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**From:** Charles Knutson [CharlesK@seattlechamber.com]  
**Sent:** Friday, March 20, 2009 9:53 AM  
**To:** Charles Knutson  
**Subject:** Your help needed to advance the Bored Tunnel Hybrid solution!  
**Importance:** High

**Dear Bored Tunnel Hybrid solution supporter,**

**We have been asked to contact key legislators as soon as possible about the Bored Tunnel Hybrid solution to replace the Alaskan Way Viaduct. Please take a few seconds to voice your opinion. For your convenience, we've provided these five easy steps:**

**1) Cut and paste "Moving Forward with the Bored Tunnel Hybrid Solution" *into the subject line of your email.***

**2) Cut and paste the following email addresses into the 'To' line:**

[clibborn.judy@leg.wa.gov](mailto:clibborn.judy@leg.wa.gov); [liias.marko@leg.wa.gov](mailto:liias.marko@leg.wa.gov); [roach.dan@leg.wa.gov](mailto:roach.dan@leg.wa.gov); [rodne.jay@leg.wa.gov](mailto:rodne.jay@leg.wa.gov);  
[armstrong.mike@leg.wa.gov](mailto:armstrong.mike@leg.wa.gov); [campbell.tom@leg.wa.gov](mailto:campbell.tom@leg.wa.gov); [cox.don@leg.wa.gov](mailto:cox.don@leg.wa.gov); [dickerson.marylou@leg.wa.gov](mailto:dickerson.marylou@leg.wa.gov);  
[driscoll.john@leg.wa.gov](mailto:driscoll.john@leg.wa.gov); [eddy.deborah@leg.wa.gov](mailto:eddy.deborah@leg.wa.gov); [ericksen.doug@leg.wa.gov](mailto:ericksen.doug@leg.wa.gov); [finn.fred@leg.wa.gov](mailto:finn.fred@leg.wa.gov);  
[flannigan.dennis@leg.wa.gov](mailto:flannigan.dennis@leg.wa.gov); [herrera.jaime@leg.wa.gov](mailto:herrera.jaime@leg.wa.gov); [johnson.norm@leg.wa.gov](mailto:johnson.norm@leg.wa.gov); [klippert.brad@leg.wa.gov](mailto:klippert.brad@leg.wa.gov);  
[kristiansen.dan@leg.wa.gov](mailto:kristiansen.dan@leg.wa.gov); [moeller.jim@leg.wa.gov](mailto:moeller.jim@leg.wa.gov); [morris.jeff@leg.wa.gov](mailto:morris.jeff@leg.wa.gov); [rolfes.christine@leg.wa.gov](mailto:rolfes.christine@leg.wa.gov);  
[sells.mike@leg.wa.gov](mailto:sells.mike@leg.wa.gov); [shea.matt@leg.wa.gov](mailto:shea.matt@leg.wa.gov); [simpson.geoff@leg.wa.gov](mailto:simpson.geoff@leg.wa.gov); [springer.larry@leg.wa.gov](mailto:springer.larry@leg.wa.gov);  
[takko.dean@leg.wa.gov](mailto:takko.dean@leg.wa.gov); [upthegrove.dave@leg.wa.gov](mailto:upthegrove.dave@leg.wa.gov); [wallace.deb@leg.wa.gov](mailto:wallace.deb@leg.wa.gov); [williams.brendan@leg.wa.gov](mailto:williams.brendan@leg.wa.gov);  
[wood.alex@leg.wa.gov](mailto:wood.alex@leg.wa.gov)

**3) Cut and paste the suggested text below into the body of the email, add your name at the bottom and customize it to your liking.**

**4) Bcc [charlesk@seattlechamber.com](mailto:charlesk@seattlechamber.com)**

**5) Hit send, it's that easy!**

**Thanks and please feel free to forward this email to other supporters,  
 --Charles**

Dear Members of the House Transportation Committee,

I support the **Bored Tunnel Hybrid solution to replace the Alaskan Way Viaduct**, and I would like to thank your colleagues Representative Clibborn, Senator Haugen, and Governor Gregoire for their leadership in moving this solution forward through **ESSB 5768**. This solution will serve everyone in Washington state. The Alaskan Way Viaduct corridor is a vital transportation and economic link to communities south, north and east of Seattle, to workers and companies of all sizes including Boeing and Microsoft and their suppliers, and to towns and cities across the state who depend on the Port of Seattle to get their goods to and from market. While some of the project's stakeholders have different reasons to support the Bored Tunnel Hybrid solution, broad-based agreement has centered around five key points.

