

PR
Info
Project
Strategies
Used

VandenBerghe, Alissa (Consultant)

From: Waters, Mia
Sent: Wednesday, December 10, 2008 5:23 PM
To: (LoAn@pbworld.com); Williamson, Alec; Helmann, Craig; Pope, David; Palmer, Brian
Cc: (Baker@pbworld.com); (Ladner@pbworld.com); Smith, Helena Kennedy
Subject: RE: Friday's AWW Meeting -- Prep
Follow Up Flag: Follow up
Flag Status: Red

Hi everyone,

I had a tickler on my desk about the agenda as well.

Here's a proposed first draft for Friday's agenda. Thoughts?

AWW Bored Tunnel Financial Feasibility Analysis Group
Friday, December 12, 2008 – 10 am to 11 am
Wells Fargo Building (Location? Alec?)
Call in number – xxx – xxx- xxxx

→ PDR = Results, Mtg Info *

1. Review agenda – any changes needed? – Alec, Tony, or Mia
2. Final traffic modeling results – Craig H.
3. Toll rate review - Brent
4. Review O&M Estimates: confirm/fatal flaws? – David Pope?
5. Project Capital Cost Distribution; – Brent
6. Example financial model results w/Gordon's numbers – Brent
7. Report needs and reporting methods - ??
8. Next steps?

Thanks,
Mia
206/464-1209

From: Baker, T Brent [mailto:Baker@pbworld.com]
Sent: Wednesday, December 10, 2008 4:47 PM
To: Waters, Mia
Subject: FW: Friday's AWW Meeting -- Prep
Importance: High

FYI

– Brent

From: Baker, T Brent
Sent: Wednesday, December 10, 2008 3:03 PM
To: 'Helmann, Craig'; Lo, Anthony K.; Smith, Helena Kennedy; Ladner, Scott; Palmer, Brian
Cc: Beach, Tracy; 160067; Pope, David
Subject: Friday's AWW Meeting -- Prep
Importance: High

All --

→ PDR → We expect to have preliminary financial results for the AWW bored tunnel toll analysis this Friday for the meeting. This will include daily traffic data; a toll traffic and revenue table (annualized) with gross tolls, O&M costs and net tolls; a toll schedule chart showing the tolls in current and future dollars; information on the unfunded capital cost need, and a simple depiction of the toll funding contribution to the central waterfront tunnel, including toll dollar amount contributed.

* → Tony, please assemble an agenda and make sure that we have materials available at the meeting and distributed to anyone not attending in person (we've created a folder on the server for meeting materials in PDF). Also, please work with Scott to share our capital cost assumptions and check with Alec on any agenda items he may have.

Craig, can you please bring whatever summary level modeling results we should share with the group. Since it won't be new information, I'd suggest making it newly consolidated to just show the toll scenario we are analyzing. Suggest not showing daily

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revenue calcs -- we'll be showing our annual revenue amounts.

Scott / Brian, please share with David Pope our O&M estimates for his upfront review if he has not already seen these.

Helena, please let us know ASAP if you decide to change the current five year uniform capital needs assumption as we discussed this morning, and point us to who can provide those numbers if so.

Thanks!

Brent

T. Brent Baker

Principal Consultant

PB Consult

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206.382.5284 | cell: 206.310.3291 | fax: 206.382.5222 | baker@pbworld.com

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6/25/2009

cost
enviro
strategies

From: White, John
Sent: Tuesday, December 23, 2008 7:57 AM
To: Dye, Dave; Paananen, Ron; Grotefendt, Amy (Consultant)
Subject: Re: Bored tunnel

Thanks Dave. PB has been looking at revised mark-ups, we will update the costs as appropriate and get them out to you, Ron and John Reilly for a reality check.

I assume we stick with the single bore for now (at least at the low end), assuming we can make the cross-section work without significant upsizing?

John

From: Dye, Dave
To: Paananen, Ron; White, John; Grotefendt, Amy (Consultant)
Sent: Tue Dec 23 07:39:16 2008
Subject: Re: Bored tunnel

John - please check with mike r and gordon because they were getting vibes from new york the estimate was too conservative - I suggest whatever lower number is developed become the lower end of the range with current estimate the high end...thanks.

-dave

From: Paananen, Ron
To: White, John; Grotefendt, Amy (Consultant)
Cc: Dye, Dave
Sent: Tue Dec 23 06:51:26 2008
Subject: Bored tunnel

The Governor asked a few questions about the bored tunnel. We need some material that clearly shows how much the tunnel will cost, what is included in the basic cost, and how it would be funded. We need to tell the story about what it does for capacity (compared to the existing viaduct) and what are the disruptions associated with building a bored tunnel. A good schedule should assembled to show when the tunnel would be open to traffic. John, the team should put together the most aggressive schedule they can conceive, like doing an EA for environmental, purchasing the machine in advance, using design-build - all the usual stuff.

The project would be the SR 99 components only. Minimal work on the waterfront: no seawall. Tear down and basic connection back to Battery Street Tunnel.

Has anyone heard back from Cascadia? We need thier feedback to help in reconsideration of the risk and contingency numbers.

Dave may want to add a few comments.

VandenBerghe, Alissa (Consultant)

From: VandenBerghe, Alissa (Consultant)
Sent: Monday, January 05, 2009 8:20 AM
Subject: AWW News Stories - January 5, 2009
Follow Up Flag: Follow up
Flag Status: Red
Attachments: PSBJ_In_Washington_state_the_more_things_1_2_09.pdf;
DJC_Design_perspectives_lessons_from_Boston_12_31_08.pdf;
DJC_Industrial_group_wants_new_viaduct_12_30_08.pdf;
DJC_Letters_to_the_editor_1_5_09.pdf;
DJC_Viaduct_decision_put_off_until_Jan_12_31_08.pdf;
DJC_CityClub_legislative_preview_12_30_08.pdf

Letters to the Editor: Viaduct idea an innovative compromise
Article attached
Seattle's Daily Journal of Commerce -- January 5, 2008

A preview of the 2009 State Legislature (viaduct mention)
www.tri-cityherald.com/kennewick_pasco_richland/story/434005.html
Tri-City Herald -- January 4, 2009

In Washington state, the more things change...
Article attached
Puget Sound Business Journal -- January 2, 2009

Letters to the Editor (first, second and third letters)
seattlepi.nwsourc.com/opinion/394604_ltrs04.html
The Seattle Post-Intelligencer -- January 2, 2009

More letters to the Editor (second letter)
seattlepi.nwsourc.com/opinion/394586_webltrs4.html
The Seattle Post-Intelligencer - January 2, 2009

Embarcadero, thy daughter is the Alaskan Way Viaduct
seattletimes.nwsourc.com/html/opinion/2008584194_opin04vesely.html
The Seattle Times -- January 2, 2009

If you convene citizens, listen to them
crosscut.com/2009/01/02/alaskan-way-viaduct/18750/
Crosscut -- January 2, 2009

Republicans React to Governor Gregoire's Missed Deadline on Viaduct
kuow.org/program.php?id=16638
KUOW News -- January 1, 2009

Tunnel option was disliked by nearly everybody
seattletimes.nwsourc.com/html/localnews/2008579346_viaduct01m.html
The Seattle Times -- January 1, 2009

