

Central Waterfront

Building Block Concept Level Cost Estimate		Low	High
Central Waterfront: SR 99**		Interstate 5	
Capital Costs*		Capital Costs*	Capital Costs*
Scenario A: Demand Management & Low Capital	\$800 million	\$195 million	\$498 million
Scenario B: Surface Boulevard	\$800 million	Annual Operating Costs***	Annual Operating Costs***
Scenario C: Surface Couplet	\$900 million	Example Building Blocks	Example Building Blocks
Scenario D: Independent Elevated	\$1.6 billion	<ul style="list-style-type: none"> Manage southbound HOV lane Active traffic management Change reversible lane ramps use 	<ul style="list-style-type: none"> Northbound managed lane Second northbound lane to I-90 collector/distributor Transit ramps at Industrial Way
Scenario E: Integrated Elevated	\$2.2 billion	City Surface Streets	
Scenario F: Bored Tunnel	\$3.5 billion	Capital Costs*	Capital Costs*
Scenario G: Cut & Cover Tunnel	\$2.7 billion	\$205 million	\$378 million
Scenario H: Lidded Trench	\$1.9 billion	Annual Operating Costs***	Annual Operating Costs***
Annual Operating Costs***	\$3 to \$10 million	No significant increase in operating costs.	No significant increase in operating costs.
Does not include \$1.1 billion for Moving Forward Projects and prior expenditures.		Example Building Blocks	Example Building Blocks
		<ul style="list-style-type: none"> Two-way Mercer from I-5 to Elliott (partial funding) Spokane Street Viaduct Widening Project (partial funding) Stewart/Olive/Howell transit lanes 	<ul style="list-style-type: none"> Qwest Field north lot arterial SR 99/Aurora transit lanes (Denny Way to 205th) Widen Denny Way between Sixth and Eighth avenues
		Streetcars	
		Capital Costs*	Capital Costs*
		\$0 million	\$641 million
		Annual Operating Costs***	Annual Operating Costs***
		\$0 million	\$26 million
		Example Building Blocks	Example Building Blocks
		<ul style="list-style-type: none"> No additional streetcar service 	<ul style="list-style-type: none"> First Ave. University District Fremont-Ballard
		Transit	
		Capital Costs*	Capital Costs*
		\$135 million	\$476 million
		Annual Operating Costs***	Annual Operating Costs***
		\$9 million	\$60 million
		Example Building Blocks	Example Building Blocks
		<ul style="list-style-type: none"> Rapid Trolley network improvements Expanded local service 	<ul style="list-style-type: none"> New RapidRide – Pacific Hwy., Ballard/UW, Delridge and Lake City Enhanced RapidRide – Ballard, Aurora, West Seattle Added peak express service
		Policies and Management	
		Capital Costs*	Capital Costs*
		\$4 million	\$24 million
		Annual Operating Costs***	Annual Operating Costs***
		\$2 million	\$36 million
		Example Building Blocks	Example Building Blocks
		<ul style="list-style-type: none"> Parking programs Bike commuter training Shared transit parking FlexPass incentives 	<ul style="list-style-type: none"> Parking pricing by real time demand Required transit passes Community telework sites On-going fare discounts Tolling****

* Includes base cost, costs for allowances, contingencies, risks and inflation.

**Includes costs for central seawall (\$51-264 million) and utilities relocation (\$207-299 million). Does not include costs for north seawall replacement (\$337 million). Assumes “construction efficient” approach, which includes periods of time when the SR 99 corridor is closed to traffic.

***Annual operating costs are in 2008 dollars.

****Operating and capital tolling costs to be covered through tolling revenue.

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