1. The Bored Tunnel Hybrid solution **preserves regional capacity** on I-5 and SR 99 for freight and commerce that is important to all corners of the state. The four lanes of the tunnel, along with the new waterfront boulevard, will accommodate as many vehicles as the Viaduct accommodates today, and it allows for future growth. The tunnel also avoids the enormous potential negative impact of viaduct-related construction activity on the regional economy. This disruption issue is the key difference between the deep bore option and the earlier proposal for a cut-and-cover tunnel. And, as a bypass route with no downtown exits, this fix more than ever helps people traveling to and from places outside of Seattle.

2. The Bored Tunnel Hybrid solution's **financing plan is consistent with the direction established by the legislature** in previous sessions. The state's contribution is capped, and this solution with tolls meets the budget established by the Legislature and the Governor. Each agency is responsible for overruns on their own projects—a sensible and equitable way to share responsibility that is common practice across the state. And the financing plan is truly a partnership. It is important to note that the January 13th Letter of Agreement ensures that all parties have some 'skin in the game', including the state, King County, the Port of Seattle, the City of Seattle and the many regional businesses and residents who will be key contributors in a variety of funding programs. The City of Seattle, in particular, is stepping up with nearly a billion dollars of investment in vital surface street improvements and replacement of the seawall.

3. The Bored Tunnel Hybrid solution will have **strong accountability and project oversight controls**. Unlike the Big Dig in Boston, WSDOT will strongly assert itself as the project owner using state-of-the-art cost estimates that account for risk, contingency and escalation. The cost estimate has ample cushion for unexpected costs, in fact independent international tunneling experts agree that tunnels recently completed around the world have cost significantly less than the cost estimate per lane mile of the SR99 tunnel. WSDOT is currently managing more than \$11 billion of transportation investments, and to date has delivered 90 percent of them early or on-time and 88 percent under or on-budget. Also, it's important to remember that over 150 tunnels have been built in Seattle since 1890, mostly in glacial soils. Unquestionably, we have the tools and expertise to do this project.

4. The Bored Tunnel Hybrid solution is **very safe in any disaster situation**. It will have improved lane and shoulder widths, modern fire protection safety equipment and plenty of emergency exits. It will be monitored 24 hours a day, similar to the I-90 tunnel. And it's a fact that tunnels perform better in earthquakes than bridges. Structural engineers agree that tunnels are one of the safest places to be during an earthquake because a tunnel moves with the earth. In 1989, the BART tunnel in San Francisco reopened just hours after the devastating Loma Prieta earthquake, while elevated structures like the Cypress freeway collapsed or were disabled in other ways. Moreover, WSDOT and the City of Seattle, in association with scientists and engineers, recently found that when it comes to tsunamis we have nothing to worry about. The most a tsunami could overtop the seawall is a mere 12 inches, and the chances of that happening are similar to the odds of a very large meteor striking the Earth—about once every 60,000 years.

5. The Bored Tunnel Hybrid solution is **a grassroots compromise**. As you may have heard, this alternative was not among those that were recommended by the government planning team as the stakeholders came to the final hour of their deliberations. It was a recommended option that emerged instead from stakeholders themselves based on the data, the costs and benefits, and the different perspectives each stakeholder brought to the table. The decision was reached through compromise and through a process that included divergent interests and agendas, which were openly discussed and extensively debated during dozens of public meetings and hundreds of hours of review with the three-agency project team. Everyone gave something up to support the alternative, but in the end stakeholders reached something not achieved during the eight years since the Viaduct was shaken by the Nisqually quake: a broad-based consensus about a positive path forward.

Challenges remain, but the Bored Tunnel Hybrid solution is **a viable, achievable project that makes financial sense** and meets the broad range of guiding principles that were established to judge alternatives. In the long run it offers by far the greatest value of any other viaduct replacement option, and it will help keep the regional economy moving on one of the state's most important transportation arteries. That's why it is **endorsed by over 100 individuals, elected officials and organizations**, from AAA to the Washington Highway Users Federation, from Anderson Hay & Grain in Ellensburg to the King County Labor Council, Snoqualmie Indian Tribe, People for Puget Sound, the Greater Seattle Chamber of Commerce and the Associated General Contractors of Washington. Support for the Bored Tunnel hybrid spans across the state from Spokane and Wenatchee to the industrial and manufacturing zones around the Port of Seattle and up and down the I-5 corridor.

It is time for us all to advance this consensus decision forward and leave the chance and risk for further delay and political deadlock behind. **I urge you to advance the Bored Tunnel Hybrid solution through ESSB 5768**, and I look forward to supporting the effort to carry our new consensus forward into final design and construction.

Sincerely,