



Exhibit	"A"
Port Commission	Special
Meeting of	Feb. 2, 2010

February 2, 2010

TO: Port of Seattle Commissioners

FROM: Geri Poor, Regional Transportation
Mike Merritt, Local Government Relations
Sally del Fierro, Public Affairs

RE: Viaduct Draft Memorandum of Agreement –
Community input received to date

A copy of the draft MOA was released to the community on Thursday, January 28. To date, the following letters and emails have been received; copies are attached. We will keep you posted as additional input is received.

Letters received from:

1. Freight Mobility Strategic Investment Board
2. Magnolia Community Club (1/22/2010 – Diana Dearmin, 2010 President)
3. Magnolia Community Club (1/22/2009 – Randall Thomsen, 2009 President)
4. Queen Anne Community Council
5. Wenatchee Valley Traffic Association

E-mails received from:

1. Rick Blackmore, Total Terminals Int'l
2. Ian Firth, West Seattle Resident
3. Scott Francis, Seattle Resident
4. Charles and Jean Gibbs, Bellevue Residents
5. Ron Hildebrandt, Trident Seafoods Corporation
6. John C. Havekotte
7. F.N. Harvey
8. Kevin C. Austin, Bellevue
9. Charles M. Northrip, Central Waterfront Resident



STATE OF WASHINGTON

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

1063 Capitol Way, Rm. 201 • PO Box 40965 • Olympia, WA 98504-0965 • (360) 586-9695 • FAX (360) 586-9700

January 22, 2010

*Patricia Otley,
Chair*

*Karen Schmidt,
Executive Director*

Port of Seattle Commissioners
PO Box 1209
Seattle, WA 98111

Board Members

Dear Commission President Bryant:

Cliff Benson

As the state's freight board charged with developing a comprehensive state program to facilitate freight movement, we recognize the importance of the replacement for the SR99 Alaskan Way Viaduct in the form of the bored tunnel program and complementary system improvements.

Teresa Bernsten

John Creighton

Dave Edler

Terry Finn

Rebecca Francik

The Alaskan Way Viaduct and Seawall are vital for freight mobility for the robust industrial and manufacturing businesses throughout our state. Specifically, the corridor is critical to the companies related to marine-cargo operations -- and the 33,000 jobs and \$2.8 billion in income supported by those operations.

Dave Gossett

Paula Hammond

The region must move forward and implement a replacement project without any more delay. The current economic downturn makes it imperative that we get to work on projects that will enable our economy to grow.

Steve Holtgeerts

Larry Paulson

Brian Ziegler

Replacement of the Viaduct is an issue vital to Washington State, and the many businesses that depend on the Port as their gateway to world markets. Also supporting the tunnel are other major Eastern Washington agricultural interests, including Anderson Hay and Grain of Ellensburg, the Wenatchee Valley Traffic Association and the Yakima Valley Growers and Shippers Association.

Web Site

www.fmsib.wa.gov

We understand that you are contemplating participation in the funding package of this major investment. We endorse such investment in recognition of the critical role provided in this corridor. If the state hopes to retain and attract new business, the transportation network must have capacity for growth. Without a strong transportation system, we run the risk of losing jobs and economic opportunity to more competitive communities.

FMSIB has supported past priorities that the Port of Seattle has also endorsed:

- Connectivity between the north and south industrial areas of Seattle ... and between Sea-Tac Airport and the new Smith Cove cruise terminal, as the cruise industry's expansion generates new jobs and more state and local taxes
- Maintenance and expansion of capacity for businesses during their economic recovery, and future economic growth
- Minimal disruption to waterfront businesses during construction.

While we are not financially involved in the viaduct, we are involved in other projects feeding into this portion of the corridor to make a more comprehensive, coordinated route for freight.

The board voted, at our January 22, 2010 meeting, to support the port in making this commitment.

Please feel free to contact our office if you have any questions.