Viaduct tunnel idea rises again

seattletimes.nwsourc.com/html/localnews/2008579379_boredtunnel01m.html

The Seattle Times – January 1, 2009

Alaskan Way Viaduct: Recurring dream

seattlepi.nwsourc.com/opinion/394354_tunneled.html

The Seattle Post-Intelligencer – December 31, 2008

Design Perspectives: Lessons from Boston about new life on the waterfront

Article attached

Seattle's Daily Journal of Commerce – December 31, 2008

Viaduct decision put off until January

Article attached

Seattle's Daily Journal of Commerce – December 31, 2008

Gregoire Advisor: Tunnel "Probably Most Viable Option" To Replace Seattle's Alaskan Way Viaduct

www.cascadiapropectus.org/2008/12/gregoire_advisor_tunnel_probab.php

Cascadia Prospectus -- December 31, 2008

Is it time to lay bet on a tunnel to replace Seattle viaduct?

www.theolympian.com/118/story/713186.html

The Olympian – December 31, 2008

Viaduct decision delayed, tunnel option back in play

seattletimes.nwsourc.com/html/localnews/2008575577_viaduct31m.html

The Seattle Times – December 31, 2008

Another delay for Alaskan Way Viaduct decision

www.komonews.com/news/local/36914164.html

KOMO News – December 30, 2008

CityClub legislative preview Jan. 9 (viaduct mention)

Article attached

Seattle Daily Journal of Commerce – December 30, 2008

Industrial group wants new viaduct

Article attached

Seattle's Daily Journal of Commerce -- December 30, 2008

Gregoire delays viaduct verdict again

http://seattlepi.nwsourc.com/transportation/394241_viaduct31.html

The Seattle Post-Intelligencer -- December 30, 2008

Another delay for Seattle viaduct decision

seattletimes.nwsourc.com/html/localnews/2008575307_apwaseattleviaduct1stldwritethru.html

The Seattle Times – December 30, 2008

Viaduct politicians reach a big moment of truth

crosscut.com/2008/12/30/alaskan-way-viaduct/18748/

Crosscut – December 30, 2008

Governor to miss deadline on viaduct decision

seattletimes.nwsourc.com/html/localnews/2008574518_webviaduct30m.html

The Seattle Times – December 30, 2008

2008: Year of Hope, Year of Fear, Essay 7

crosscut.com/2008/12/30/politics-government/18742/

Crosscut – December 30, 2008

Alaskan Way Viaduct: Why close off the tunnel option?

seattletimes.nwsourc.com/html/editorialsopinion/2008574422_edit31tunnel.html

The Seattle Times – December 30, 2008

One-upping the Choppaduct (viaduct mention)

crosscut.com/2008/12/30/alaskan-way-viaduct/18741/

Crosscut – December 30, 2008

One-way Western Avenue would hurt pedestrian environment

seattletimes.nwsourc.com/html/opinion/2008570774_opin30ochsner.html

The Seattle Times – December 29, 2008

Six New Year's wishes (viaduct mention)

crosscut.com/2008/12/28/politics-government/18726/

Crosscut – December 28, 2008

Special-interest groups press Gregoire on viaduct options

seattletimes.nwsourc.com/html/politics/2008563643_viaduct27m.html

The Seattle Times – December 27, 2008

More voice opinions on Seattle viaduct replacement

www.theolympian.com/northwest/story/708857.html

The Olympian – December 25, 2008

Maritime industry asks Gregoire to pick the elevated viaduct option

seattletimes.nwsourc.com/html/localnews/2008558790_viaduct25m.html

The Seattle Times – December 25, 2008

Pay for tunnel locally, says committee

www.ballardnewstribune.com/articles/2008/12/23/news/local_news/news03.txt

Ballard News Tribune – December 23, 2008

Alissa VandenBerghe

Communications Team

Alaskan Way Viaduct and Seawall Replacement Program

206.267.3780

vandena@consultant.wsdot.wa.gov

For more information on the project, visit www.alaskanwayviaduct.org

From: John Reilly [jireils@attglobal.net]
Sent: Monday, January 05, 2009 8:25 PM
To: White, John; Rigsby, Mike (Consultant)
Cc: Preedy, Matt; Williamson, Alec; Grotefendt, Amy (Consultant)
Subject: Re: Seattle Tube

John - interesting. I'm available tomorrow to work on this.

Mike - I'll be at the AWW office tomorrow around 8 or 8:30 - I'll check in with you then. If you're not in then, I'm in the drop-in office across from Theresa's office.

Regards, John Reilly
 Web: www.JohnReilly.us
 Email: JJReils@ATTGlobal.net
 Cell: +1-508-904-3434

----- Original Message -----

From: White, John
To: Reilly, John ; Rigsby, Mike (Consultant)
Cc: Preedy, Matt ; Williamson, Alec ; Grotefendt, Amy (Consultant)
Sent: Monday, January 05, 2009 6:17 PM
Subject: FW: Seattle Tube

John and Mike,

We need to review the materials on the Seattletube.org website and blog, and be ready to address questions regarding how it compares to our current proposal. As you can see below, Dave has requested a one or two page pros/cons summary, with a punch line over why our alignment is advantageous.

As we have discussed, we also need to have a point by point response ready to the Cascadia letter. I would like the team to take first crack at it based on our current planning and assumptions, then run it by John Reilly for any additional broader industry and case study thoughts. We need to keep it simple and pull something together by Wed or Thurs.

John

From: Dye, Dave
Sent: Monday, January 05, 2009 3:11 PM
To: White, John; Paananen, Ron
Subject: Seattle Tube

Could you all do some leg work on this for me - John Reilly might be helpful since he worked on a previous idea for a ST tunnel under 5th...didn't work but can't remember why...a two-pager about pros/cons would be good...and why we landed on the waterfront/1st ave...thanks.

-dave

From: Dye, Dave
Sent: Monday, January 05, 2009 3:07 PM
To: Judd, Ron; Winkler, Barb (GOV); Ziegler, Jennifer

Subject: RE: Meeting Request

Ron - Just so you know,these are not the Cascadia people who have been helping us with cost estimating for a single bore tunnel under 1st ave...they have a different vision about building tunnels under 5th and 6th avenues (and longer) than we are looking at...there is a web site, something like seattletube.org that you should peruse to get a sense of their vision...it does not line up with our plan or cost estimates...all that said, later in the week next week will work for me as this meeting comes together - thanks!

-dave

From: Judd, Ron (GOV) [mailto:Ron.Judd@GOV.WA.GOV]
Sent: Monday, January 05, 2009 2:59 PM
To: Winkler, Barb (GOV); Ziegler, Jennifer
Cc: Dye, Dave
Subject: RE: Meeting Request

I think that we should let them know that we have received all of their information and that our WSDOT has spent time with the Cascadia folks. The soonest would be a scheduled meeting with staff...Jennifer and me or others Wednesday or Thursday of next week.

From: Winkler, Barb (GOV)
Sent: Monday, January 05, 2009 2:53 PM
To: Judd, Ron (GOV); Ziegler, Jennifer (GOV)
Subject: FW: Meeting Request

Who should respond?

