

## VandenBerghe, Alissa (Consultant)

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**From:** Conte, Rick (Consultant)  
**Sent:** Friday, March 06, 2009 1:30 PM  
**To:** White, John; Rigsby, Mike (Consultant)  
**Cc:** Paananen, Ron; Williamson, Alec  
**Subject:** RE: Central Waterfront Planning team  
**Follow Up Flag:** Follow up  
**Flag Status:** Red

Thanks John – much appreciated.

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**From:** White, John  
**Sent:** Friday, March 06, 2009 11:17 AM  
**To:** Conte, Rick (Consultant); Rigsby, Mike (Consultant)  
**Cc:** Paananen, Ron; Williamson, Alec  
**Subject:** RE: Central Waterfront Planning team

Rick & Mike,

I'll add a few other complimentary thoughts adding to what Ron already said:

The 'systems planning' level planning associated with the year long tri-agency partnership effort presented numerous complicated challenges for the PB design team that required innovative and cooperative thinking in order to meet the multiple objectives addressed within six guiding principles. The team was successful in their role supporting the tri-agency and Independent Project Management team, consistently applying creative thought to the various ways of meeting the multimodal transportation objectives related to the movement of people and goods. In particular, towards the end of the public stakeholder process and entering into the formal tri-agency conferencing period that lead to the final recommendation, the PB team was instrumental in developing tunnel concepts and estimates that stood the test of the multiple independent peer reviews required for WSDOT to have the required high confidence level necessary to support the recommended deep single bore tunnel.

John

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**From:** Paananen, Ron  
**Sent:** Wednesday, March 04, 2009 5:01 PM  
**To:** Conte, Rick (Consultant); Williamson, Alec; White, John  
**Cc:** Rigsby, Mike (Consultant)  
**Subject:** RE: Central Waterfront Planning team

Here are my thoughts:

In January 2009, Washington Governor Cris Gregoire, Seattle Mayor Greg Nickels, and King County Executive Ron Sims announced they had reached consensus on the best replacement option for the SR 99 Viaduct along Seattle's central waterfront. The decision capped over a year of stakeholder involvement lead jointly by WSDOT, the City of Seattle and King County. WSDOT's project team, with PB leading a multi-discipline consultant team, played a vital role in supporting the agencies' stakeholder process. Engineering support was required as replacement scenarios were developed and analyzed. Material was prepared so that information could be conveyed in a comprehensive way to the 30 stakeholders. Visuals prepared by the PB team were particularly effective in conveying complex

information. The process was widely accepted as open and transparent, and the team was viewed as well prepared and credible to the stakeholders and public, allowing a bored tunnel to emerge as the preferred replacement for the viaduct. In the end, PB's support of the project and an extremely visible public process contributed to a successful outcome.

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**From:** Conte, Rick (Consultant)  
**Sent:** Monday, March 02, 2009 8:49 AM  
**To:** Williamson, Alec; Paananen, Ron; White, John  
**Cc:** Rigsby, Mike (Consultant)  
**Subject:** Central Waterfront Planning team

Gentlemen, we are submitting Gordon's Central Waterfront Planning team for one of PB's annual awards. The category is Client Success. I would appreciate it if you could take a few minutes to comment on the team's contribution to the Partnership Process and its outcome. If possible, I would like to get your thoughts by Thursday. Some of the key criteria for this award that may apply are as follows:

- Client was actively involved in the process
- Client benefited from PB initiative/innovation/effort
- Client viewed positively by media/public as result of the effort
- Use of innovation
- Use of technology

Thanks in advance for anything you can offer.

Rick