Sincerely,

Patricia Otley
Chair



Magnolia Community Club

MAGNOLIA'S COMMUNITY COUNCIL

January 22, 2010

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Bruce Carter

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Gene Hoglund

Michele Marchi

Tom Tanner

VIA U.S. MAIL & EMAIL

Mr. Bill Bryant, President
Port of Seattle Commissioners
P.O. Box 1209
Seattle, WA 98111

Mr. Tom Albro, Commissioner
Port of Seattle
P.O. Box 1209
Seattle, WA 98111

Mr. John Creighton, Commissioner
Port of Seattle
P.O. Box 1209
Seattle, WA 98111

Ms. Gael Tarleton, Commissioner
Port of Seattle
P.O. Box 1209
Seattle, WA 98111

Mr. Rob Holland, Commissioner
Port of Seattle
P.O. Box 1209
Seattle, WA 98111

Re: Viaduct Replacement Project

Dear President and Commissioners:

I write on behalf of the Magnolia Community Club which represents the approximately 24,000 residents of Magnolia. A year ago we wrote to the Port Commissioners to request that the Port withhold funding support for the Viaduct replacement project until the Port has received concrete assurances the proposed project will provide: (1) a northwest access point for communities to the north and (2) continued capacity to service existing and planned vehicle trips through the Viaduct corridor. Our representatives have also appeared before you on this issue as well. A copy of our letter is provided for your easy reference.

Although progress has been made on the Viaduct replacement program and related projects, we believe there is insufficient evidence that the above-suggested criteria for Port funding has been met. For example:

- **Traffic Congestion Is Worsening Along The 15th Avenue W/Elliott Avenue W Corridor.** Backups along 15th Avenue W.

Magnolia
Community Club
P.O. Box 99564
Seattle, WA
98139-0564
206.283.1188

and Elliott Avenue W. have been made worse by the City's implementation of the BAT lanes. This congestion has been further aggravated by traffic associated with the cruise ship industry relocation to Pier 91. The Port's plans to increase the number of cruises departing from Pier 91 will add more traffic to the corridor. While SDOT has made some limited attempts to improve the traffic situation along the Corridor relating to the BAT lane designation, its actions to date have been inadequate. While the Magnolia Community Club has suggested additional improvements, including converting the BAT lanes to HOV lanes, SDOT does not appear willing to make these improvements. Because congestion along this corridor impacts the Port, particularly its service of Pier 91, we believe that the Port should demand that SDOT meaningfully address this issue before committing to fund the Viaduct replacement project.

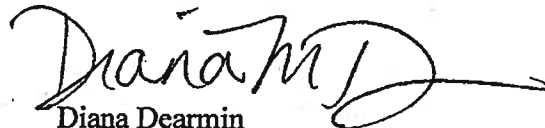
- **The West Mercer Project Is Critical To Moving Freight And Traffic.** The West Mercer Project has the potential to significantly help move traffic coming from 15th Avenue W./Elliott Avenue W. along Mercer to access the proposed North Portal and I-5. However, the design parameters for the West Mercer Project remain undefined and uncertain. For instance, SDOT has not committed to how it will address existing and future traffic congestion at the intersection of Elliott Avenue W and W. Mercer Place. SDOT has not committed to ensuring there are sufficient eastbound lanes going up the hill at W. Mercer Place to prevent the stacking up of vehicles, especially trucks and buses, in the two southbound left turn lanes on Elliott Avenue. As you may know, Rapid Ride bus service is expected to begin in 2012 and the proposed bus route is up W. Mercer Place. Even now, during rush hour, vehicles often extend beyond the left-turn lanes into the general purpose lanes. SDOT asserts that the Mercer West Project is intended to reduce traffic congestion and improve traffic flow. To date, however, no creditable or independent technical report has been produced to substantiate this claim or clarify how these important goals will be achieved. Most importantly, the Mercer West project funding is uncertain. There is no assurance that funding will be found to implement this important link to a successful Viaduct replacement program. Timely funding of this project is essential so that all of the West Mercer improvements are in place to ease access to the bored tunnel and I-5 once the Viaduct is removed and while the new Alaska Way or Central Corridor is being constructed - a time period of some two to three years. We believe that the Port should insist on definitive answers to the above issues before committing any funding to the Viaduct program.

- **The New Central Corridor Is An Unknown.** The new Alaska Way/new Central Corridor has been shown in concept only. Many of the critical design parameters that will determine how efficiently traffic will flow through this corridor are unknown. Moreover, the impact of the proposed tolls on the new Central Corridor needs to be fully understood before the Port agrees to contribute funds for the project. Initial studies indicate that drivers will use alternative routes, including the new Central Corridor, to avoid paying tolls to use the tunnel, which would increase traffic on the new Central Corridor.