Barb Winklet
Executive Scheduler for
Governor Christine Gregoire
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002
(360) 902-4125
Barb.Winklet@gov.wa.gov

From: MeetingRequestForm@gov.wa.gov [mailto:MeetingRequestForm@gov.wa.gov]
Sent: Saturday, January 03, 2009 11:49 AM
To: Winkler, Barb (GOV)
Subject: Meeting Request

First Name: David
Last Name: Petrich
Contact Middle Initial: B
Organization: Citizens for Seattle Tube - Viaduct Alternative
Street Address: 1927 Post Alley
Address Line 2:
City: Seattle

State: WA

Zip: 98126

Area Code: 206

Phone Prefix: 355

Phone Suffix: 7356

Phone Extension:

Fax Area Code:

Fax Prefix:

Fax Suffix:

E-mail: dave@seattletube.org

Date Requested: at her convenience

Time Requested: at her convenience

Reason For Meeting: SEATTLE ALASKAN WAY VIADUCT REPLACEMENT - UPTOWN BORED TUNNEL & CORRIDOR TRAFFIC IMPROVEMENT SCHEME Citizens for Seattle Tube has been promoting a bored tunnel under the City for two years with an eye on creating a solution that would include more than just replacing the Alaskan Way Viaduct route. We would like the opportunity to explain the advantages of a multifaceted traffic scheme that will solve a wide range of issues plaguing the city of Seattle. Some of these advantages include: - Use of Existing Right of Ways. - Solid Ground Location for Tunnel Boring. - Low Impact Construction Zones away from existing traffic areas. - Link to I-90 to Reduce I-5 Condition and Improve Ballard-West Seattle Access to East Side. - Integration with Sound Transit Light Rail Project. - Can be Built Without Disruption to Existing Traffic System. - Smooth Integration with SDOT West Seattle Freeway Improvements. - Does Not Require Waterfront Seawall Replacement. Bruce Agnew of Cascadia and Seattle City Councilman Tom Rasmussen have reviewed our plan and commented that it should be seriously studied as a viable option to solving some of Seattle's traffic issues. We hereby request a 30 minute meeting with the Governor to present the aspects of our plan and to answer any questions she may have.

Location:

Meeting Street Address:

Meeting City:

Meeting State: WA

Meeting Zip:

Others Attending - Headcount: Bruce Agnew of Cascadia, Ralph Allen and David Petrich of Citizens for Seattle Tube

Has the Governor participated in the past: No

Additional information. additional information about Seattle Tube can be found online at www.seattletube.org

From: White, John
Sent: Wednesday, January 07, 2009 4:02 PM
To: Bandy, Mark
Subject: Fw: Bored Tunnel Information

You'll appreciate this.

From: Dye, Dave
To: Grotefendt, Amy (Consultant); Ziegler, Jennifer; Paananen, Ron
Cc: White, John; Brown, Lloyd
Sent: Wed Jan 07 15:59:47 2009
Subject: RE: Bored Tunnel Information

Amy - a couple of comments (and great job getting this together):

1. funding table looks great
2. traffic memo is missing "the three key takeaways"...like: SR 99 bored tunnel moves more vehicles north south through town than the existing viaduct and battery street tunnel (like 20 plus thousand) which is good for our regional economy; The SR 99 bored tunnel maintains today's travel times for regional through trips in 2030! (drop all the 2 minute add stuff due to growth - polishing the turd stuff - who really knows?); Revised schedule is great but drop the reference to "environmental impact statement" in the note and say "environmental document" - keep our options open.

other than that, all good...

-dave

From: Grotefendt, Amy (Consultant)
Sent: Wednesday, January 07, 2009 3:07 PM
To: Ziegler, Jennifer; Dye, Dave; Paananen, Ron
Cc: White, John; Brown, Lloyd
Subject: Bored Tunnel Information

Sorry for the delay...

Attached are three things:

- PDF [
1. Updated cost and funding sources table
 2. Traffic performance memo
 3. Revised schedule

Please let us know if you see any changes needed in these materials or you have questions.

Thanks
AJG

VandenBerghe, Alissa (Consultant)

From: Morrison, Mike (Consultant)
Sent: Thursday, January 15, 2009 10:41 AM
To: Williamson, Alec
Subject: RE: Text files from yesterday's meeting.
Follow Up Flag: Follow up
Flag Status: Red

Alec,

After I formatted the responses with Track Changes set to "Final" and changed the color of our responses to red I sent that version to John White. I have not heard anything further about it from John White. I must assume that the letter was either put in the round file or sent by John White with any modifications that he may have made.

On another subject: Gordon Clark, and Stephanie have both "bugged me" for a copy of the final estimate for the Bored Tunnel Hybrid Scenario. I have discussed this request with John White, Matt and Theresa (in your absence) and they agree that there is no value to WSDOT in providing that information to them at this time. They may approach you for it. FYI!

Best Regards,

Mike Morrison

Program Estimator

Alaskan Way Viaduct Program

AWV&SRP Office: 206-267-6535

Cell: 206-799-7798

VMC Office: 425-885-2185

VMC E-Mail valuemike@aol.com

From: Williamson, Alec
Sent: Thursday, January 15, 2009 9:53 AM
To: Morrison, Mike (Consultant)
Subject: FW: Text files from yesterday's meeting.

Hi Mike- I tried to clean up the Seattle tube document, see attached. I am assuming you are working on the cost estimate narrative? The response to Cascadia is done, right? Did John provide any feedback?

From: Morrison, Mike (Consultant)
Sent: Thursday, January 08, 2009 4:16 PM
To: Williamson, Alec
Subject: Text files from yesterday's meeting.

Alec,

Here are the files from yesterday. The first one is the one that was sent to John White yesterday. The others are working copies of the contemporaneous notes that I took during our marathon workshop.

Best Regards,

Mike Morrison

6/24/2009

Program Estimator
Alaskan Way Viaduct Program
AWV&SRP Office: 206-267-6535
Cell: 206-799-7798
VMC Office: 425-885-2185
VMC E-Mail valuemike@aol.com

VandenBerghe, Alissa (Consultant)

From: VandenBerghe, Alissa (Consultant)
Sent: Friday, January 16, 2009 8:37 AM
Subject: AWW News Stories - January 16, 2009
Follow Up Flag: Follow up
Flag Status: Red
Attachments: PSBJ_Votes_are_in_01_16_09.pdf; PSBJ_Deep-bore_tunnel_promises_a_vibrant_future_01_16_09.pdf; PSBJ_Olympa_dollar_derby_01_16_09.pdf

Olympia dollar derby — a spectator guide to legislation (viaduct mention)

Article attached

Puget Sound Business Journal -- January 16, 2009

Votes are in: PSBJ readers prefer deep-bore tunnel

Article attached

Puget Sound Business Journal – January 16, 2009

Deep-bore tunnel promises a vibrant future for Seattle's waterfront

Article attached

Puget Sound Business Journal – January 16, 2009

Forecast cloudy for Puget Sound region's economy (viaduct mention)

www.pnwlocalnews.com/south_king/fwm/news/37686489.html

Federal Way Mirror – January 16, 2009

Road projects pushed aside (viaduct mention)

www.thenewstribune.com/news/local/story/596881.html

The News Tribune – January 16, 2009

Transportation Winners and Losers (viaduct mention)

www.thenewstribune.com/news/government/story/596651.html

The News Tribune – January 16, 2009

Letters to the Editor (second letter)

seattlepi.nwsource.com/opinion/396266_ltrs16.html

The Seattle Post-Intelligencer

Ferry Riders on All Routes Rail Against Service Cuts (viaduct mention)

www.kitsapsun.com/news/2009/jan/15/ferry-riders-on-all-routes-rail-against-service/

Kitsap Sun – January 15, 2009

Guest Columnists. Climate the loser in tunnel choice

seattlepi.nwsource.com/opinion/396272_tunnelrebut16.html

The Seattle Post-Intelligencer – January 15, 2009

Financial insanity: Seattle's Big Dig agreed upon

www.columbiabasinherald.com/articles/2009/01/15/editorials/doc496f78dbec0c5813248008.txt

