

**Kennedy, Mary Gin****Subject:**

FW: POS Website Visitor Request

Exhibit	<u>A</u>
Port Commission	<u>Regular</u>
Meeting of	<u>August 7, 2012</u>

**From:** Port of Seattle Webmaster [<mailto:webmaster@portseattle.org>]**Sent:** Wednesday, May 23, 2012 5:55 AM**To:** Mailbox, Comments**Subject:** POS Website Visitor Request**POS Website Visitor Request**

Field Name	Value
01CommentConcern	Seaport
03Comments	<p>Dear Commissioner, I am disturbed but your aggressive opposition to the proposed arena. The city of Seattle and King County have a golden opportunity to obtain hundreds of millions of dollars in private investment into a public facility. We are in tough times and that level of private funding will create 1000s of construction jobs and be a shot in the arm to the region. Once the arena is completed additional monies will be brought into this area helping in many different areas. Traffic is an issue even without the arena. I think the manner you voice your concern has the potential to not only derail the arena project but also any chance to get the roads improvements you desire made. Can I suggest you change your strategy and embrace development and the arena and express your traffic concerns but in a manner that suggests your willing to work with all parties involved to make this a better region for all. Thanks for your time, Eric Miller</p>
05FirstName	Eric
06LastName	Miller
19EmailAddress	<a href="mailto:ermiller5@comcast.net">ermiller5@comcast.net</a>

6/13/12

**Subject:** FW: Tweet re POS using tax dollars for "PR campaign against levy"

Series of Tweets from Jason Puckett of KJR.

JasonPuckettKJR Please don't scream "if Ballmer/Nordstrom R involved, they should pay for it themselves!" Port of Seattle brings in \$3 billion annually in subsidies and they CAN levy taxes on their own to pay their bills. Also, is it wrong if they are using that \$100 million (more) in tax revenue to pay for their PR campaign against the arena?? Essentially, YOU, the taxpayers R paying for their campaign. U good w/ that?

**Kennedy, Mary Gin**

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**Subject:**

FW: SODO Arena

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**From:** Brandon Moen[SMTP:BRANDONMOEN@COMCAST.NET]  
**Sent:** Tuesday, June 19, 2012 10:31:15 PM  
**To:** Bryant, Commissioner Bill; Albro, Commissioner Thomas;  
Creighton, Commissioner John; Holland, Commissioner Robert;  
Tarleton, Commissioner Gael  
**Subject:** SODO Arena  
**Auto forwarded by a Rule**

I am utterly disgusted by the stance, arrogance, and complete lack of logic displayed by the Port of Seattle in response to the proposed Seattle arena.

Let me point out the obvious to you:

- 1- You do not own, nor control SODO. If you want to control every land use in SODO, then I suggest you get out your paycheck and buy all of it.
- 2- Public decision making, particularly those decisions that would bring such joy to our community, cannot be made based on you MAYBE adding night shipping, or POSSIBLY adding thousands of jobs. Just because you have grandioso plans sitting on a shelf somewhere doesn't mean this arena project should be scrapped.

You are elected officials, with an obligation for the greater good, not just making decisions based on POTENTIAL impacts to POTENTIAL plans that MIGHT possibly happen in the future IF there is interest and IF time permits, and IF we POSSIBLY have the money.

Being obstructionists solely for the sake of being obstructionists is not acceptable.

I am still looking forward to your own traffic analysis of all of the supposed traffic impacts that you are so worried about. I guess we are supposed to believe your rhetoric over professional engineers?

Enough already. Join reality and be part of a solution.

Sincerely,  
Brandon Moen  
Lifelong Puget Sound Resident

**Kennedy, Mary Gin**

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**Subject:** FW: POS Website Visitor Request

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**From:** Port of Seattle Webmaster[SMTP:WEBMASTER@PORTSEATTLE.ORG]  
**Sent:** Monday, July 02, 2012 7:12:45 AM  
**To:** Mailbox, Comments  
**Subject:** POS Website Visitor Request  
**Auto forwarded by a Rule**

**POS Website Visitor Request**

Field Name	Value
01CommentConcern	Concern_Commission
03Comments	Port of Seattle Commisioners, Holland, Albro and Creighton display lack of leadership in latest squabble with county as revealed through Seattle Times. There should be more not less cooperation and the vociferous reaction against the Arena proposal is disturbing. I will remember this behavior during their reelection contests.
04ContactMethod	Mail
05FirstName	Ted
06LastName	Mah
07Address1	260 Blaine Drive SE
09City	Remton
10State	wa
11ZipCode	98056
13ContactPhoneAreaCode	206
14ContactPhonePrefix	250
15ContactPhoneSuffix	8774
19EmailAddress	<u>uwhuskies@hotmail.com</u>
20Country	usa