The Magnolia Community Club reasserts and reminds both the new and incumbent Commissioners of our request that the Port make no financial commitments to the Viaduct replacement program unless WSDOT and SDOT have provided iron-clad assurances to the Port on the issues we have raised. At the end of the day, it is critical that there be adequate vehicle-carrying capacity and mobility to service existing and planned vehicle trips coming from the northwest (1) to access the North portal via W. Mercer Place and (2) along the Central corridor for residents living and working to the north, as well as freight, maritime and industrial vehicles and cruise ship traffic associated with Pier 91.

Thank you for your attention to this matter.

Sincerely,



Diana Dearmin
President, 2010

Enclosure

cc: Governor Christine Gregoire
Mayor Mike McGinn
Seattle City Council
King County Executive Dow Constantine
Larry Phillips, King County Council Environment and Transportation Chair
State Senator Jeanne Kohl-Welles
State Representative Reuven Carlyle
State Representative Mary Lou Dickerson
Mary Margaret Haugen, State Senate Transportation Chair
Judy Clibborn, State House Transportation Committee Chair
Tay Yoshitani, CEO Port of Seattle



Magnolia Community Club

MAGNOLIA'S COMMUNITY COUNCIL

January 22, 2009

OFFICERS

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Randall Thomsen

Vice President
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Robert Blumuth
Diana Dearmin
Stephen DeForest
Gene Hoglund
Michele Marchi
Jose Montano
Marianne Parks
Tom Tanner

Magnolia
Community Club
P.O. Box 99564
Seattle, WA
98139-0564
206.283.1188

Mr. Bill Bryant, President
Port of Seattle Commissioners
P.O. Box 1209
Seattle, WA 98111

Mr. John Creighton, Commissioner
Port of Seattle
P.O. Box 1209
Seattle, WA 98111

Ms. Patricia Davis, Commissioner
Port of Seattle
P.O. Box 1209
Seattle, WA 98111

Mr. Lloyd Hara, Commissioner
Port of Seattle
P.O. Box 1209
Seattle, WA 98111

Ms. Gael Tarleton, Commissioner
Port of Seattle
P.O. Box 1209
Seattle, WA 98111

Re: Viaduct Replacement Project

Dear President and Commissioners:

I am writing on behalf of the Magnolia Community Club and am requesting that the Port of Seattle (Port) withhold funding support for the recently announced "Deep Bored Tunnel" as the replacement for the Viaduct until the Port has received assurances the proposed project will provide: (1) a northwest access point for communities to the north, and that (2) the replacement project will provide continued capacity to service existing and planned vehicle trips through the corridor.

The Magnolia Community Club has represented Magnolia neighborhood interests since 1924, making it one of the oldest community councils in the City of Seattle. As a neighborhood west of downtown Seattle, many of our residents are dependent on the Alaskan Way Viaduct and/or north-south city streets for daily access to and through downtown Seattle. We also recognize that many of our commercial goods travel these routes, and that the maritime commerce that surrounds our neighborhood is dependent upon easy and efficient access through the downtown corridor.

Our club was pleased to note that the Port's recent statement of January 13, 2009 related to the viaduct issued by Mr. Tay Yoshitani, in which he asserted interests similar as those expressed by our organization. Specifically, the Port's statement states that the "Commission called for a solution that ensures access to the Port's cargo, cruise and fishing terminals in the waterfront, as well as Terminal 91 to the north." The Port's statement also provides "we need strong connections for freight traffic between Duwamish, Interbay, and Ballard." The Port also makes note of the new cruise terminal at Terminal 91. The Port previously has advised that Terminal 91 will generate approximately 5,000 vehicles per day using 15th Avenue West to load and unload cruise ships. We were particularly heartened to read that the Port "will not short change our cargo, fishing, and cruise customers" in regards to the Viaduct replacement project.

The Magnolia Community Club's position, articulated a number of years ago and restated to our political leaders as late as 2008, is that any Viaduct replacement project must provide a northwest access point for our community and provide continued capacity to service existing and planned trips through the corridor. We supported the Port's plans to establish a cruise ship terminal at Terminal 91 on the presumption our expressed interests would be met.