Columbia Basin Herald – January 15, 2009

Desperate times call for digging

wenatcheeworld.com/article/20090115/OP03/701159858/-1/OP

The Wenatchee World – January 15, 2009

US\$4.24 billion tunnel to replace Alaskan Way Viaduct

www.khl.com/magazines/international-construction/detail/item30674/

KHL Magazine – January 15, 2009

Gregoire: Tolling "Very Likely" For New Deep Bored Tunnel

www.cascadiaprospectus.org/2009/01/gregoire_tolling_very_likely_f.php

Cascadia Prospectus – January 15, 2009

Alissa VandenBerghe

Communications Team

Alaskan Way Viaduct and Seawall Replacement Program

206.267.3780

vandena@consultant.wsdot.wa.gov

For more information on the project, visit www.alaskanwayviaduct.org

P R Info
Mislead
Process Enviro
contractor

From: White, John
Sent: Tuesday, January 20, 2009 7:48 PM
Tc: Dye, Dave; Paananen, Ron; Stone, Craig
Cc: Reilly, John; Grotefendt, Amy (Consultant)
Subject: Re: Update items

Oh yeah, so as you know, the 'want to build a bored tunnel' crowd are coming out of the woodwork, with briefings starting this week. Would like to limit who engages the interested industry parties at the front end to ensure consistency in message prior to having a more evolved plan that has some executive concurrence.

Herrenknecht, who potentially could be the only firm playing in the 50+ TBM game, want to visit next Thurs the 29th as they swing through town. Please let me know if you would like to attend, this is strictly an initial introduction that they requested. My hope is to establish basic communication lines while at the Underground Construction Association conference next week, where many key players will be present.

PDR

John

From: White, John
To: Dye, Dave; Paananen, Ron; Stone, Craig
Cc: Reilly, John; Grotefendt, Amy (Consultant)
Sent: Tue Jan 20 19:32:52 2009
Subject: Update items

Just wanted to provide a status report on various activities. First, attached are a couple summary documents capturing initial thoughts on oversight and advisory structure. There is an accompanying list of candidates for roles on the technical and strategic advisory committees, we hope to have that to you tomorrow (John R is doing some final vetting)

We are working on a new boiler plate PPT, including some slides specific to leg hearing needs. I will call to discuss expectations to make sure we are aligned, so far we are keeping it lean and focused on messages from the folio along with some additional cost info and key points from the tunnel one pagers we are working on.

PDR

Speaking of those, the tunnel ones and most others are in motion, but needing more work still. Transportation performance remains a challenge, as we did not model a scenario that matches the current proposal, which begs getting modeling going at the front end of this effort, once we figure out the northend configuration.

Making unsubstantiated claims

Speaking of the northend, and other areas of City interest, we had an enlightening meeting with Chandler and Brown where they decried their view of what is 'in' the EIS, and needless to say we aren't exactly on the same page. This should be item number 1 for next Monday's enviro strategy meeting.

PDR

Speaking of that meeting, we will have draft materials to you by COB Thurs, along with some key points from the City discussion. Well attended brown bag today, Linea and Bob made it and are now engaged in the 'what it will take' discussion. AGO discussion tomorrow.

John

? Chandler - Bob Chandler SPOT

Lisa Brown Senate Majority leader?

From: Greco, Therese
To: White, John; Preedy, Matt
Sent: Tue Jan 20 17:42:43 2009
Subject: Description of the Bored Tunnel Advisory Teams 1-20-09.doc

PDR

From: Grace Crunican [Grace.Crunican@Seattle.Gov]
Sent: Tuesday, January 27, 2009 8:14 AM
To: John Pehrson
Cc: Zander Batchelder; Barbara Hartley; Tom Graff; Ronald Turner; Tom English; Pearce, Steve; Paananen, Ron
Subject: Re: Street design in Belltown

Yes, John, we can meet. The following dates and times work for me:

2/12 @ 2 or 4
 2/23 @ 10
 2/25 @ 2 or 3

Please let me know if any of these dates might work for you and your group. Thanks, Grace

*Has Grace
 come to
 Magnolia or
 Ballard?*

>>> John Pehrson <pehrsonj@comcast.net> 1/22/2009 1:30 PM >>>
 Grace,

Steve Pearce has told me that as a first approximation, the surface street changes between Virginia and Battery Streets for the selected Bored Tunnel alternative will be similar to that shown for the old options A and B. I think this will be good. However there are many questions and issues and we (the residents and property owners in the area) would like to be 'at the table' as these are refined.

Toward that end, we'd like to meet with the appropriate people in the very near future with this objective:

1. What are the plans, as they exist now, for the street changes from Virginia Street to Battery Street?
2. What does the AWV project team view as some of the critical issues in that area?
3. What issues do the property owners and business operators and residents in that immediate area have?
4. Each understand the issues, objectives and concerns of the other.

I don't want to put this off until 'we have a firmer design'; I want us to get together now so we can understand each others issues and objectives and concerns. This would be meant to be anything but a start of a good dialogue and working relationship and a sharing of values. I think this kind of process could be very helpful to the AWV Project team and should result in a better design for all.

I will work with the Belltown Business Association, Belltown Community Council and Belltown Housing and Land Use Committee to see that the right community people are available, but still keep the numbers to a reasonable level so we can have an interactive process.

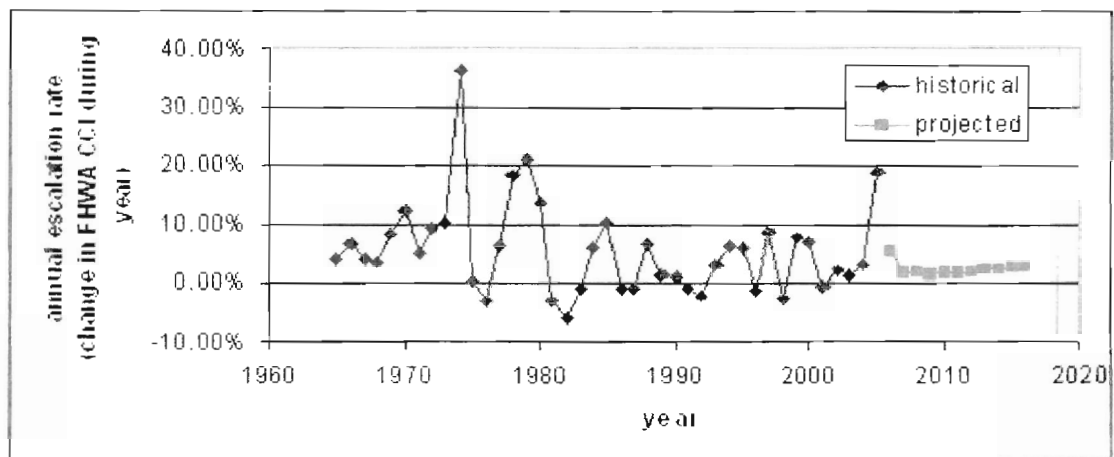
Can you support such a meeting in the next 3 - 4 weeks and would you suggest some dates?

John Pehrson
 206-441-9913

*"right community people"
 WSDOT Preference*

From: John Reilly [jireils@attglobal.net]
Sent: Tuesday, February 10, 2009 3:06 PM
To: White, John; Paananen, Ron
Cc: Dye, Dave; Grotefendt, Amy; Van Ness, Kristy (Consultant)
Subject: Fw: ST Estimates?