**QUEEN ANNE COMMUNITY COUNCIL  
1818 1<sup>ST</sup> AVENUE W  
SEATTLE, WA 98119**

▲ □ August 2, 2012

To: City Councilmembers  
Mayor McGinn  
Dow Constantine  
Larry Phillips

cc: Port of Seattle Commissioners

The Queen Anne Community Council has asked that the 15<sup>th</sup> Avenue West and new Alaskan Way be designed to accommodate freight and other vehicles moving through this important north-south route. The proposed arena adds another challenge in reaching this goal.

We believe the Port's need to move freight should take priority over the development of a new arena and entertainment district if they are in conflict. In addition we are concerned that the Key Arena's utilization rates may be impaired by the taxpayer-funded establishment of an expanded entertainment district in SODO. This would hurt many small businesses in the Uptown Urban Center and the City's financial investment in its facilities.

Businesses dependent upon the Port of Seattle's facilities generate 33,000 jobs in King County. They pay an estimated \$450 million in taxes annually, far more than those that may be paid by arena activities and they do not remove property from the tax rolls.

The Port's goal is to add 100,000 new jobs over the next 25 years and to increase cargo volumes to 3.5 million TEU's per year. This all most certainly will require night operations and an estimated 11,400 truck trips compared to 7,000 today. Most of those intermodal connections will use Atlantic, East Marginal Way, Spokane and Hanford streets, many of the same streets that would be used to access the proposed arena.

We urge you to avoid a rush to build and carefully plan for the traffic that supports high-paying jobs at the Port facilities.

Sincerely

Ellen Monrad  
Chair, QACC



**Kennedy, Mary Gin**

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**Subject:** FW: Regional Transportation Website Visitor Request

**From:** Port of Seattle Webmaster [<mailto:webmaster@portseattle.org>]

**Sent:** Tuesday, July 31, 2012 12:06 PM

**To:** Mailbox, Comments

**Subject:** POS Website Visitor Request

**POS Website Visitor Request**

Field Name	Value
01CommentConcern	Seaport
02CommentConcern	<a href="mailto:terminals@portseattle.org">terminals@portseattle.org</a>
03Comments	<p>Has anyone on the city or county councils actually been to SoDo in a car during business hours and seen the mess it is there already? I made business parts runs for years in the industrial area, and know it well. Yesterday I attempted to access 4th Av. S. and Lander. I found: The roads full of semis hauling containers from the port, semis going to the port to load containers, delivery trucks just trying to do business in Seattle's industrial core. Invisible signage. Blocked intersections, blocked turn lanes. Long backups at every light. Then I imagined 16 coal trains a day through there. "Oh but it's a stadium district, won't be any problem." Come on, people, get real. Understand that Seattle's industrial district depends on road and rail access. It's bad with existing projects. I believe it is seriously threatened by this wet dream of a stadium. Further, the average signing contract for the top 10 NBA players is \$18,000,000. NBA owners and commissioners, past and present, are all multimillionaires. And we are still being asked to tap our tax base for another de luxe playpen? If I were an executive with Maersk Lines or COSCO I could see how this will play out, and would move to Tacoma in a heartbeat. Then the whole industrial district could go the way I see happening on 1st Avenue South, without any objections: office/condo/retail, boutiques, bars and restaurants. Plenty of work in construction while it's being built, then a lot of entry level jobs to service tourists and workers. Panem et circenses. Let's party! Constance Knudsen - fifth generation Seattle family 9015 - 21st Av NW Seattle 98117</p>
04ContactMethod	Email
05FirstName	Constance
06LastName	Knudsen
07Address1	9015 - 21st Av NW
09City	Seattle
10State	WA

11ZipCode	98117
13ContactPhoneAreaCode	206
14ContactPhonePrefix	784
15ContactPhoneSuffix	7301
19EmailAddress	<u>connieflateboe@yahoo.com</u>
20Country	USA



**Kennedy, Mary Gin**

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**Subject:** FW: John Kane (Kane Environmental, Inc.) - Proposed New Basketball Stadium