The recent public announcements regarding the proposed "Deep Bored Tunnel" project do not adequately address our mutual interests of providing a northwest access point. The announcements also do not specify how the proposed project will provide continued capacity and mobility to service existing and planned vehicle trips through the corridor. We are especially concerned that the current proposal does not account for the Port's intended cruise ship terminal at Terminal 91 and the associated vehicle traffic that will result.

We request that the Port of Seattle Commission make no financial commitments to the proposed Viaduct replacement project until the Port receives firm commitments that the project will provide: (1) a northwest access point for our community as well as maritime, fishing, industrial and cruise industries to the north; and (2) continued capacity and mobility to service existing and planned trips through the corridor. In particular, we request you ensure traffic associated with the cruise ship terminal at Terminal 91 is accommodated in a satisfying manner.

Thank you for your attention to this matter.

Sincerely,



Randall Thomsen
President (2009)

Port of Seattle Commissioners
January 22, 2009
Page 3

cc: Governor Christine Gregoire
Mayor Greg Nickels
Seattle City Council
Executive Ron Sims
Larry Phillips, King County Council
State Senator Jeanne Kohl-Welles
State Representative Reuven Carlyle
State Representative Mary Lou Dickerson
Mary Margaret Haugen, State Senate Transportation Chair
Judy Clibborn, State House Transportation Committee Chair
Tay Yoshitani

Mailbox, Regional-Transportation

From: Ellen Monrad [elmonrad@gmail.com]
Sent: Sunday, January 31, 2010 6:08 PM
To: Mailbox, Regional-Transportation
Subject: viaduct replacement program
Attachments: QACCviaductreplacementfunding10.doc

Dear Commissioners,

I have attached a letter from the Queen Anne Community Council concerning our concerns with your committing funds to the Viaduct Replacement.

Thank you

Ellen Monrad
chair, QACC

QUEEN ANNE COMMUNITY COUNCIL
1818 1ST AVENUE W
SEATTLE, WA 98119

January 30, 2010

Dear President and Commissioners:

The Queen Anne Community Council requests that the Port of Seattle withhold funding support for the Viaduct Replacement program, until the Port has received concrete assurances from the City of Seattle on the West Mercer element of the Mercer Corridor Project. Additionally, the recently released tolling study raises concerns that the "diversion" of vehicle traffic from the tunnel onto the new Alaska Way may cause the new Central Corridor not to function as efficiently as originally planned to carry freight, all vehicular traffic and perform as part of a route to SeaTac Airport from the Queen Anne neighborhoods. Both these issues should be satisfactorily resolved before the Port commits financial resources to the Viaduct Program.

The Mercer West Project has the potential to significantly improve traffic flow from 15th Avenue W/Elliot Avenue W. along Mercer to access the proposed North Portal and I-5. This project is an essential and integral part of making the North Portal access successful for the Queen Anne, Magnolia, Interbay and Ballard communities as well as commerce, maritime and industrial users to the north including from Pier 90/91. Unfortunately, there is no commitment in place yet to fully fund this project. The essential design parameters for the project have not yet been made known to the public or the Port. Because of the lack of funding support there is no commitment for timely completion of the Mercer West project. It is important to recognize that timely completion of this project is essential, so that all of the West Mercer improvements are in place to ease access to the bored tunnel and I-5 once the viaduct is removed and while the new Alaskan Way is being constructed. We have heard an estimate that there will be a two to three year period of downtime on the Central Waterfront right of way during Viaduct demolition and the new surface street construction.

WSDOT recently released their initial tolling study. The results of that study raise serious concerns regarding the diversion of traffic from the bored tunnel to the new Alaska Way. At the recent North Portal Working Group meeting Port, City of Seattle, and WSDOT professional transportation staff as well as industry, commerce and community representatives all expressed concerns regarding the potential impacts of these diversions on the new Alaskan Way. The impacts and consequences

of these diversions and the means for mitigating these impacts are not yet understood.

We request the Port withhold funding support for the Viaduct Replacement program until you have received: (1) satisfactory assurances on the timely funding and completion of the Mercer West Project and (2) until you understand and accept the consequences of tolling impacts on the new surface Alaskan Way and its capacity to support freight movements and all other traffic. These two issues are critical to the successful operations of the Port and are especially critical to your neighbors in the Queen Anne, Magnolia, Interbay and Ballard communities.

Thank you for your attention to this important matter.

