
From: Ziegler, Jennifer (GOV) [Jennifer.Ziegler@gov.wa.gov]
Sent: Friday, January 30, 2009 4:01 PM
To: davidfoster9@gmail.com; Hunter, Chuck (GOV); Flynn, Tim; Andrew Glass Hastings; Dye, Dave; Paananen, Ron
Subject: FW: Moving Forward with the Bored Tunnel Hybrid Alternative - Addressing a vital north south state highway need

FYI

From: Tayloe Washburn [mailto:Washj@foster.com]
Sent: Friday, January 30, 2009 3:59 PM
Subject: Moving Forward with the Bored Tunnel Hybrid Alternative - Addressing a vital north south state highway need

Dear Members of the Senate and House Transportation Committees,

I serve as Chair of the Greater Seattle Chamber of Commerce, and am writing to ask your help in funding one of our state's most important north-south highways - the replacement for the Alaskan Way Viaduct. As Chamber Chair, I am very aware of how essential having adequate north south capacity is to cities, shippers, farmers and businesses throughout the state, which is why I have personally worked hard to secure a solution to the Viaduct that ensures our state's capacity needs in this vital corridor are met. 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 travelling 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.

6/26/2009

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. I would be happy to answer any questions you may have as the legislative process moves forward.

Sincerely,

Tayloe Washburn