**From:** John Kane[SMTP:JKANE@KANE-ENVIRONMENTAL.COM]

**Sent:** Thursday, July 19, 2012 3:10:20 PM

**To:** Seattle City Council

**Cc:** Tay Yoshitani; Tarleton, Commissioner Gael;

Holland, Commissioner Robert; Albro, Commissioner Thomas;

Bryant, Commissioner Bill; Creighton, Commissioner John

**Subject:** John Kane (Kane Environmental, Inc.) - Proposed New Basketball Stadium

**Auto forwarded by a Rule**

Dear Councilmembers:

I ask that you take a serious consideration of Port of Seattle CEO Yoshitani's letter dated July 18, 2012 to the Seattle City Council and Metropolitan King County Council. He has addressed extremely important issues that need to be evaluated regarding the impact of the proposed new stadium to the Port of Seattle operations. He also addresses the requirements of a full SEPA process.

Thank you.

Regards,

John

John Kane  
CEO/President



3815 Woodland Park Avenue North, Suite 102

Seattle, WA 98103

ph: 206 691 0476 cell: 206 715 2779

fax: 206 675 0650



**Kennedy, Mary Gin**

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**Subject:** FW: Hansen Arena Proposal - Bad Location - Not Affordable

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**From:** VINCENT KOSKELA[SMTP:V.KOSKELA@Q.COM]  
**Sent:** Saturday, June 23, 2012 1:16:16 PM  
**To:** Tarleton, Commissioner Gael  
**Subject:** Fw: Hansen Arena Proposal - Bad Location - Not Affordable  
**Auto forwarded by a Rule**

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

**From:** VINCENT KOSKELA  
**To:** [council@kingcounty.gov](mailto:council@kingcounty.gov)  
**Sent:** Saturday, June 23, 2012 11:21 AM  
**Subject:** Hansen Arena Proposal - Bad Location - Not Affordable

JUNE 23, 2012

**KING COUNTY COUNCIL**

Council Members:

Over **\$650 Million** of public money financed the construction of "Safeco Field". Over **\$577 Million** of public money financed the construction of "Qwest Field". That is over **\$1.2 Billion** for just 2 Professional Sports Stadiums. The owners of these sports franchises could have and should have paid these costs. Now, an additional **\$200 Million** of public money is being sought to finance a new Basketball/Hockey Arena on a clearly unsuitable SODO site. What is Steve Ballmer's financial contribution to this proposed project or is he simply **"window dressing"** ? Hansen was unable to answer that question or why **any** public money is needed.

In 1993, the public was told that the **\$73 Million** re-model of "Key Arena" would be "state of the art" and would last for over 20 years. 9 years later the public was told the facility was outdated. **David Stern** proclaimed "Key Arena" **unsuitable** for NBA basketball. He and a "carpetbaggar" named Clayton Bennett ushered the Sonics to Oklahoma City. The City of Seattle took a "financial bath" on the remodel and subsequently received a tidy \$ sum from Clayton Bennett to erase that debt. By the way, if "Key Arena" is **unsuitable** for NBA games, how can David Stern allow the facility to be used for 2 years during construction of a proposed new Arena?

Later, an election followed where it was deemed that the city must make a profit on any future Arena undertaking. King County was not a part of that vote. That election **has no relation** to the siting of a new Arena in SODO for the benefit of a "private party" named Christopher Hansen. The very thought of locating 2 additional professional sports franchises on a Triple Earthquake Fault/Tideflat Area, already riddled with traffic congestion & broken promises **warrants a public vote**. If our elected & appointed officials cannot comprehend the adverse affect on the **Port of Seattle** and SODO, then, the Public must VOTE.

Christopher Hansen's advisors are the same individuals that were involved with "Key Arena". His own Architect stated that the "footprint" of the SODO site was not big enough to fit the new Arena. Do you really want a repeat of the "Key Arena" footprint debacle? Do you want to revisit short-sighted poor planning? Hansen's advisors should know better.

Christopher Hansen is pledging Arena revenue to pay back the City of Seattle Bonds, Arena Capital Costs, Operating Expenses, Earthquake Insurance premiums, Arena rent and to help operate "Key Arena" as well. That leaves **no** profit for him. There is not enough revenue to go around! The same goes for Parking Garages. The garages can only serve a finite number of pro sports franchises. Baseball, football, soccer, basketball, hockey are too many teams (and events) to be accomodated side by side. Even the Metro Bus Parking Garage is **already being used** by the Public Stadium Authority (Seahawks).