Sincerely,

Queen Anne Community Council

Wenatchee Valley Traffic Association
37 S. Wenatchee Ave - Suite B ~ Wenatchee, WA 98801
509-662-2138 ~ Fax 509-662-3127 ~ ctp@wvtraffic.com

To: Port of Seattle Commission:
RE: Alaska Way Viaduct and Seawall replacement program
Bored Tunnel Alternative

I am writing to you today in support of the proposed Port of Seattle Memorandum of Agreement with Washington State regarding the SR 99 Alaskan Way Viaduct. The Wenatchee Valley Traffic Association is a tree fruit organization representing the grower/shipper community in North Central Washington. Each year our members export in excess of 15,000 truckloads of fresh apples, pears, and cherries to markets throughout the world. A majority of this product goes through Port of Seattle facilities. Our member's competitiveness is directly impacted by the ability of our regional ports to move goods effectively and efficiently.

Throughout last year's debate around which alternative was best for freight mobility in the Puget Sound region, it was clear that the Seattle deep bore tunnel was the most practical solution in the near and long term. From our member's standpoint, it means that the port will continue to function efficiently as construction occurs, and they can continue to move their product without interruption through the port's terminals. This is essential not only for our shippers but for any business that uses the Port of Seattle's facilities.

It is imperative that this Washington State transportation system continues to support freight movement, which in turn drives not only your local economy, but also the businesses and economies of Central and Eastern Washington. I urge you to vote for this important piece of legislation.

Charles T. Pomianek
Executive Director



Wenatchee Valley Traffic Association

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

From: Rick Blackmore - TTI [mailto:rickb@totalterminals.com]

Sent: Friday, January 29, 2010 2:11 PM

To: Shultz, Mick

Cc: Wolf, Christine; Burke, Michael; Queen, Steve

Subject: RE: Alaskan Way Viaduct agreement

Mick,

While I certainly support what the new viaduct brings to our area of the waterfront (Atlantic intersection), I do not have a strong preference related to tunnel or other options as the south end is already determined with only minor changes that could occur depending on what shakes out. I can certainly voice my opinion on the challenges we currently face and what I perceive will be an excellent final product when all complete.

Rick Blackmore

Total Terminals International, LLC.

Office 206-382-8257

Cell 206 992 5690

www.ttisea.com

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Mailbox, Regional-Transportation

From: Ian Firth [firthi@comcast.net]
Sent: Monday, February 01, 2010 1:01 PM
To: Mailbox, Regional-Transportation
Subject: Personal Input on the Funding of the Tunnel by the Port

I live in West Seattle. Through my taxes I support the Port of Seattle, the City of Seattle, King County and the State of Washington. I along with a majority of voters rejected the tunnel for the following reasons: cost, less accessible to north south traffic, unpredictability of cost over-runs, and lack of significant benefits for Seattle residents. The Port of Seattle in agreeing to help fund this project is using my property taxes, so in effect they are committing money that they receive from me. This is almost as galling as the Port raising my property taxes without my consent, which they have done in the past.

In these times, prudence should be the order of the day, and above all, the Port of Seattle needs to be responsive to the will of the people. The Port did the responsible thing in not raising my taxes for this year, and I expect this trend to continue with increased income only coming with increased value. We are in tough times, and rosy forecasts of benefits and costs need to be studied further before committing my money to bail this fiasco out.

Ian C. Firth
2349 Harbor Ave. SE
Seattle, WA 98126
Tel. 206 420 8853

Mailbox, Regional-Transportation

From: Scott Francis [francisscott@comcast.net]
Sent: Monday, February 01, 2010 11:07 AM
To: Mailbox, Regional-Transportation
Subject: Public Comment regarding viaduct replacement

Dear Port Commissioners,

As a long-term Seattle resident that regularly uses the Viaduct and visits the Seattle waterfront, I am against the tunnel option for the following reasons:

1. Costs are much higher than the Viaduct replacement option.
2. The potential for cost over-rides are much higher for the tunnel option. This risk is too high.
3. The tunnel has restrictive access through downtown area.
4. The tunnel hinders movement of freight in/out of terminal areas.
5. The Viaduct is one of our nicest scenic drives. My family and I enjoy and appreciate the view from the Viaduct.
6. The tunnel provides a great benefit to adjacent property owners downtown that will have improved views and less noise. However, the community as a whole is not benefited.

