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5768-S.E AMH CLIB LEAT 118	829 Clibborn	Floor Pg 2 Ln 3		WITHDRAWN 04/22/2009
5768-S.E AMH DICK REDF 039	783 Dickerson	Floor Pg 2 Ln 13		WITHDRAWN 04/21/2009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

[5768-S.E AMH NELS LEAT 070](#) 718 Nelson Floor Pg 3 Ln 24 ADOPTED 04/22/2009
[5768-S.E AMH ROAD LEAT 086](#) 794 Roach Floor Pg 2 Ln 1 NOT ADOPTED 04/22/2009
[5768-S.E AMH ROAD LEAT 088](#) 785 Roach Floor Pg 1 Ln 12 NOT ADOPTED 04/22/2009
[5768-S.E AMH ARMS LEAT 086 \(AMD 794 \)](#)
[5768-S.E AMH MORR LEAT 091 \(AMD 815 NOT ADOPTED 4/22/2009\)](#)

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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.

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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

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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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