

H-026-001

ORAL TESTIMONY

PHIL ACOSTA: My name is Phil Acosta and I'm representing the I.N.L.W.U.

I have some concerns about the Viaduct project. One of them is to maintain a high volume access to Terminal 46, both during construction, and a permanent infrastructure to support a world class container terminal for the future. I have some issues involving the prospect of realigning the viaducts to Utah Street. I think that putting those viaducts, approaches from the south side, from just north of Spokane Street, to the current study area, behind the east of the current rail yard, the Zig yard, I think if we could realign there it would allow the port and the B.N. Zig yard to work a much closer and cleaner capacity. You could discharge the container ships at the what's now Pier 30 and Pier 25 and move that cargo freely into that Zig yard area, without having the impedance of the low level viaduct that comes off of Spokane Street there.

Approximately 1300 jobs are affected directly with the Terminal 46 area. And if you look here in the Seattle area, just about behind every business you'll notice that there's a container of one sort or another, parked in a shipping door at those businesses, and it's vital to the economic maritime businesses in the Seattle harbor that

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The S. Holgate Street to S. King Street Viaduct Replacement project is under construction, and the lead agencies have coordinated closely with the Port of Seattle and BNSF to develop a design and construction approach that ensures freight access to Terminal 46, maximizes rail operations, and provides safe crossings at S. Atlantic Street.

Realignment of the corridor to the east was one idea considered early in the project, but it was not carried forward due to design constraints and potential impacts to the SIG rail yard. The lead agencies will continue to coordinate with the Port of Seattle and BNSF regarding construction of the preferred Bored Tunnel Alternative.

1 access to Terminal 46 is maintained and that a better
2 program of realignment to the south at Pier 25 and what's
3 now Pier 30 is addressed.

4 So, I would like to see the Port, the City, the
5 State Department of Transportation, sit down, and included
6 in that the B.N. Railroad, and work out a realignment of
7 that whole viaduct situation there where it would join the
8 new Downtown Seawall and Viaduct Project. Thank you.

9 **ANDREA MENIN:** I want to register my comments about
10 the Seawall and Viaduct replacement. I would like to see
11 them build a tunnel. Even though it's the most expensive,
12 it seems like the best alternative. I don't mind if it's a
13 bypass or a regular tunnel, as long as it gets tunnelled.

14 That's it.

15 What do you think, Anna?

16 **ANNA CREAN:** Same as her.

17 **ANDREA MENIN:** Same as me? Can you say it louder?
18 You kind of want an aerial thing, don't you?

19 **ANNA CREAN:** I don't really care.

20 **ANDREA MENIN:** You don't really care? Do you want
21 to be able to look down at the traffic, like you do now, or
22 do you want to be able to go underneath it?

23 **ANNA CREAN:** Look down at the traffic.

24 **ANDREA MENIN:** So she wants an aerial.

25 **AARON GOSS:** I think we should take the Viaduct down