

**Donald L. Newby**

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**Testimony for the Memorandum of Agreement  
No. GCA 444  
Alaskan Way Viaduct and Seawall Replacement Program  
Bored Tunnel Solution**

Historically in the south end of King County I am not one to speak in favor of Port of Seattle initiatives, specifically in the aviation arena. Ironically, I'm here today at the nationally recognized Aviation High School to speak in favor of the proposed Memorandum of Agreement No. GCA 4444 Alaskan Way Viaduct and Seawall Replacement Program Bored Tunnel Alternative.

As a member of the Alaskan Way Viaduct and Seawall Replacement Advisory Stakeholder Committee representing Southwest King County we provided input, recommendations and suggestions to multi scenarios as to "what to do with the viaduct?", which had become an advanced calculus question. A majority of the stakeholders forwarded a tunnel scenario and the Governor agreed.

Trade and commerce is synonymous with transportation. If trade is the heart of our global economic cycle, then transportation is the arteries that carries those goods and services. The great Northwest and the world has become a highly synchronized interdependent supply chain of raw materials, parts, sub-assemblies, finished goods and perishable food items. The timely economical transportation of all these items is critical in a just-in-time global competitive market. To date, the Port of Seattle has met the demands and challenges of a global market.

After the 2001 Nisqually earthquake damaged one of only two major north - south routes to and through the City of Seattle with its ice age hourglass configuration, a seismic discussion ensued as what to do with a 55 year old transportation structure that had become vulnerable and a public safety threat to life and property, not to mention our economic vitality. The Alaskan Way Viaduct, loved by everyone, had become a major threat to our personal and economic well being.

The Port of Seattle is an economic engine. As such, it has the responsibility and obligation to ensure our regional economic competitiveness and address any threats that could impede our world economic position. By entering into this agreement the Port of Seattle will be a full partner with an already existing partnership with the Federal Highway Administration, Washington State Department of Transportation,

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King County and the City of Seattle. The Commissioners approval of this agreement will ensure that various objectives and goals are accomplished, among them:

- 1) That another natural disaster does not cripple our regional ability to support and expand trade and create family wage jobs. That Seattle remains the preferred freight and a pleasure cruise destination.
- 2) That the concerns and interest of multipliable party's are addressed, which include:
  - a. Minimize the impact and disruption of Seattle historic waterfront and Pike Place market that attracts over a million visitors each year, many from South King County and the Highline, Tukwila and Federal Way School Districts.
  - b. The Port of Seattle best understands the logistics of loading/unloading over 2m metric tons of container cargo each year. They have the knowledge and experience to contribute to optimizing the transportation flow of freight, commuters, pedestrian to, through and around the waterfront.
  - c. That the critical north - south supply chain and commuter route travel times are maintained or improved from Ballard and the Interbay to the water front and further south to SODO, South King County via SR509 and beyond.
- 3) Clearly demonstrate to existing customers and potential new clients that the Port of Seattle has the ability to manage transportation challenges and is committed to being a competitive cost effective facility in which to do global business.
- 4) While the water front is the "heart" of our regional economic transportation system, SR509 is a primary artery who's final connection to I-5 will transform freight and commuter mobility as we know it today. The Port of Seattle's participation in the planning and implementation is essential.

I support the Port of Seattle moving forward with this Memorandum of Agreement, joining the other public organizations that are finding, funding and implementing this viable transportation solution to the Northwest's perplexing calculus mobility problem.

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Having spent two years involved with this issue, I'm reminded and leave you with the words of Napoleon Bonaparte "strategy is a simple art, execution is what's difficult". The Port of Seattle Commissioners execution of this Memorandum of Agreement is the political, financial and economic **RIGHT** thing to do and I believe in the best interest of all of your constituents and people of Washington. I encourage the Port of Seattle Commissioners to approve this MOA as soon as possible.

Thank you for the opportunity to present and thank you for your service.

Don Newby

