

## VandenBerghe, Alissa (Consultant)

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**From:** John Reilly [jyreils@attglobal.net]  
**Sent:** Friday, January 30, 2009 8:58 PM  
**To:** White, John; Paananen, Ron  
**Cc:** Harvey Parker  
**Subject:** Re: Your help needed to advance the Bored Tunnel Hybrid Alternative!

Ron and John - I also rec'd this. Considering all the long-term life cycle benefits (which we need to revisit and update previous work, including the uncompleted Berk Report information) the tunnel is certainly the best long-term cost- benefit solution.

Do you see any problem with me responding as Charles Knutson has requested (with a revised text - i.e. what I think)?

Regards, John Reilly  
Web: [www.JohnReilly.us](http://www.JohnReilly.us)  
Email: [JJReils@ATTGlobal.net](mailto:JJReils@ATTGlobal.net)  
Cell: +1-508-904-3434

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

**From:** [Paananen, Ron](#)  
**To:** [White, John](#) ; [Reilly, John](#)  
**Sent:** Friday, January 30, 2009 7:45 PM  
**Subject:** RE: Your help needed to advance the Bored Tunnel Hybrid Alternative!

I've seen it. My only comment is on the second to last paragraph. I can't think of any alternative that is cheap. Considering construction impacts, the bored tunnel may be the best cost benefit solution.

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From: White, John  
Sent: Fri 1/30/2009 5:35 PM  
To: Paananen, Ron; Reilly, John  
Subject: Fw: Your help needed to advance the Bored Tunnel Hybrid Alternative!

You may both be on this BCC, but just in case...

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From: Charles Knutson  
To: Charles Knutson  
Sent: Fri Jan 30 15:14:00 2009  
Subject: Your help needed to advance the Bored Tunnel Hybrid Alternative!

Dear Bored Tunnel Hybrid Alternative supporter,

We have been asked to contact key legislators as soon as possible about the Bored Tunnel Hybrid Alternative 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 Alternative" into the subject line of your email.

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

[becker.randi@leg.wa.gov](mailto:becker.randi@leg.wa.gov); [benton.don@leg.wa.gov](mailto:benton.don@leg.wa.gov); [berkey.jean@leg.wa.gov](mailto:berkey.jean@leg.wa.gov); [delvin.jerome@leg.wa.gov](mailto:delvin.jerome@leg.wa.gov);  
[eide.tracey@leg.wa.gov](mailto:eide.tracey@leg.wa.gov); [haugen.marymargaret@leg.wa.gov](mailto:haugen.marymargaret@leg.wa.gov); [jacobsen.ken@leg.wa.gov](mailto:jacobsen.ken@leg.wa.gov); [kastama.jim@leg.wa.gov](mailto:kastama.jim@leg.wa.gov);  
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[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,

--Charles

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Dear Members of the Senate and House Transportation Committees,

I support the Bored Tunnel Hybrid Alternative to replace the Alaskan Way Viaduct, and I would like to thank your colleagues Senator Haugen, Representative Clibborn and Governor Gregoire for their leadership in moving this solution forward. 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 Alternative, broad-based agreement has centered around four key points.

1. The Bored Tunnel Hybrid Alternative preserves regional capacity on I-5 and SR 99 for freight and commerce important to the state, and it avoids the enormous potential negative impact of viaduct-related construction activity on the regional economy. The 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 Alternative's financing plan is consistent with the direction established by the legislature in previous sessions. The state's contribution is capped at \$2.8 billion. This solution with tolls meets the budget established by the Legislature and the Governor. 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 a significant investment in surface street improvements and replacement of the seawall.

3. The Bored Tunnel Hybrid Alternative is a compromise. As you may have heard, this alternative was not among those that were recommended to the stakeholders 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. 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.

4. The Bored Tunnel Hybrid Alternative creates a new central waterfront that will be free of the constraints imposed by the existing Viaduct. It's attractive for those who desire a welcoming place for pedestrians, bicycles and transit, shoreline restoration, reduced surface-water runoff and increased transit service. It will also generate significant economic returns to the public while reducing the environmental impact of cars in what promises to be a new regional center for community activities, tourism and commerce in the heart of a major economic engine in our state.

Challenges remain and we must find a way to adequately serve the freight, commercial and commuter needs of Ballard, Magnolia and the rest of northwest Seattle through the Bored Tunnel Hybrid Alternative. New transit improvements must also be part of the deep-bore solution to ease environmental impacts and facilitate the movement of people and goods through Seattle, not just cars. A Bored Tunnel Hybrid Alternative won't be cheap in the short term, but 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 in one of the state's most important transportation arteries.

I urge you to advance the Bored Tunnel Hybrid Alternative, and I look forward to supporting the effort to carry our new consensus forward into final design and construction. I also look forward to working with all of you to help complete the many tasks and hard work that is still required.

Sincerely,