Adding a NHL Hockey team is unlikely. A hockey franchise would require Arena revenue, too. That would take revenue away from the basketball franchise. But, **both** franchises would be required to pay back the City and pay off all expenses. **It is a no win situation.**

The **Biggest Obstacle** facing the Christopher Hansen Proposal is **AFFORDABILITY**. An Elway poll showed that **60%** of the public opposes public money for a new Arena. The cost of attending an NBA & NHL game is prohibitive. Most residents of King County cannot afford to pay **\$147.00** per game (41 games). Attendance for Sonic games already dropped 7 out of the last 8 years they were here. Professional baseball, football, soccer & basketball were all able to be supported by this 12th size market (in the past) because ticket prices were affordable. They have since doubled. Gas prices have risen 4-fold. Parking costs are up to \$30.00. Concession prices have risen 30%. A toll on 520 is \$5.00. **An empty \$490 Million Arena is not what the City of Seattle wants to be left with from a Chris Hansen financial default.**

**King County and the City of Seattle should not be in the business of subsidizing wealthy, special interest, Professional Sports Franchise owners.** Over **\$1.5 BILLION** has already been spent for supposed civic pride and being able to call Seattle a major league city. Seattle is regarded as being located in Southwest Alaska. The Mariners are the "laughing stock" of the country. The Seahawks only won 4 games recently and won only 7 games each of the last 2 years. **The public money professional sports franchise subsidizes were a waste of public resources.**

**IT'S TIME TO STOP THE INSANITY. GIVE THE PUBLIC THE RIGHT TO DECIDE THE BEST USE OF THEIR TAXES.**

Sincerely,

Vincent Koskela  
10018-62nd Avenue South  
Seattle, Washington 98178  
(206)-723-7280

**Kennedy, Mary Gin**

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**Subject:** FW: Arena Messages from the Public

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**From:** Creighton, Commissioner John [<mailto:John.Creighton@portseattle.org>]  
**Sent:** Wednesday, May 30, 2012 10:39 AM  
**To:** Creighton, John  
**Subject:** FW: Concern with traffic for new SODO arena

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**From:** James Owenby[SMTP:[JAMESOWENBY@HOTMAIL.COM](mailto:JAMESOWENBY@HOTMAIL.COM)]  
**Sent:** Wednesday, May 30, 2012 10:39:58 AM  
**To:** Albro, Commissioner Thomas; Bryant, Commissioner Bill;  
Creighton, Commissioner John; Holland, Commissioner Robert;  
Tarleton, Commissioner Gael  
**Subject:** Concern with traffic for new SODO arena  
**Auto forwarded by a Rule**

Dear Port Commissioners,

I would like to express to you my deep concern for the traffic impact that a new arena will have on the SODO neighborhood and share with you an email I sent to the King County Council, Seattle City Council, The Mayor of Seattle and the The King County Executive. I know there is a lot at stake for the Port and want to share my support for your hesitation and questioning of the traffic impact in that neighborhood. Please see my letter pasted in below.

Sincerely

James Owenby  
West Seattle  
[jamesowenby@hotmail.com](mailto:jamesowenby@hotmail.com)  
206-790-4979

Dear Council Members

I'm writing to voice my concern for the validity and completeness of the recent traffic study concerning the traffic impact of a new arena in the SODO neighborhood.

While I was a long time Sonics fan and lament the loss of our NBA Team a few years back, I'm concerned the city's collective want for another NBA team and an NHL franchise is clouding their logic with respect to the traffic impact in the SODO Area and more specifically the freeways that will feed basketball and hockey fans into that neighborhood. Let me be very clear. I am a basketball fan and I miss the Sonics.

Let me begin by giving you my brief perspective as a commuter. I live in West Seattle and commute to Microsoft in Redmond 19 miles each way where I am a V- (vendor) employee for a consulting firm. I'm glad to have the work after being out of work for 13 of 20 months between 2009 and 2011. I do the commute via car. To answer your questions about mitigating my commute; thus far I have not been able to find a Van pool or carpool using the rideshare resources to reduce my commute time by using the HOV lanes nor are bus

options much of an option considering that I have a family and taking a bus from West Seattle to Microsoft would be a two hour endeavor each way. Furthermore Microsoft's Connector bus (which incidentally picks up two blocks from my house) is not an option because I am not an employee of Microsoft. Therefore I do the commute. I don't like it, but I do it. I do tele-commute a bit and shift my schedule whenever possible so I'm not commuting at peak times. I am continually looking for work closer to home because moving to the Eastside is a bit of a hardship for financial and family reasons. I also continue to look for rideshare opportunities.

