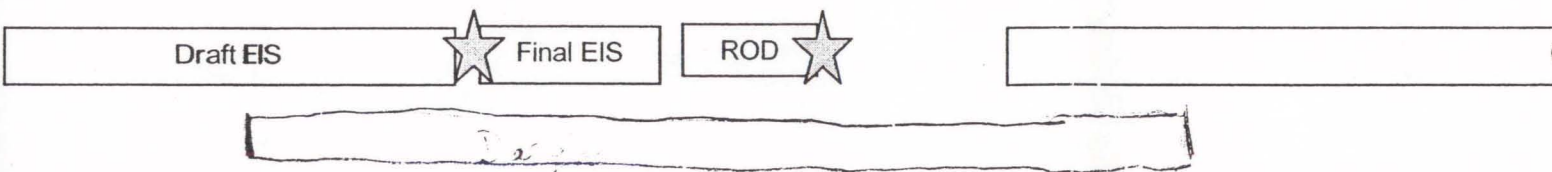
Risk of life over next 20 years or 10 years?

Alaskan Way Viaduct

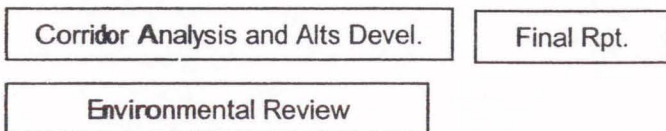


1:20 chance it will not be functional in 10 years

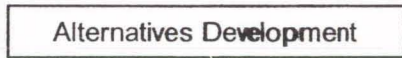
SR 509



SR 99 North Study



I-5 Lane Continuity



I-90 Two Way Transit



Sound Transit

Federal Highway

Federal Highway Grants (Program funding under TEA-21 successor)	Grant	Approx. \$500 M annually; 55% supporting WSDOT programs & 45% local jurisdiction/MPO distribution	+	+ Acceptable, but political issues regarding project distribution	+ None at the State level	Project Competition	Project Competi
Revenue Aligned Budget Authority (RABA)	Grant	RABA is the difference between the actual and projected Highway Account receipts, with the difference becoming the RABA funding level.				Low (\$0 - \$50M)	Med (\$0 - 300M over 6 years
Special Appropriations / Earmarks	Grant	Special grant tied to particular need; requires significant political clout.	+ Typically comes with no impacts to normal grants/ program funding; 20% local match	+ No State or local controversy	+ None at the State level	Med (\$0 - \$200M)	Depends on project justification and Congress.
TIFIA (Transportation Infrastructure Finance and Innovation Act)	Credit Assistance	Financing tool, not a funding source. Project estimated eligible costs must be at least \$100 M or 50% of the state's annual Fed-Aid Hwy apportionment.					Credit assistance to accelerate project funding and/or lower debt service costs
GARVEE Bonds	Credit Assistance	Financing tool, not a funding source.			- Would require enabling legislation		Depends on construction costs.
State Infrastructure Bank (SIB)	Credit Assistance	Financing tool, not a funding source. Capitalized with state					Depends on state capitalization amount currently at \$1.5 M
Others?							

Federal Non-Highway

US Army Corps of Engineers Water Resources Development Act	Grant	Tied to USACE mission and public service.	+	+	+	?	?
FTA	Grant	Only available for HOV facilities. FTA may be a source of funding for HOV facilities, if any are included in the AWW project.				?	?
Intermodal Connectors (TEA-21 Funding)	Grant	Ramps located very near Port facilities or that directly improve Port access might be able to obtain funding through this source.				?	?
Harbor Maintenance Trust Fund	Grant	All ports pay into the HMTF and money from this fund typically goes towards dredging activities. Since the Port of Seattle does not require dredging, a case could be made that the Port's contribution could go towards rebuilding the seawall. This fund appears to have a considerable surplus at this time.				?	?
Borders & Corridors	Grant	Grant program that provides funding for planning, project development, construction and operation of projects that serve border regions near Mexico and Canada and high priority corridors throughout the US. The Tacoma-Seattle-Everett corridor is designated as high priority corridor 35 and is also included as part of high priority corridor 30.				?	?
Others?						?	?

