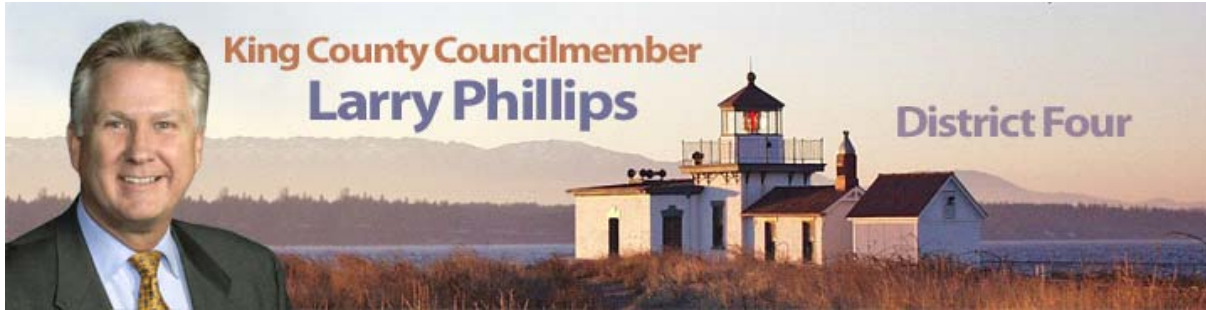

From: Phillips, Larry [Larry.Phillips@kingcounty.gov]
Sent: Wednesday, May 06, 2009 4:44 PM
To: glen@wooldridgeboats.com
Cc: Alaskan Way Viaduct; Carpine-Cazzanti, Joy; Paananen, Ron
Subject: RE: Alaskan Way Viaduct and Seawall Replacement Program



Dear Mr. Wooldridge,

I understand that Matthew D. Preedy, Deputy Program Director for the Alaskan Way Viaduct and Seawall Replacement Program, responded to your suggestions for funding the construction of the new bored tunnel.

I appreciated Mr. Preedy's detailed overview of the plan for the tunnel, the current cost estimate, and plans to fund the project. I understand that WSDOT is working diligently to ensure the success of this project while considering comments, concerns, and suggestions from the public.

Thank you again for your thoughtful suggestions for funding this project.

Sincerely,

Larry Phillips, Councilmember

Metropolitan King County Council, District Four

King County Courthouse

516 Third Avenue, Room 1200

Seattle, WA 98104-3272

206.296.1004

larry.phillips@kingcounty.gov

For more information: <http://www.kingcounty.gov/phillips>

To sign up for my eNews: <http://www.kingcounty.gov/Phillips/Newsletters.aspx>

From: Alaskan Way Viaduct [<mailto:Viaduct@WSDOT.WA.GOV>]
Sent: Monday, April 27, 2009 12:46 PM
To: glen@wooldridgeboats.com
Cc: Phillips, Larry; Paananen, Ron
Subject: RE: Alaskan Way Viaduct and Seawall Replacement Program

Mr. Wooldridge,

6/29/2009

Thank you for your interest in the Alaskan Way Viaduct and Seawall Replacement Program. We appreciate your input.

As you know, Governor Gregoire, King County Executive Sims and Seattle Mayor Nickels have recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a bored tunnel beneath downtown, a new waterfront surface street, transit investments, and downtown waterfront and city street improvements. The central waterfront seawall between Colman Dock and Pine Street will also be replaced.

I appreciate your thoughtful suggestion to pay for the tunnel by leasing the ground where the viaduct currently stands. We previously considered a replacement scenario that included a level of enclosed traffic, an upper level for a park, and lower levels for office and retail development. However, in the bored tunnel recommendation we plan to build a new Alaskan Way boulevard in the footprint of the viaduct once it is removed. This will allow us to create a new connection between the boulevard and Elliott and Western avenues. Shifting the surface street east of its current location will also allow the city to construct a wider promenade along the waterfront, creating a world-class public space that all residents and visitors can enjoy. The waterfront promenade will increase from approximately 20 feet today to 70-80 feet when the viaduct is removed.

The bored tunnel recommendation is based on the results of an in-depth technical analysis and extensive discussions with stakeholders conducted during the past year. With this solution we will:

- Create a seismically safe replacement for the viaduct. Structural engineers agree that tunnels can be designed as one of the safest places to be during an earthquake.
- Minimize construction impacts to businesses and the traveling public. An advantage of the bored tunnel is that it allows us the option of building the new corridor while SR 99 remains open to traffic.
- Provide capacity in the transportation system for today and the future. Travel times in 2030 are expected to be similar to today, even with predicted regional growth.
- Provide more travel choices and improve access and mobility to and through downtown Seattle. Enhanced RapidRide service, new peak period transit service and improved east-west Mercer and Spokane streets will provide new and more reliable ways to get to downtown Seattle and adjacent neighborhoods.
- Create a world-class destination on Seattle's waterfront for residents and visitors. Moving SR 99 underground will improve the waterfront's contribution to the economy; reconnect downtown with the natural environment in Elliott Bay; and create an enjoyable place for people to live, work and play.

Construction of the bored tunnel is expected to begin in 2011 and be open to traffic in 2015. Added transit service will begin next year, and the Spokane Street and Mercer Street projects will be completed by 2012. More information is available at www.wsdot.wa.gov/projects/viaduct/centralwaterfront.htm.