I use my situation to illuminate to you that I spend a lot of time on our roads. I pay the gas taxes and tolls. I know that adding basketball and hockey in the SODO neighborhood will have a far greater impact than what the traffic study has put forth. I commute on the West Seattle Bridge, I-5, I-90, I-405 and even SR520 on a daily basis. I spend at least 90 minutes a day commuting a round trip of 38 miles. I can aver to you that on nights of Mariner games with a 7pm start at Safeco Field, which most often don't bring in more than 20,000 people, traffic on I-90 is much worse than normal (a non-game night.) It is not un-common for my commute to be 90 minutes to get home the 19 miles. Add to that the additional nights for Sounder games that also often happen on week nights and I assert this traffic study is not accurate to what the reality of when games are. I believe it merely points to the impact of a new arena in SODO at times of day prior to 5pm.

I will use bullet points to further highlight my concerns.

- Basketball and Hockey would add 82 nights a year of additional traffic. The two sports leagues (NBA and NHL) share roughly the same calendar season from roughly Nov to June. This is approximately 180 days of the year where 82 home games will get scheduled. This means that basically every other night for a six month period, traffic on I-90 and I-5 will be at a stand-still grind at rush hour from 5pm to 7pm.
- There is also a window of time in April, May and June where there are also Mariners games in SODO at the same time of year as basketball and hockey. This basically means that nearly every night from April through part of June (being optimistic our basketball and hockey teams get into the playoffs) that there will be an event in SODO.
- The study claims that the Port of Seattle shuts down by 5pm. If this arena is built there would be 82 nights a year where fans are coming into this neighborhood at the same time the Port workers are leaving and rush hour traffic is at its peak.
- Traffic on I-90 and I-5 is greatly affected by other Seattle event like Husky basketball games, events at Key Arena, and typical Friday night "let's get out of town for the weekend" or "come into the city for the weekend" traffic.
- Right now Seattle is buried in road construction projects that are facing delay after delay. Let me cite the West Seattle Bridge widening project that has been delayed once again and the Mercer mess. The West Seattle Widening project and loss of the 1<sup>st</sup> Ave S on-ramp to the WS Bridge have added 30 minutes a day to my commute alone.
- Now Seattle residents are facing untold years of road construction with the construction of the Alaskan Way Viaduct replacement tunnel and then ultimately the demolition of the Viaduct and retro re-facing of the waterfront.

- We are looking at conservatively 10 years of road construction and traffic gridlock due to major (needed) road construction projects.
- Adding a new stadium close to the Viaduct and replacement Tunnel projects just adds more re-routes and gridlock for an un-foreseeable future.

I don't like being a voice of dissent, however I think someone needs to speak up and be a voice of reason. Mr. Hanson is certainly giving the city a great deal with his investment to bring a new arena and sports franchises to Seattle, as a fan I salute him and will proudly cheer for our hometown teams however I think an "independent" study paid for by him is self-serving at the very least.

I welcome the opportunity to hear how traffic on I-5 and I-90 feeding into the SODO neighborhood will be mitigated for the 82 of 180 days a year of basketball and hockey. I will be paying attention to when there are public forums for me to ask for answers to my concerns. I would also like to be included on any kind of email list that notifies me of any such public forum opportunities. Furthermore I would be happy to serve on a public over-sight committee.

Thank you for your time and consideration of my concerns. I know I'm not the only one.

Sincerely

James Owenby  
West Seattle  
[jamesowenby@hotmail.com](mailto:jamesowenby@hotmail.com)  
206-790-4979

P.S. I will be watching our former Sonics (now the OKC Thunder on TV tonight and cheering or them as a fan of players who once wore a Seattle uniform.)





**Kennedy, Mary Gin**

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**Subject:**

FW: Phone message from Dale Nielsen | Arena Comment

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**From:** Hernandez, Marcela

**Sent:** Wednesday, May 23, 2012 10:41 AM

**To:** Bill's Office <[billb@bryantchristie.com](mailto:billb@bryantchristie.com)>; Creighton, John; Albro, Thomas; Holland, Robert; Tarleton, Gael

**Cc:** Kennedy, Mary Gin

**Subject:** Phone message from Dale Nielsen | Arena Comment

DATE: 5/23

Time: 10:15

Who: Dale Nielsen

Phone: 206-523-5723

RE: Suggestion and Comment: Create "truck only|freight priority" lanes for use during games and congestion. This will show value in commercial interests in this area.



