

1 substantial technical review, the department has also undertaken
2 considerable public outreach, which included consultation with a
3 stakeholder advisory committee that met sixteen times over a thirteen-
4 month period.

5 Therefore, it is the conclusion of the legislature that time is of
6 the essence, and that Washington state cannot wait for a disaster to
7 make it fully appreciate the urgency of the need to replace this
8 vulnerable structure. The state shall take the necessary steps to
9 expedite the environmental review and design processes to replace the
10 Alaskan Way viaduct with a deep bore tunnel under First Avenue from the
11 vicinity of the sports stadiums in Seattle to Aurora Avenue north of
12 the Battery Street tunnel. The tunnel must include four general
13 purpose lanes in a stacked formation.

14 (2) The state route number 99 Alaskan Way viaduct replacement
15 project finance plan must include state funding as appropriated in the
16 2007-2009 omnibus transportation appropriations act not to exceed two
17 billion four hundred million dollars and must also include at least
18 four hundred million dollars in toll revenue. These funds must be used
19 solely to build a replacement tunnel, as described in subsection (1) of
20 this section, and to demolish the existing state route number 99
21 Alaskan Way viaduct. All costs associated with public utility
22 relocations for state work as described in this subsection and
23 subsection (1) of this section must be borne by the city of Seattle and
24 provided in a manner that meets project construction schedule
25 requirements as determined by the department. State funding is not
26 authorized for central seawall or waterfront promenade improvements.

27 NEW SECTION. **Sec. 2.** The department of transportation must
28 prepare a traffic and revenue study for a state route number 99 deep
29 bore tunnel for the purpose of determining the facility's potential to
30 generate toll revenue. The department shall regularly report to the
31 transportation commission regarding the progress of the study for the
32 purpose of guiding the commission's toll setting on the facility. The
33 study must include the following information:

34 (1) An analysis of the potential diversion from state route number
35 99 to other parts of the transportation system resulting from tolls on
36 the facility;

1 (2) An analysis of potential mitigation measures to offset or
2 reduce diversion from state route number 99;

3 (3) A summary of the amount of revenue generated from tolling the
4 deep bore tunnel; and

5 (4) An analysis of the impact of tolls on the performance of the
6 facility.

7 The department must provide the results of the study to the
8 governor and the legislature by January 2010.

9 NEW SECTION. **Sec. 3.** This act is necessary for the immediate
10 preservation of the public peace, health, or safety, or support of the
11 state government and its existing public institutions, and takes effect
12 immediately.

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