State Funding

R-51	Tax	Requires voter approval on Nov. 5, 2002				?	Med (\$450M)
Current Law Appropriations (01/03 biennium)	Tax Revenue & Program Funding	No contribution is expected if R-51 fails.				?	?
New Law Appropriations (03/05 biennium)	Tax Revenue & Program Funding	Depends on Legislature and appropriations.				?	?
Future Appropriations (05 and beyond)	Tax Revenue & Program Funding	Multi-year authorization dependent on biennial appropriations. Would also depends on R-51 or some future revenue source.				?	?
						Help from Amy Arnis for these three categories.	
Project-Specific Asset Sales / Leasing — land/air right sales — utility/telecom ROW	Sale or lease of property "created" by the AWV project.	May fall under the category of local contribution in some cases; depends on asset ownership.			may require state enabling legislation	?	?
						May be a one-time sale or an annual lease possibility.	
Others?							

Regional Funding

Regional Transportation Improvement District (RTID) Possible taxes included in this package are listed below	Tax Package	Taxes implemented depends on RTID Board decision and voter referendum in 2003					High (\$3B+) Possible total for AWV project over 10 years
1. RTID Local Option Vehicle License Fee (up to \$100)	Tax	Revenue would be available for new highway capacity projects				\$89 M Three county total	High (\$968 M) Three county total over 10 years
2. RTID Local Option Commercial Parking Tax	Tax	Revenue would be available for new highway capacity projects				\$5 M Three county total	Low (\$48 M) Three county total over 10 years
3. RTID Local Option Sales & Use Tax (up to 0.5%)	Tax	Revenue would be available for new highway capacity projects				\$294 M Three county total	High (\$3,467 M) Three county total over 10 year
4. RTID Local Option Employer Excise Tax (up to \$2/mo./employee)	Tax	Revenue available for HOV or HCT use only				\$11 M Three county total	Low (\$93 M) Three county total over 10 year
5. RTID Local Option Motor Vehicle Excise Tax (up to 3.5%, availability is based on what has already been imposed.)	Tax	Revenue available for HOV, P&R, or HCT use only				\$77 M Three county total	High (\$988 M) Three county total over 10 year
Local Option Motor Vehicle Fuel Tax	Tax	Requires majority vote and "something for everyone"			— would require legislative action if revenues were to be directed to only one or a handful of projects.	\$33 M Three county total	Med (\$386 M) Three county total over 10 year
Regional Sales Tax on Motor Vehicle Fuel	Tax	AWV would only get a portion of the amount			— would require legislative action	\$98 M Three county total	High (\$1,176 M) Three county total over 10 year

Regional Vehicle Mileage (VMT) Tax	Tax	Could be considered regressive			- would require legislative action	Three county total	High (\$5,750 M) Three county total over 10 years
Others?							
Local Funding							
Sales Tax Credit on Construction (from City of Seattle)	Tax Credit	Same as city general fund			+ Requires City Council approval (agreement w/ Mayor)	+ none	Will need to compute range of "taxable" construction \$\$ for likely option and split out CI percentage.
Local Improvement District	Bond Sales or Tax	Tool to finance infrastructure improvements through the formation of a special assessment district.					? ? Help from Alec Fisksen for these two categories.
Tax Increment Financing	Method to capture tax on incremental property appreciation.	Funds are provided after benefit is in-place -- some forms are not legal in Washington.					? ?
Value Capture of Property Improvements — Port of Seattle — City of Seattle — Private Developer	Fees & value capture revenue	Up-front provision of funds based on after implementation benefit					? ?
Port of Seattle	Grant/In-Kind Contribution	Must benefit Port of Seattle purposes, for example container, rail, freight movement					\$50 M High (\$500 M) Over 10 years
City of Seattle	Grant/In-Kind Contribution	Must benefit City of Seattle citizenry.					\$50 M High (\$500 M) Over 10 years
Private Sector Contributions	Grant/In-Kind Contribution						? ?
Naming Rights / Advertising	Advertising Fee						? ?
Others?							
Direct User Fees							
Tolls	User Fee	Applies to new facilities only, or if included in RTID is proposed for I-405 & SR 520 in addition to AWV.				+ requires state legislation similar to the Tacoma Narrows project.	? ?
Others?							

Other Funding Sources

Department of Defense	Grant	May fund specific security enhancements only.	+	+	+	?	?
Transportation Security Administration	Grant	Funding would have to come through a Port of Seattle request.	+	+	+	?	?
Others?							