**Kennedy, Mary Gin**

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**Subject:**

FW: SODO Arena and Transportation - coordinated reply?

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**From:** Kelly Charlton [<mailto:kellycharlton@msn.com>]

**Sent:** Tuesday, July 03, 2012 2:23 PM

**To:** Albro, Commissioner Thomas; Bryant, Commissioner Bill; Creighton, Commissioner John; Holland, Commissioner Robert; Tarleton, Commissioner Gael; Tay Yoshitani ; Kurt Beckett; Mark Reis; Linda Styrk

**Cc:** Mailbox, CenturyAgenda

**Subject:** SODO Arena and Transportation

Dear Mr. Yoshitani, Senior Executives, and Port Commissioners,

In 1904 the Great Northern Tunnel was built under downtown Seattle to alleviate rail and traffic congestion along the waterfront.

After more than 100 years the tunnel is still in use today for freight and passenger trains.

Great Northern Tunnel - Seattle

[http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=4029](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=4029)

As the city considers the proposed SODO arena, I would like to suggest that all of the rail and mass transit traffic be put in tunnels underground to alleviate rail and traffic congestion in SODO.

I believe this would help make Seattle a great city for the next 100 years.

Sincerely,

Kelly Charlton

206.920.6764

[kellycharlton@msn.com](mailto:kellycharlton@msn.com)

## Kennedy, Mary Gin

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**Subject:** FW: Citizen Comment Regarding the Arena

**From:** Hernandez, Marcela

**Sent:** Monday, July 02, 2012 2:31 PM

**To:** Creighton, John; Bill's Office ; Holland, Robert; Albro, Thomas ([Albro.T@portseattle.org](mailto:Albro.T@portseattle.org)); Tarleton, Gael

**Cc:** Kennedy, Mary Gin; Yoshitani, Tay; Thomas, Julie; Ly, Patricia

**Subject:** Citizen Comment Regarding the Arena

Commissioners,

Mr. Tad Sommerville just called and asked I relay the following comment. It is a direct quote.

"The port is not as important as it just to be. Tacoma has more land and has taken most of the tenants. In regards to the new Arena, I think a lot of this hyperbole. The traffic congestion is not created by the traffic. It is created by the gates which is an issue created by SSA, Customs, or Labor. It's an access problem not a traffic congestion issue, it's a tenant problem.

Someone should talk to the media and answer the questions we all have so we can make an informed decision. Someone needs to be truthful about this, someone like Mr. Yoshitani, I guess. "

Mr. Tad Sommerville  
206 300 3425

~Thanks,

*Marcela Hernandez*

Administrator, Office of the Commission

☎ 206. 787.3037 / Fax 206.728.3381

✉ [hernandez.m@portseattle.org](mailto:hernandez.m@portseattle.org)

Port   
of Seattle

5/29/12

Try as you might, there are no traffic improvements big enough to solve the problems the new arena will bring. A nineteenth century humorist, Josh Billings, summed up the situation perfectly, "There ain't enny more room on the back of a duck for enny more feathers." There is only so much land around the proposed project. Most of the area is already covered with roads or rails. Where can you put more traffic lanes? The area is already saturated.

But there is one place where there is room: up in the air.

Monorail can not only deliver 'butts to the seats', it will not interfere with surface traffic. Importantly, it will bring customers and only customers. It will not bring their cars (where are you going to put all of those cars?). The monorail would free up money which would otherwise be spent on building a larger parking garage, allowing this money to be spent on the arena itself. It would add free time to the patron's experience of coming to a basketball game, concert or other show.

This monorail would not bring customers 'close' to the arena; the track would go right up alongside the building. Customers would step from the vehicles onto the concourse of the arena—much like the ramp from an airliner to the gate of the airport. Leaving the monorail, you are not blocks from the arena, but one hundred feet from your seat.

Monorails will deliver. The Hitachi Heavy Urban trains, with standard four car sets, carry 632 passengers. Streetcars like the South Lake Union vehicle carry 60 people.

The monorail is less expensive to build than any other transportation system. When you build a road, every square foot must be engineered, handled and formed for concrete. A rail line is not a matter of 'putting down track'. The soil below for fifteen feet deep must be dug up and re-engineered. The underlayment of the line must be placed back, packed and tamped. But a monorail is simply a set of giant Legos. Every one hundred feet, you dig and pour a foundation. Then, you put in a column and place the rails atop. Good crews in 1962 assembled three hundred feet per day of monorail track.