I strongly encourage the Port Commission to vote against the Tunnel Option and vote in favor of the Viaduct Replacement option.

Best regards,

Scott Francis

Mailbox, Regional-Transportation

From: tom gibbs [gibbs61@msn.com]
Sent: Thursday, January 28, 2010 4:46 PM
To: Mailbox, Regional-Transportation
Subject: POS contribution to Alaskan Way replacement

We believe that the Port of Seattle must meet its obligations under the MOA. At least \$300 million from the Port is appropriate.

Charles Gibbs
Jean Gibbs

1708 Bellevue Way NE
Bellevue, WA 98004

Mailbox, Regional-Transportation

From: Ron Hildebrandt [ronh@TridentSeafoods.com]
Sent: Saturday, January 30, 2010 1:32 AM
To: Mailbox, Regional-Transportation
Cc: del Fierro, Sally; Ron Hildebrandt
Subject: Port of Seattle Contribution to the Viaduct Replacement

Friday, January 29, 2010

Port of Seattle Commission
PO Box 1209
Seattle, WA 98111

Re: Port of Seattle Viaduct Replacement Contribution

Trident Seafoods Corporation supports the Port of Seattle contributing to the viaduct replacement as long as the expenditure is connected firmly to a portion of the project that directly benefits the ports primary customers.

The Port should directly earmark any funds to specific line item or items in the viaduct replacement that improves access to and from existing Port property, and not be given until proof that the designated project is completed. We would suggest that the funds be sent only on completion of those items.

It is vital that a suitable replacement solution be found that provides continuous access to areas that support the maritime cluster located in the Ballard and Interbay areas. Without a clear plan that allows the flow of goods and services that support the fishing fleet and supporting businesses, they will be forced to move, and the vital jobs that are the mission of the Port will be lost.

Best Regards,
Ron Hildebrandt
Chief Logistics Officer
Trident Seafood's Corporation

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Mailbox, Regional-Transportation

From: John "Hooper" Havekotte [4.hooper.4@comcast.net]
Sent: Monday, February 01, 2010 10:51 AM
To: Mailbox, Regional-Transportation
Subject: Comments on Viaduct MOA

Dear Commissioners,

I think that you should withhold funding for this project, because I think that the design is flawed. The present design does not address the need for access to this north/south corridor by businesses/folks living and working in the NW quadrant of the city. In addition, current plans for tolls will focus the financial load on only the users of the tunnel rather than the beneficiaries of the tunnel (We all benefit!) Lastly, the current plan for responsibility for cost overruns to fall on the shoulders of Seattle residents is completely unacceptable. Please do not support the current design and plan!

John C Havekotte
Hooper The House Doctor
206-818-1867

Mailbox, Regional-Transportation

From: fnharvey [fnharvey@zipcon.net]
Sent: Monday, February 01, 2010 6:01 PM
To: Mailbox, Regional-Transportation
Cc: genensusan@comcast.net; campbell.beth@comcast.net
Subject: public comment on viaduct

The Port Commission has responsibility for the Port of Seattle, a deep-water port requiring no dredging compared to most others. Why do you want to contribute funds to the ongoing scam? If you have enough money for the deep-bored tunnel boon-doggle supposed replacement for the elevated AWV section of State Route 99, then maybe you no longer need to levy taxes on us and we can just give more to the city of Seattle (which we'll probably wind up doing anyway).

Please read carefully what I've written below including going to the web sites that I've indicated for important explanatory information.
Thank you.

A "done deal", spending public money for a less functional deep-bored tunnel to replace the elevated Alaskan Way Viaduct section of State Route 99, based on alleged fraud and deception should be re-examined and, if necessary, "undone".

Here is URL discussing reasons for elevated AWV,

http://www.psrc.org/assets/2556/item_8192.pdf

and,

Go to www.scatnow.com and scroll down to the report from professional engineer, Christopher V. Brown, discussing why the proposed deep-bored tunnel would be unsafe as currently studied and planned

There are several parts to the fraud and deception allegation.

1. That the majority supports the deep-bored tunnel is false. The majority in Puget Sound prefer an elevated SR99.
2. The Seattle Stakeholder Advisory Committee did not represent the stakeholders of SR99 but mainly greedy Seattle interests.
3. After two months, WSDOT has still not answered the questions below about the TV and youtube video showing the existing AWV collapsing:

Was this video tied to a computer simulation with adjustable parameters, or was it just a SCARY propaganda movie?