The total cost of all the improvements included in the bored tunnel alternative is \$4.24 billion. In addition to a bored tunnel, the alternative includes removing the elevated viaduct along the central waterfront, replacing the seawall between Colman Dock and Pine Street, replacing the south end of the structure from S. Holgate to S. King streets, constructing a waterfront promenade, and implementing other transit and surface street improvements. The state has committed \$2.8 billion to this program, of which \$2.4 billion has been approved by the legislature as part of the 2003 and 2005 transportation investment programs. Proposed legislation would close the \$400 million gap by tolling the tunnel. The Port of Seattle, King County, and the City of Seattle will fund the remaining \$1.44 billion through local sources.

The bored tunnel component itself is expected to cost \$1.9 billion. While we are in the early design phase for the bored tunnel project, we have taken steps to ensure our cost estimate accounts for risk and inflation. This method of cost estimating is based on WSDOT's Cost Estimate Validation Process. This is standard practice with all of WSDOT's projects, and, to date, almost 90 percent of our TPA and Nickel projects have been completed under or on budget.

Selecting the bored tunnel as a recommended alternative is a major milestone for the project, but there is still a lot of work to do. We will continue an environmental process on the bored tunnel that considers comments such as yours and invites additional public comments. This process will help us build a better project.

Thank you again for your comments. For the most up-to-date information on the project, please visit our Web site at www.alaskanwayviaduct.org.

Regards,

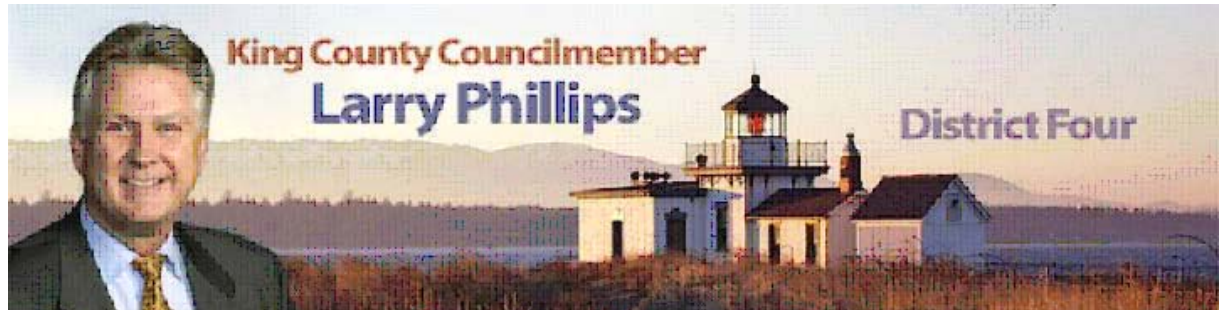
6/29/2009

Matthew D. Preedy, P.E.

Deputy Program Director

Alaskan Way Viaduct and Seawall Replacement Program

From: Phillips, Larry [<mailto:Larry.Phillips@kingcounty.gov>]
Sent: Tuesday, April 21, 2009 4:37 PM
To: Paananen, Ron
Cc: glen@wooldridgeboats.com; Carpine-Cazzanti, Joy
Subject: RE: Tunnel Funding



Ron Paananen

Urban Corridors Deputy Administrator

Washington State Department of Transportation (WSDOT)

Dear Mr. Paananen,

I received the below email from a constituent, Glen Wooldridge, who believes that construction of the Alaskan Way Viaduct and Seawall Replacement project can be funded without taxpayer contribution; he proposes a loan paid for with a series of 99-year leases on public land. Mr. Wooldridge also has ideas on retail and tourist development in the waterfront area.

As the Deputy Administrator of WSDOT's Urban Corridors Office, I thought you would appreciate the opportunity to hear Mr. Wooldridge's ideas and contact him directly; he can be reached at glen@wooldridgeboats.com. I would appreciate receiving a copy of any correspondence.

Thanks in advance for your consideration.

Sincerely,

Larry Phillips, Councilmember

Metropolitan King County Council, District Four

King County Courthouse

516 Third Avenue, Room 1200

Seattle, WA 98104-3272

206.296.1004

larry.phillips@kingcounty.gov

For more information: <http://www.kingcounty.gov/phillips>

To sign up for my eNews: <http://www.kingcounty.gov/Phillips/Newsletters.aspx>

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

From: [Glen](#)

To: Larry@LarryPhillips.com

Sent: Monday, February 16, 2009 8:43 AM

Subject: RE: Tunnel Funding

Mr. Phillips:

Terry Anderson suggested I share my idea for funding tunnel construction without taxpayer contribution. As a business man, I look for creative ways to succeed and Terry liked this idea.

The basics:

The ground the viaduct is on is public. I suggest we lease it out with 99 year leases, with contingencies for parking, roads and height. (I have some ideas on these.) Then we get a loan against the leases to pay for the tunnel (the tunnel needs to be at least three lanes.)

The lease paymermts would pay off the loan. When it is paid off, we have a cash flow.

After 99 years, we do it again.

I have additional thoughts on how this area could be a great retail tourist area on t4he second level with retail stores and as a walkway that overlooks the waterfront, with great views.

,

The third and fourth levels could be condos and office space, with the ground and first level devoted to parking.

Sincerely,

Glen Wooldridge

President

Wooldridge Boats, Inc.

*** eSafe2 scanned this email for malicious content ***

6/29/2009

*** IMPORTANT: Do not open attachments from unrecognized senders ***