Monorail safety records are unbelievably good: there have been no passenger fatalities on a monorail system, ever. No monorail has ever run into a pedestrian—nor do they have to slow down for pedestrians.

Monorails operate on a different, unique plane. This allows the monorail to do its job. It does not allow interference with any other traffic.

Monorails are the best system for quickly moving tens of thousands of people two-to-twenty miles. They are safe, efficient and economical.

DICK FALKENBURY

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7547 32ND NE (206) 390-2407  
SEATTLE, WA 98115 (206) 527-1930  
FALKENBURY@W-LINK.NET

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## **THE PLAN**

**We will extend the current Seattle monorail from Westlake Center to the stadiums and beyond to the new arena site.**

**The current monorail and track will be utilized. The track will be extended to Nob Hill Avenue North and Mercer to facilitate the use of the existing parking garage in this area. The Westlake Station would be rebuilt to allow for simultaneous use of both north and south bound tracks. In addition, the new station would allow for an increase in passenger boardings.**

**The track would continue south on Fifth Avenue to Union Street where it would turn west to Fourth Avenue. It would go south on Fourth to Madison Street. There would be a station built over the plaza of the 1001 4<sup>th</sup> building. Continuing on Fourth to James, there would be a station constructed at the site of the old police headquarters between Fourth and Third Avenues and between James and Cherry Streets. There would be an escalator service directly to the mezzanine level of the Seattle Transit Tunnel. The monorail track would continue on Fourth to Jackson Street. Here would be another station over the roadway between the Union Station and the King Street Station. The track would then travel down Fourth to approximately Weller Street where it would turn west. The tracks would fly over the railroad tracks and land at a station to be built in the plaza at the north end of the Century Link Field. Ramps from the station would lead directly to seating areas within the complex. The monorail would go south on Occidental Avenue South to Royal Brougham Way. Here would be a station serving the Century Link Field, the Event Center and Safeco Field. All three venues would be served by ramps leading from the station into the buildings. There would also be street/sidewalk access to and from the station. The track would continue, albeit with trains and track one-atop-the-other rather than side-by-side, along the First Avenue South (Dave Niehaus Way) side of the Safeco Field. Direct access from the train onto the concourse of the complex will be built here. The track would go to the site of the new arena where a station would be built between the Safeco parking garage and the new arena, again with direct access between the station and the venues. The track will turn east on South Holgate Street. There will be approximately one half mile of track to serve as storage and maintenance for the system.**

**The monorail extension will use the same trains as the current monorail. The rails of the track will be constructed of steel truss with small plates of concrete for the running surface for the tires instead of the traditional all-concrete rail. The trains will be a hybrid model to eliminate the costs of a power supply system. This will also increase the reliability. The electrical power will be supplied by a three way redundancy: diesel engines, re-charging at all stations and solar power collected from panels on both the roof of the stations and the vehicles. Major maintenance and repair will be done off site and off track.**

## **THE BUSINESS MODEL**

**The current monorail carries some two million passengers per year. A new station will add more passengers to the system. Each additional station will add increasing numbers of new passengers as both the service area and number of destinations increase. The new station at Fourth Avenue and Madison will add 500,000 passengers per year. The next station at Fourth and James will add 750,000**

passengers per year. The stations at the end of the track—Nob Hill and Mercer at the north and the stadiums/arena on the south—are really stations attached to parking garages. On days when the Seattle Center is packed, like Bumbershoot and Folklife, passengers will park at the stadiums and travel by monorail. When there is a football, baseball or soccer match, they will park at Seattle Center or downtown and get to the venues by monorail. It would be in the best interest if the stadium and arena 'bought out' the monorails and offered to transport their fans for free (happier customers, having more money in their pockets to spend in the venues and time to spend it).

The extended monorail would see six million passengers per year.

The farebox will bring in ten million a year.

The business model rests on two facts:

--We will have no operators, drivers, attendants or any other personal on the monorails. Automation will allow us to recoup the investment. Just as computers changed the office world, the financial markets and so on, the automation of transportation will alter the financing of public transit. Think of how much you paid for your last elevator ride.

--"No one makes money selling a ticket for the train; you make money selling coffee to the person waiting to get on the train." Our business model will be the airport concourse and not the airline. We will sell coffee, food and drink. We will market co-utilization of our corridor for carrying fiber optic, electricity and other linear utilities. We will aggressively pursue all avenues of advertising, cross-marketing and branding. We are creating a customer base of passengers which we will sell to others.