FYI. I also gave Bob Donegan a general overview re cost, prices and escalation (variation, historical) with the label "be cautiously optimistic" since there are 7 years to go for AWW. I gave him the FHWA CCI history - see following, with the caution that there is a historical rise after each trough and we were using the Global insights inflation which means about just over 2% pa compounded.



Regards, John Reilly
Web: www.JohnReilly.us
Email: JReils@ATTGlobal.net
Cell: +1-508-904-3434

----- Original Message -----

From: Bob Donegan
To: 'Bob Donegan'; John Reilly; 'Richard Prust'; 'Matt Rosenberg'; 'Bruce Agnew'; Richard Page; Steve Redmond; Harvey Parker; 'Jared Smith'; 'Tayloe Washburn'; 'Bob Donegan'; david@mlkcl.org; sextonr@wellsfargo.com; 'Vlad Oustimovitch'; 'Don Stark'; 'John Odland'; 'Warman, Elizabeth J'; 'Charles Royer'; donnewby@msn.com; 'Dave Gering'; brian.steinburg@comcast.net; jons@downtownseattle.org; 'Charles Knutson'; jan.g.drago@gmail.com; 'Bruce Agnew'; Karen@seattleparksfoundation.org; 'Susan Champlain'; Gael Tarleton-H; BillB@AtlaVenture.com; 'Patrick A. Yearout'; JohnB@ARGOSYCRUISES.COM; 'Bob Davidson'
Sent: Tuesday, February 10, 2009 10:00 AM
Subject: RE: ST Estimates?

Early this am, I talked with John Reilly to correct the Boston portion of the tunnel presentation for Rotary. The animation from PB worked flawlessly and the crowd was wowed with Patrick's point of power. Here are the questions that the group asked about or came up after and wanted to chat about:

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Two lanes in tunnel are not enough—we need more capacity, esp for West Seattle and growth
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Gehl pedestrian study was a big hit

How does Speaker like the tunnel?

Does anyone oppose this solution?

Thank the project team for breaking through Seattle's focus on process. Let's start building NOW.

No questions about seismic, MVET.

I do it again for University Rotary first week in March. Thanks for your help in getting this put together

Bob

From: Bob Donegan [mailto:bobd@keepclam.com]

Sent: Monday, February 09, 2009 6:16 PM

To: John Reilly; 'Richard Prust'; 'Matt Rosenberg'; 'Bruce Agnew'; Richard Page; Steve Redmond (SRedmond@frontierkemper.com); Harvey Parker (harveyparker@compuserve.com); 'Jared Smith'

Subject: ST Estimates?

Importance: High

As you know, I am presenting a Stakeholder's perspective to the Seattle Rotary tomorrow and University rotary in a few weeks.

One of the four consistent themes that arise is cost of the deep bore tunnel and isn't this another Big Dig? I've used all of your arguments explaining why this is not true, and I have heard that the preliminary bids on Sound Transit tunnel from downtown under Capital Hill to UW are coming in at 40% BELOW estimates. Is this a credible number for me to quote, and if not, what is the correct number?

Attached is the latest version, with illustrations, of my notes. Please edit and let me know if I've made any mistakes.

I also hope to show the PB animation of a drive through the tunnel at slide #13

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6/25/2009

From: John Reilly [jireils@attglobal.net]
Sent: Tuesday, February 10, 2009 3:38 PM
To: White, John; Paananen, Ron
Cc: Dye, Dave; Grotefendt, Amy; Van Ness, Kristy (Consultant)
Subject: Re: Donegan Presentation to Rotary
Attachments: Viaduct Rotary Donegan Feb 10 09.pdf

John - of course - attached. He usually just sends text. but this time included the presentation.

Regards, John Reilly
 Web: www.JohnReilly.us
 Email: JJReils@ATTGlobal.net
 Cell: +1-508-904-3434

----- Original Message -----

From: White, John
To: Reilly, John ; Paananen, Ron
Cc: Dye, Dave ; Grotefendt, Amy ; Van Ness, Kristy (Consultant)
Sent: Tuesday, February 10, 2009 3:29 PM
Subject: RE: ST Estimates?

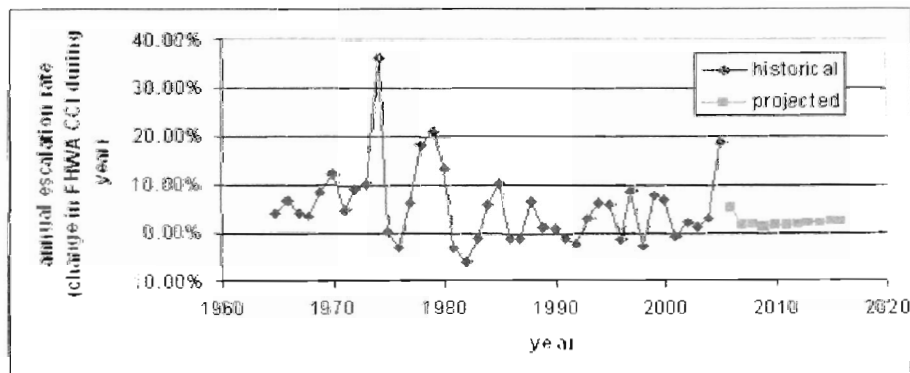
John,

Do you have a copy of Bob's presentation that we could see? It would be helpful to know exactly what our supportive stakeholders are showing publicly, since we will be out before many of the same people and could get asked questions related to differences in our presentation and theirs (assuming there are any, hopefully you and Harvey are helping to avoid that).

John

From: John Reilly [mailto:jireils@attglobal.net]
Sent: Tuesday, February 10, 2009 3:06 PM
To: White, John; Paananen, Ron
Cc: Dye, Dave; Grotefendt, Amy; Van Ness, Kristy (Consultant)
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To: 'Bob Donegan'; John Reilly; 'Richard Prust'; 'Matt Rosenberg'; 'Bruce Agnew'; Richard Page; Steve Redmond; Harvey Parker; 'Jared Smith'; 'Tayloe Washburn'; 'Bob Donegan'; david@mlkclc.org; sextonr@wellsfargo.com; 'Vlad Oustimovitch'; 'Don Stark'; 'John Odland'; 'Warman, Elizabeth J'; 'Charles Royer'; donnewby@msn.com; 'Dave Gering'; brian.steinburg@comcast.net; jons@downtownseattle.org; 'Charles Knutson'; jan.g.drago@gmail.com; 'Bruce Agnew'; Karen@seattleparksfoundation.org; 'Susan Champlain'; Gael Tarleton-H; BillB@AtlaVenture.com; 'Patrick A. Yearout'; JohnB@ARGOSYCRUISES.COM; 'Bob Davidson'

Sent: Tuesday, February 10, 2009 10:00 AM

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Subject: ST Estimates?

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 *** IMPORTANT: Do not open attachments from unrecognized senders ***

VandenBerghe, Alissa (Consultant)

From: John Reilly [jireils@attglobal.net]
Sent: Thursday, February 26, 2009 2:46 PM
To: Kristy Hamarakis; Grotefendt, Amy
Cc: Greco, Theresa; Preedy, Matt; White, John
Subject: Fw: New WSDOT handouts, digital versions, compiled by Cascadia

Any and Kristy - some complements - well done.