If it was based on a computer simulation, how was it validated? Was data from the 6.8 magnitude 2001 Nisqually earthquake used?

Where was the epicenter of the 7.0 earthquake referred to in the SCARY movie?

Were computer simulations done changing the location (3-dimensionally) of the epicenter, and if so, what were the results?

Was a computer simulation done with the 7.0 at the same epicenter, considering a rebuilt seawall and an AWV rebuild from South Holgate to Battery Street to current federal safety standards? If so, what were the results? If not, why not?

Was a computer simulation done with a 9.0 earthquake at the same epicenter for a rebuilt AWV and seawall?

If they were done at all, it is doubtful all these simulations showed AWV collapse.

4. That the EXISTING AWV would be unsafe in a big earthquake does not mean that no elevated AWV could be built that would be safe.

5. That the AWV must be totally demolished before it can be rebuilt is false. WSDOT engineers have studied at least two different ways of having ongoing construction and demolition while the AWV is still being used.

This "done deal" should be "undone".

Mailbox, Regional-Transportation

From: Kevin C. Austin [AustinKC@Law.Aero]
Sent: Monday, February 01, 2010 7:46 PM
To: Mailbox, Regional-Transportation
Subject: Viaduct MOA Comments

Dear Port of Seattle,

Thank you for this opportunity to comment on the Viaduct MOA.

I agree with the tenor of the MOA.

I have one concern: In both the recitals and in the main body of the agreement – the Port and State identify the need to:

“ensure connectivity between the Interbay, Ballard. . .industrial areas and Seattle Tacoma International Airport” or “ensure connectivity for freight and cruise-related vehicles between Interbay, Ballard . . . industrial areas, Interstate 5 and Interstate 90 and Seattle-Tacoma International Airport.”

However – it is not clear to me how the current bored-tunnel option supports this connection. Interbay, Magnolia, Pier 91, West Queen Anne and South Ballard and especially the Port, appear to lose their direct connection to both Seatac and the Duwamish industrial Areas, including Boeing Field.

This will not only affect the citizens of those communities – removing a connection that is historically ingrained and necessary and central to their transportation needs - but it will also affect the Port in their business activities, including:

- Eliminating a Direct Highway access for Port and Port related vehicles between the North Waterfront (such as the grain terminal and Pier 91), the Interbay Rail Yards, Fishermen's Terminal, Ballard and Shilshole and the Duwamish Industrial Area and Airport. The proposed re-routing through or around already crowded Queen Anne (North and South) will put trucks, busses and other equipment onto streets that are not designed for, nor in the future capable of supporting, this type of traffic. Not only will the Port and related vehicles be forced to compete with the existing commuter traffic, there will also be increased traffic on these corridors from South Lake Union development and rerouting of commuters from the severed north-south Elliott-Western corridor.

The Port has spent many dollars over the years protecting the currently used corridor.

- Adding 10's of minutes of transit time for Ballard, West Queen Anne, Interbay and Magnolia residents to the airport. This will provide an incentive for passenger and freight air service at Paine Field – as the decision point (for both time and distance when choosing between airports) moves southward. Currently, travel times to KPAE and KSEA from these communities are substantially equal.

Regards,

Kevin Austin, Bellevue

Kevin C. Austin
Aero Law Group pllc

(425) 456-1800 Phone

(425) 456-1801 FAX

<http://www.law.aero>

→→→→→→→→→→→→→→→→→→→→→→

P.O. Box 50228

Bellevue, WA 98015-0228

Deliveries:

11120 - NE 2nd Street

Bellevue, WA 98004-8332

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Mailbox, Regional-Transportation

From: Charles M Northrip [c6northrip@gmail.com]
Sent: Monday, February 01, 2010 11:23 PM
To: Mailbox, Regional-Transportation
Cc: pam@northrip.com
Subject: MOA

Dear Port Commission,

I endorse and support the MOA that will help implement the bored tunnel alternative. It is a responsible, environmentally sensitive, and progressive way of solving the viaduct problem. It is past time to finally move this project along.

Thanks for asking for comments.

Charles Northrip
1900 Alaskan Way
Unit 306
Seattle, WA 98101
PHONE: +1 206 374 4360
MOBILE: +1 206 335 3433