The revenue from other-than-farebox will exceed forty million a year.

#### **COSTS AND INVESTMENT**

We will finance the construction of the extension of the monorail with private investment. We do this because it will ensure that it gets built. Private investment will ensure costs of construction and operation are kept to a minimum. We will seek private investment because we will be profitable. Private investment will participate because this monorail will be profitable.

The extension from Westlake Center to the Holgate storage will be approximately two miles long. The costs of construction will be no more than \$100 million and could be substantially less.

Construction firms are expected to invest by foregoing a traditional lump sum payment at the end of construction. Instead, they will take their payment over a fifty year timeline. The Hitachi Corporation will 'lease' us the monorail trains for fifty years. The advertisers and all others would 'buy' future opportunities in their respective fields. (For example, City Light will 'pay' ten million today for the right to run their electric wires through the track infrastructure for fifty years.) By investing directly on the construction end and buying futures on the other side, the necessary funds can be gathered to build the entire system without any government subsidy or taxpayer assistance.

**In addition, the private investors will be required to continue to extend the monorail both north and south as long as profitability is maintained. Each extension will only grow the profit, both nominally and as a return on total investment.**

**It is merely an added benefit the monorail will deliver passengers to the venues economically, efficiently and safely—without adding to traffic on the surface around the stadiums and arena. No other system—not even walking—can make this claim.**



### **What went wrong with the Seattle Monorail Project?**

The monorail should have been constructed like a giant set of Legos, with many pieces and parts exactly the same. Instead, the project was unnecessarily complicated.

--The track was a complex span, not a simple span scheme. The columns were not all the same. The rails were connected with tightened wires requiring a concrete connection, formed and poured at each rail-and-column junction.

--The power system was overly robust. This meant that the transformers had to be huge, which in turn meant that expensive private land had to be purchased. The transformers were too large to fit in the publicly owned right-of-way.

--The track was carried forty feet above grade. This is twice the height of the current track.

--The foundations were required to sit atop bedrock; in places the foundations would extend 270 feet deep.

--Each station was unique. Each station had to be designed individually.

The planners also burdened the project with labor costs.

--The top ten managers would be paid over \$2 million per year.

--There were thirty-nine mechanics assigned to the trains from the first day. Electric motors are notorious for being maintenance free.

--Each station would have an attendant, largely assigned to answering questions of the riding public. They were not security; there was additional personal for security. Station attendants were to be paid \$130,000 per year.

The financing was flawed as well.

--The contingency fund was to be brought together on the first day. This meant the Project would be paying interest on a billion dollars even before it was needed.

--The construction schedule was too short. Adding even a few months would have saved hundreds of millions of dollars.

--There was no significant effort to seek revenue other-than-the-farebox.

--There was no significant effort to seek funds from other agencies, governments or private sources.

The problems mentioned above are only the most serious missteps. There were many other, lesser mistakes in construction costs, staffing and financing. While smaller, these other problems added millions to the Seattle Monorail Project.



**Kennedy, Mary Gin**

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**Subject:** FW: POS Website Visitor Request

**From:** Port of Seattle Webmaster [<mailto:webmaster@portseattle.org>]

**Sent:** Sunday, May 20, 2012 8:09 PM

**To:** Mailbox, Comments

**Subject:** POS Website Visitor Request

## POS Website Visitor Request

Field Name	Value
01CommentConcern	Seaport
02CommentConcern	<a href="mailto:terminals@portseattle.org">terminals@portseattle.org</a>
03Comments	<p>Sent to Seattle Times and Ken Schram. Highway to Heaven for New Arena Build a two-lane elevated roadway over BNSF's current tracks between Seattle Port and West Seattle Freeway. The result provides exclusive truck and Port employee access between Port and interstate freeways, ends traffic back-up caused by merging trucks onto US-99 during daily commuting hours, stops destruction of US-99 from Port trucking, shields current sports and convention facilities from future major street reconstruction for new arena thus removing disruption of the use and, last, event attendees have eased access to/from parking for events with Port truck traffic removed from sportsfan roadways. As part of this project, BNSF re-aligns its roadways, if necessary, with its rail beds rebuilt for renewed, long-term service to the Port. Cost of this roadway would be shared in varying degrees by the new arena, Seattle Port Authority, WSDOT, BNSF, City of Seattle, King County plus CenturyLink and Safeco as all benefit from this elevated roadway proposal.</p>
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