Regards, John Reilly
Web: www.JohnReilly.us
Email: JJReils@ATTGlobal.net
Cell: +1-508-904-3434

----- Original Message -----

From: Bob Donegan
To: 'Seaver, Jim'
Sent: Thursday, February 26, 2009 1:55 PM
Subject: New WSDOT handouts, digital versions, compiled by Cascadia

From: Matt Rosenberg [mailto:mattr@discovery.org]
Sent: Thursday, February 26, 2009 10:58 AM
Subject: New WSDOT handouts, digital versions, compiled by Cascadia

Bob, Bruce:

I was quite impressed with the new WSDOT handouts at the deep bored tunnel open houses this week, and working with AWV communications staff, have compiled digital copies of the key fact sheets and maps they distributed at the Ballard and West Seattle events. I have posted the compendium atop our Tunnel "In Focus" section on our Web site's main page. Feel free to share.

<http://www.discovery.org/a/9311>

Best,

Matt

Matt Rosenberg
Senior Fellow, + Editor, Cascadia Prospectus
Cascadia Center For Regional Development
mattr@discovery.org
206-938-2082
206-661-1958 (mobile)
Web - <http://www.cascadiaproject.org>
Blog - <http://www.cascadiaprospectus.org>
Twitter - <http://twitter.com/transpoguru>

VandenBerghe, Alissa (Consultant)

From: Turner, Amy (Consultant)
Sent: Wednesday, March 04, 2009 6:07 PM
To: Oblas, Vic (Consultant); 'Brenda Bohlke'; Preedy, Matt; Greco, Theresa; Williamson, Alec; Clark, Gordon T. (Consultant); Morrison, Mike (Consultant); Phelps, Don (Consultant); 'Brenda Bohlke'; Rigsby, Mike (Consultant); Reilly, John
Subject: Materials for construction strategies workshop
Follow Up Flag: Follow up
Flag Status: Red
Attachments: Draft_Master_workshop_Presentation.ppt; Workshop_Boards.pdf

Based on our meeting today, here's a list of handouts/materials that we'll need for the project overview on day 1 and assumptions about the lead. Please let me know if you have any edits.

- Bored tunnel folio with letter of agreement (*Amy / Communications*)
- Display boards with project timeline and bored tunnel hybrid alternative overview (*Amy / Communications*)
- Draft org chart and narrative (*John R. / Alec*)
- Google map with time slider (*Gordon*)
- Plot of WOSCA / staging site (*complete - pre-reading materials Attachment 3A*)
- Handout: cost by element (*Alec and Vic*)
- Plot of cross section (*Gordon*)
- Handout: updated bar chart of activity groups (*Vic and ?*)

Attached is a master PPT slide if you need it. Please send everything to Brenda (bmbohlke@hotmail.com) and I by COB Thursday or first thing Friday morning.

Thanks.

Amy Turner
Communications and Public Involvement
Alaskan Way Viaduct and Seawall Replacement Program
206.267.6821
turnera@consultant.wsdot.wa.gov

>

From: Bob Donegan [bobd@keepclam.com]
Sent: Friday, April 03, 2009 9:08 AM
To: Dye, Dave; Paananen, Ron
Subject: FW: Attack items we need to be ready now to rebut: Chop on viaduct on TVW

FYI—I haven't seen this, yet, but understand the Speaker talks about capacity of tunnel vs viaduct and his parkway.

Our little community group is all over it and continues to work with legislators in house to get them information to help them understand the hybrid.

From: Charles Knutson [mailto:CharlesK@seattlechamber.com]
Sent: Friday, April 03, 2009 8:49 AM
To: Charles Knutson; Tayloe Washburn
Cc: dukeschau@hotmai.com; starkd@gsmi.com; bobd@keepclam.com; George Allen
Subject: RE: Attack items we need to be ready now to rebut: Chop on viaduct on TVW

Here's the full link to our FAQs: http://www.seattlechamber.com/pls/ahome/keyissues_portlet.read_pdf?v_id=7547

From: Charles Knutson
Sent: Fri 4/3/2009 8:47 AM
To: Tayloe Washburn
Cc: Duke Schaub (dukeschau@hotmai.com); starkd@gsmi.com; bobd@keepclam.com; George Allen
Subject: RE: Attack items we need to be ready now to rebut: Chop on viaduct on TVW

It's a long interview and I'm 20 minutes into it with no mention of Viaduct so far. I anticipate they are the same questions he's been asking all along but I'll continue watching to make sure. If it is indeed the same questions he's been asking since January, we already have an FAQs piece that we custom tailored to answer his questions up front:

[The Bored Tunnel Hybrid Alternative: Frequently Asked Questions](#)

From: Tayloe Washburn [mailto:Washj@foster.com]
Sent: Fri 4/3/2009 8:31 AM
To: Charles Knutson
Subject: Re: Attack items we need to be ready now to rebut: Chop on viaduct on TVW

What's your takeaway and response strategy

Is cold better?

From: Charles Knutson
To: Tayloe Washburn; George Allen ; Christina Donegan
Cc: dukeschau@hotmai.com ; starkd@gsmi.com ; bobd@keepclam.com
Sent: Fri Apr 03 08:24:00 2009
Subject: RE. Attack items we need to be ready now to rebut: Chop on viaduct on TVW

TVW's April 2nd Interview with Frank Chopp here:

[http://www.tvw.org/media/mediaplayer.cfm?
evid=2009040037&CFID=3304070&CFTOKEN=52208071&bhcp=1](http://www.tvw.org/media/mediaplayer.cfm?evid=2009040037&CFID=3304070&CFTOKEN=52208071&bhcp=1)

From: Tayloe Washburn [mailto:Washj@foster.com]
Sent: Fri 4/3/2009 8:18 AM
To: George Allen; Charles Knutson; Christina Donegan
Cc: dukeschaub@hotmail.com; starkd@gsminc.com; bobd@keepclam.com
Subject: Attack items we need to be ready now to rebut: Chop on viaduct on TVW

Please circulate Frank's capacity-based TVW attacks on viaduct to Duke and Viaduct core team. We need to be able to quickly rebut capacity arguments

Also there is a damaging Big Dig/tolling article Brunell referred to that he will send and we need to circulate and be ready to rebut ASAP as well. Perhaps Don and Charles can jump on both items

----- Original Message -----

From: George Allen <georgea@seattlechamber.com>
To: Charles Knutson <charlesk@seattlechamber.com>
Cc: Tayloe Washburn
Sent: Fri Apr 03 08:12:51 2009
Subject: Chop on viaduct on TVW

CK

I understand that chop was on TVW talking about viaduct costs and through put. You might go to the tvw site and pull it up and take a look.

There was also a similar story last night on kuow.

And, the Boston Globe had a recent story blasting the big dig that you should see.

Sent from iPhone.
Cell: 206-859-9062

VandenBerghe, Alissa (Consultant)

From: Tull, John
Sent: Wednesday, April 22, 2009 2:31 PM
To: Lacy, Paul
Cc: Williamson, Alec; Anderson, Mark - UCO
Subject: 2009 AWW & I-5 Aerial Orthophoto
Follow Up Flag: Follow up
Flag Status: Red

Hi Paul.

Thanks for taking time to meet with me today to discuss the new aerial Ortho Photo project for the AWW.

Here's the link to our quick and easy online order form, which will be our official authorization to proceed.

<http://www.wsdot.wa.gov/PPSC/Photogrammetry/OrderForm.htm>

For the blank field for the description of the mapping, you could cut and paste the following:.

