

Alaskan Way Viaduct Tunnel Replacement Project Timeline

1995-2013: Edward Murray from 1995 to 2007, was a member of the Washington House of Representatives. Subsequently from 2007 until 2013, he was a Senator, representing Washington's 43rd legislative district. Presently, from 2014 to present he was elected as the Mayor of Seattle.

2007: On the first vote, "Seattle didn't want to replace the viaduct with a tunnel. Voters reject both a tunnel and a new elevated highway by wide margins in March 2007."

Source: Grist, *Seattle's unbelievable transportation megaproject fustercluck*, June 5, 2015

<http://grist.org/cities/seattles-unbelievable-transportation-megaproject-fustercluck/>

2009: In 2009, then Senator Edward Murray was the prime sponsor of the \$2.4 billion Washington Senate financing bill for the Alaskan Way Viaduct replacement tunnel. The tunnel project was supposed to have been completed in fall 2015. "But the state screwed Seattle at the last minute. One month after signing the agreement, the legislature passed the law capping spending and requiring Seattle to pay for all cost overruns—including all cost overruns on the state's part of what is a state highway project." "This is an unprecedented funding arrangement: city taxpayers on the hook for a state highway project." The 2009 tunnel law passed by the City Council specifically says Seattle taxpayers will *only* pay the \$937 million that they have already offered up."

Source: Grist, *Seattle's unbelievable transportation megaproject fustercluck*, June 5, 2015

<http://grist.org/cities/seattles-unbelievable-transportation-megaproject-fustercluck/>

2011: "Seattle City Council members, state legislators like Ed Murray (who sponsored the tunnel bill and is now mayor), and Gregoire — bullied the tunnel back onto the agenda, and Seattle voters, sick to f'ing death of arguing about it, finally voted in 2011 to allow it to go forward."

Source: Grist, *Seattle's unbelievable transportation megaproject fustercluck*, June 5, 2015

<http://grist.org/cities/seattles-unbelievable-transportation-megaproject-fustercluck/>

2012: SB 6636 - Requiring a balanced budget was passed the majority of the Senate, however, Senator Murray was a minority 'nay' vote. That "nay" vote was being neither responsible nor accountability since our Constitution "requires a balanced budget".

Source: Vote Smart, *SB 6636 - Requires a Balanced Budget - Key Vote*

<http://votesmart.org/bill/15080/39616/requires-a-balanced-budget#40005>

2014: "The contractor digging a highway tunnel under Seattle is asking for \$190 million in extra pay."

Source: MyNorthwest, *Documents: Seattle Contractor Wants \$190M more*, April 28, 2014,

<http://mynorthwest.com/21723/documents-seattle-tunnel-contractor-wants-190m-more/>

2015: Fall 2015 is the original scheduled date for the tunnel replacement. "It's fair to say this may become the biggest debacle in Seattle's transportation history. It's already the most expensive."

Source: The Stranger, *Who to Blame for Bertha*, June 11, 2014

<http://www.thestranger.com/seattle/who-to-blame-for-bertha/Content?oid=19894105>

2016: On January 18, 2016, Governor Inslee stepped in and stopped the tunneling due to a sinkhole. Curbed Seattle reported on July 22, 2016, that the overruns were up to \$223 million and the tunnel project was forecasted to be completed 4 years after the initial completion date.

Source: Curbed Seattle, *Bertha overruns up to \$223 million, tunnel opening delayed until 2019*, July 22, 2016

<http://seattle.curbed.com/2016/7/22/12253566/bertha-overruns-223-million-tunnel-delayed-2019>

Taxpayer Funds Alaskan Way Viaduct Tunnel Replacement

As legislatively proposed by Senator Murray, presented and voted upon the City of Seattle taxpayers would pay \$1.2 billion for the \$2.4 billion tunnel replacement:

\$1,200,000,000.00	City of Seattle
<u>\$1,200,000,000.00</u>	State of Washington
\$2,400,000,000.00	Total Project

Also as legislatively proposed by Senator Murray, presented and voted upon the City of Seattle taxpayers would pay one-half of the \$223 million overruns equalling \$111.5 million on tunnel project:

\$ 111,500,000.00	City of Seattle
<u>\$ 111,500,000.00</u>	State of Washington
\$ 223,000,000.00	Total Overruns

In total, City of Seattle taxpayers were to be responsible for one-half of the project costs and overruns totaling \$1,311,500,000.00. What a deal. Farther down the road, the City of Seattle tunnel replacement project taxpayers are now responsible to pay for both the project (\$2.4B) and overruns (\$223M), presently being reported at \$2,623,000,000.00 in total.

As of July 2016, the Seattle tunnel replacement has cost \$1.423 billion dollars more and is ~218.5834% higher than what the taxpayers had originally considered and approved by their 2nd vote. Guessing the costs to date are higher than that and the taxpayers have yet to be told the in truth of the actual Seattle taxpayer obligations so carefully negotiated by now Mayor Murray. Since the project is still ongoing and there are another 4 additional years beyond the anticipated completion date, one cannot even begin to guesstimate how much more Seattle taxpayers will get fleeced in paying all of the projects costs for a Washington State highway project. "Keep Seattle moving," with the cherry on top being "Pronto." Boondoggles!