"Color aerial orthophotography done to the same basic specifications and limits as the 2006 AWW orthophoto project. Flights should take place within 2 hours of solar noon, and within 30 days of summer solstice, 2009. A normal or long focal length lens will be used (8.25 inch or 12 inch). The nominal ground sample distance (GSD or resolution) will be 0.25 foot, with XY accuracy consistent with the 0.25' resolution, generally +/- 3 pixels. True ortho (photo perspective building "lean" correction) will be performed on major structures as in the 2006 photo, with the following additions: 1. Extend the true ortho from 2006 ortho to include structures on 2nd Ave, and structures directly above the alignment of the deep bored tunnel. 2. Reduce the overall limits to exclude photo coverage west of a north/south line that divides the Port's Harbor Island in half. The AWW Office will provide an authoritative diagram, CAD file, or GIS shape file that shows the alignment of the bored tunnel, so that Photogrammetry can correctly identify the structures referenced in comment (1) above."

That should get us started. We will get the schedule and cost info to you early next week.

Thanks for using our services.

John H. Tull, CP
WSDOT Photogrammetry Manager
Geographic Services Office: 360 596 8940

From: John Reilly [jireils@attglobal.net]
Sent: Sunday, April 26, 2009 12:05 PM
To: Grotefendt, Amy; White, John
Cc: Paananen, Ron
Subject: Fw: Westneat: Publivc Project Cost Analysis by Flyvberg
Attachments: APA Journal, Flyvberg Article Summer 2002.pdf; LTT070510 (Flyvbjerg & Bias).pdf

FYI - do you want to respond to this, or to involve the Donegan truth squad? The material is all written, let me know if you want to act on this. I'll also ask Donegan if he wants to act and note the following to him.

PS - CEVP of course was developed to address this specific problem - which we were working on prior to Flyvbjerg's initial paper in the summer of 2002 (attached for your reference, plus a more recent article by him).

Regards, John Reilly
 Web: www.JohnReilly.us
 Cell: +1-508-904-3434

----- Original Message -----

From: Bob Donegan
To: Jim Seaver
Sent: Sunday, April 26, 2009 9:00 AM
Subject: Westneat: Publivc Project Cost Analysis by Flyvberg

We saw this analysis in the Dec 12 Deep Bore Meeting between the outside experts and the Project Team. Westneat missed the announcement this week that a BART project in Bay Area came in at 55% of estimate. Also look in today's Seattle Times real estate section for a nice picture of Stakeholder from Belltown, John Perhsen.

Originally published April 26, 2009 at 12:00 AM | Page modified April 26, 2009 at 12:20 AM

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Danny Westneat

Tunnel's cost may fool us all

A professor at Oxford University in England has done a compelling series of studies trying to get at why big public-works projects such as bridges, tunnels and light-rail systems almost always turn out to be far more costly than estimated.



[Danny Westneat](#)

Seattle Times staff columnist

Related

"We don't envision any cost overruns on this project." — Pearse Edwards, spokesman for Gov. Chris Gregoire

"The way I see it, I don't think we're going to have overruns." — State House Transportation Chairwoman Judy

From: Bob Donegan [bobd@keepclam.com]
Sent: Thursday, April 23, 2009 7:05 AM
To: Grace Crunican; Tim Ceis; Paananen, Ron; Dye, Dave; Powers, Bob; Harold Taniguchi; Ron Posthuma
Subject: Fw: ESSB 5768 roll call and amendments

Our regular 4pm SR 99 Corridor Coalition meeting today at Ivar's will include treats and toasts if you would like to join us:

ESSB 5768
 SR 99 Alaskan Way viaduct
 House vote on Final Passage as Amended by the House
 4/22/2009

Yeas: 53 Nays: 43 Absent: 0 Excused: 2

Voting Yea: Representatives Appleton, Blake, Carlyle, Chandler, Chase, Clibborn, Cody, Darneille, Dunshee, Eddy, Finn, Goodman, Haigh, Hinkle, Hope, Hudgins, Hunt, Hunter, Jacks, Johnson, Kagi, Kenney, Kessler, Lias, Linville, Maxwell, McCoy, Miloscia, Moeller, Morrell, Morris, Nelson, O'Brien, Ormsby, Orwall, Pedersen, Pettigrew, Quail, Roberts, Rolfes, Ross, Seaquist, Sells, Springer, Sullivan, Takko, Taylor, Upthegrove, Van De Wege, Warnick, White, Williams, and Wood
Voting Nay: Representatives Alexander, Anderson, Angel, Bailey, Campbell, Condotta, Conway, Cox, Crouse, Dammeier, DeBolt, Dickerson, Driscoll, Ericks, Ericksen, Grant-Herriot, Green, Haler, Hasegawa, Herrera, Hurst, Kelley, Kirby, Klippert, Kretz, Kristiansen, McCune, Orcutt, Parker, Pearson, Priest, Probst, Roach, Rodne, Santos, Schmick, Shea, Short, Simpson, Smith, Wallace, Walsh, and Mr. Speaker

Absent:

Excused: Representatives Armstrong and Flannigan

Amendments

<u>Amendment Name</u>	<u>Num</u>	<u>Sponsor</u>	<u>Type</u>	<u>Description</u>	<u>Action</u>
<u>5768-S.AMS MURR SIMP 202</u>	37	Murray	FloorPg	2 Ln 20	ADOPTED 03/04/2009
<u>5768-S.E AMH COX LEAT 119</u>	842	Cox	FloorPg	3 Ln 5	ADOPTED 04/22/2009
<u>5768-S.E AMH TR H3051.1</u>		TR	CmteStriker		ADOPTED AS AMENDED 04/22/2009
<u>5768-S.E AMH LEAT 114</u>	828	Rodne	FloorPg	3 Ln 5	NOT ADOPTED 04/22/2009
<u>5768-S.E AMH ARMS LEAT 091</u>	815	Armstrong	FloorPg	1 Ln 21	NOT ADOPTED 04/22/2009
<u>5768-S.E AMH BAIL H3395.1</u>	790	Bailey	FloorPg	5 Ln 17	NOT ADOPTED 04/22/2009
<u>5768-S.E AMH CLIB LEAT 116</u>	826	Clibborn	FloorPg	2 Ln 3	ADOPTED 04/22/2009
<u>5768-S.E AMH CLIB LEAT 118</u>	829	Clibborn	FloorPg	2 Ln 3	WITHDRAWN 04/22/2009
<u>5768-S.E AMH DICK REDF 039</u>	783	Dickerson	FloorPg	2 Ln 13	WITHDRAWN 04/21/2009
<u>5768-S.E AMH ERIC LEAT 087</u>	784	Ericksen	FloorPg	1 Ln 12	NOT ADOPTED 04/22/2009
<u>5768-S.E AMH KLIP LEAT 089</u>	786	Klippert	FloorPg	1 Ln 24	NOT ADOPTED 04/22/2009

5768-S.E AMH NELS LEAT 718 Nelson FloorPg 3 Ln 24 ADOPTED 04/22/2009
 070
5768-S.E AMH ROAD LEAT 794 Roach FloorPg 2 Ln 1 NOT ADOPTED 04/22/2009
 086
5768-S.E AMH ROAD LEAT 785 Roach FloorPg 1 Ln 12 NOT ADOPTED 04/22/2009
 088

5768-S.E AMH ARMS LEAT 086 (AMD 794)

5768-S.E AMH MORR LEAT 091 (AMD 815 NOT ADOPTED 4/22/2009)

Fiscal Note (Available)

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State House approves tunnel to replace viaduct

By [CHRIS GRYGIEL](#)
 SEATTLEPI.COM STAFF

The state House approved a plan Wednesday night to replace Seattle's aging, earthquake-damaged Alaskan Way Viaduct with a deep-bored tunnel.

The 53-43 vote was a victory for Mayor Greg Nickels, who has been pushing for a tunnel replacement for years. However it could be a costly one -- an amendment added in the House would require property owners in Seattle to pay for cost overruns beyond the \$2.8 billion allocated by the state through taxes and tolling.

The Senate must now OK changes made to Senate Bill 5768 in the lower chamber.

The city has already said it will chip in \$900 million toward the project. The House amendment would almost certainly end up costing the city more as most large transportation projects go over budget.

Rep. Reuven Carlyle, D-Seattle, said the amendment sets a dangerous precedent where other cities might have to pay for cost overruns on state projects.

"At the end of the day it is a state highway," he said of the viaduct. "It is a state obligation first and foremost."

However the amendment's sponsor, Rep. Judy Clibborn, D-Mercer Island, said it provided "safety" for state taxpayers that they wouldn't be on the hook for cost overruns. Rep. Dan Roach, R-Bonney Lake, agreed. "This would take the onus off the state," he said.

The viaduct debate has dominated transportation debate since a 2001 earthquake damaged the double-decker elevated highway. Among the other replacement ideas that had been discussed have been a rebuild, which is cheaper than a tunnel, and a surface-replacement option. Some people wanted to tear down the viaduct and disperse the 110,000 vehicles that use structure each day on to downtown streets, saying it was better for the environment.

Tunnel proponents have said their option would allow for a once-in-a-century chance to open up Seattle's downtown neighborhood to the waterfront. More practically, they now say the technology is such that a tunnel could be built without tearing down the existing structure during construction, which would ease traffic concerns of commuters -- especially those coming to downtown from West Seattle.

Nickels, King County Executive Ron Sims and Gov. Chris Gregoire signed off on the deep-bored tunnel idea after months of negotiations.

"This project is not perfect," Carlyle said during the debate Wednesday. "But in making this profound decision we pay genuine respect to the citizens of our state. And we do something that 100 years from now that our

children's children" will enjoy

Rep. Dan Takko, D-Longview, said replacing the viaduct was long overdue.

"We're going to take care of a safety issue," he said. "It's the right thing to do."

The tunnel continues to be a political hot potato in Seattle.

Mayoral candidate Michael McGinn -- who opposes the tunnel replacement - said in a statement Wednesday that the amendment requiring Seattle to pay for cost overruns made the tunnel too costly.

"We are committing \$900 million we don't have -- plus who knows how much more for cost overruns -- while our essential services are being cut, libraries are closed, schools are in trouble, and our local transit is facing 20 percent cuts in service," McGinn said.

The total cost of the viaduct replacement project is about \$4.2 billion, which includes the roughly \$2 billion four-lane tunnel replacement as well as money for other improvements.

Chris Grygiel can be reached at 206-448-8363 or chrisgrygiel@seattlepi.com.

Originally published April 22, 2009 at 10:22 PM . Page modified April 23, 2009 at 12:49 AM

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House approves plan to replace viaduct with a tunnel

After years of study and debate, legislation that calls for replacing the Alaskan Way Viaduct with a deep-bore tunnel appears headed for state law.

By [Andrew Garber](#)

Seattle Times Olympia bureau

Related

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- [Sponsor announces KeyArena bill "really dead"](#)
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OLYMPIA -- After years of study and debate, legislation that calls for replacing the Alaskan Way Viaduct with a deep-bore tunnel appears headed for state law.

The state House Wednesday night passed a bill, by a 53-43 vote, that directs the state to replace the viaduct with a deep-bore tunnel under First Avenue.

The bill is expected to pass the Senate, which approved an earlier version of the legislation. Gov. Chris Gregoire also supports the measure.

"If you listen carefully you will hear a giant sigh. I think it is a sigh of relief and it's not coming just from the people who can see the Space Needle. It's coming from people across the state who are saying, 'When are you going to get done with this project and move on? When will a decision be made?'" House Transportation Chairwoman Judy Clibborn, D-Mercer Island, told lawmakers.

"We are making one tonight that is monumental in scope," she said.

The vote came after House Democratic leaders added a controversial provision to the bill -- at the insistence of House Speaker Frank Chopp -- that requires downtown Seattle property owners to pay for any cost overruns related to digging the tunnel.

Seattle Deputy Mayor Tim Ceis said the city doesn't like the requirement but won't oppose the legislation. The city supports a tunnel to replace the viaduct.

"If this makes them feel good that they're sticking it to Seattle, somehow. I guess that's the price. Let's just get the thing over with and get moving on the actual project," he said in an interview.

Ceis said it sets a precedent that should worry other local governments. "If this is going to be a new policy of the state, I guess all cities and counties need to be put on notice that if you've got a state highway, I guess we're all going to be responsible for cost overruns on their projects. I think this is astonishing."

Gregoire supports the requirement for the tunnel project. Pearse Edwards, the governor's spokesman, noted in an e-mail that "we don't envision any cost overruns to occur on this project, especially given the drop in road construction prices coupled with the healthy contingency built into the original proposal."

Clibborn defended the move, saying in an interview, "I think a lot of people feel like this is something that Seattle really gets a huge benefit (from) and there should be some way to have them participate."

The city of Seattle earlier committed to raising \$930 million for its share of the overall project, including a new Elliott Bay sea wall, promenade and other surface improvements. Seattle Mayor Greg Nickels has said the city might use a downtown property tax, along with other taxes, fees and grants, to cover those costs.

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The cost-overrun amendment aside, the House vote represents a significant victory for tunnel supporters.

Chopp was widely viewed as the biggest political obstacle to the \$4.3 billion project, which includes \$3.1 billion for a stacked four-lane tunnel and an elevated segment through Sodo.

Chopp had pushed his own plan for the viaduct replacement: an elevated freeway along the waterfront with retail, office and living space below it. He also has expressed concerns about the tunnel's cost and whether the state would be on the hook for potential cost overruns.

It wasn't clear until recently if he'd even allow a vote on the proposal.

Talk of replacing the 50-year-old waterfront freeway intensified after the 2001 Nisqually earthquake left it damaged.

Lawmakers, transportation officials and city leaders have argued since then over whether to build another elevated roadway, dig a tunnel or create some kind of surface alternative.

The viaduct bill caps state funding for the tunnel at \$2.4 billion, subject to reconsideration after an expert review panel updates the cost estimate. It also states that for costs more than that amount, "no more than \$400 million of the additional costs shall be financed with toll revenue. Any costs in excess of (\$2.8 billion) shall be borne by property owners in the Seattle area who benefit from replacement of the

existing viaduct with the deep-bore tunnel."

State money could only be used for digging the tunnel and removing the existing viaduct. The bill specifies the state will not pay for utility relocations, sea wall replacement or waterfront promenade improvements.

The measure also requires updated cost estimates for construction of the tunnel and the viaduct-replacement project as a whole by Jan. 1, 2010.

Lawmakers who oppose the tunnel argued Wednesday night that it would divert too much state funding to one project, leaving dozens of other transportation projects across the state without the money to move forward.

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Funny the citizens voted "No" on the tunnel option and yet it is getting railroaded into law. Posted on April 22, 2009 at 10:51 PM by Dori Monson. [Jump to comment](#)

That's basically a big F U to the citizens of Seattle and WA from the legislators. Posted on April 23, 2009 at 12:06 AM by manoman. [Jump to comment](#)

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