

From: Rocki Horton [mailto:rhorton@satsop.com]
Sent: Thursday, March 04, 2010 4:08 PM
To: SR 520 Bridge SDEIS
Subject: Support Letter for 520 Pontoon Project

Please delivery this e-mail and attachment to the attention of Jennifer Young.

Thank you,

Rocki Horton
Satsop Development Park
Phone: 360-482-1606
Fax: 360-482-1555

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Grays Harbor Public Development Authority

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March 3, 2010

The Honorable Christine Gregoire
Office of the Governor
P.O. Box 40002
Olympia, WA 98504-0002

Re: Support for the SR 520 Bridge Replacement and HOV Program

Dear Governor Gregoire:

C-005-001 It is my pleasure to forward to you a resolution recently adopted by the Board of Directors of the Grays Harbor Public Development Authority (GHPDA), expressing our strong support for your leadership to keep the SR 520 Bridge project on schedule and moving forward.

The GHPDA oversees the Satsop Development Park, located in eastern Grays Harbor County. The Park is the site for WSDOT's construction of a "mock-up" test pontoon, as part of the overall pontoon construction project which is slated for Grays Harbor. While our community may be physically removed from the actual 520 Bridge itself, we are very much affected by the project. Grays Harbor worked tirelessly to earn the pontoon construction siting and we are committed to that partnership. Our county, with an unemployment rate of over 14%, is looking forward to the positive economic impacts this project will create. Every job makes a difference here in Grays Harbor, and this project will profoundly improve our community's economic circumstances.

Our Board of Directors is comprised of Port Commissioner Jack Thompson; County Commissioner Al Carter; PUD Commissioner Tom Casey; and private business members John van Dijk, Steve Poler, Shelli Hopsecger and Art Tanner. All stand in strong support of your efforts to keep this project moving forward. We would like to point out the following:

- C-005-002**
- The SR 520 Pontoon Construction Project would construct new pontoons that would be used to restore the existing traffic capacity of the Evergreen Point Bridge in the event of a catastrophic failure. WSDOT is preparing an EIS to evaluate the effects of building these pontoons and storing them until they are needed. These pontoons cannot be transported and assembled on the lake until either, 1) a catastrophic failure occurs or 2) a decision is reached as part of the I-5 to Medina Bridge Replacement and HOV Project. Having pontoons ready for such a catastrophic failure would allow the bridge to be restored several years faster than if the pontoons were constructed in response to a disaster. *Maintaining the schedule of the SDEIS is critical to maintaining the schedule to replace the floating bridge portion of the corridor.*
 - In January 2008, you directed WSDOT staff to develop an accelerated plan and schedule to replace the vulnerable SR 520 structures. That resulted in a letter to the Legislature from the Governor's Office in March 2008 indicating the need to move forward more quickly and outlining how that would be achieved by opening the new bridge to drivers in 2014. That letter supported legislative action that occurred in 2008 to move the project forward. Moving forward with construction of the bridge replacement is tied to the completion of the SDEIS process on the I-5 to Medina segment of the corridor. As a result, *in order to meet the 2014 schedule a preferred alternative must be selected by Spring 2010 to complete the environmental process and begin construction by 2012.*

Satsop Development Park is an Equal Opportunity Provider and Employer

C-005-001
Comment noted.

C-005-002
Comment noted.

C-005-003

• To date, \$3 million has been expended out of the State Motor Vehicle Account along with an additional \$551 million of Nickel & TPA Package funds. Addressing additional alternatives will only add to the taxpayer burden of cost, further delay the process and increase the risk of a catastrophe.

Delaying this project to study yet more alternatives is not acceptable. If we allow this project to get sidetracked another two to three years, we are allowing a never ending cycle that will be repeated time and again. Three years from now there could very likely be new elected officials at the local level who will again want to "take another look" at the project, and so on into perpetuity when clearly the legal requirements for alternatives review have been met and exceeded.

Thank you, Governor Gregoire, for your dedication to the SR 520 Bridge Replacement and HOV Program moving forward. If there is any way in which we can be of service to you in this endeavor, please do not hesitate to ask.

Sincerely Yours,



Tami L. Garrow
President and CEO

Cc: Senator Jim Hargrove
Senator Brian Hatfield
Senator Tim Sheldon
Representative Dean Takko
Representative Brian Blake
Representative Lynn Kessler
Representative Kevin Van De Wege
Representative Kathy Haigh
Representative Fred Finn

C-005-003

Comment noted.

**GRAYS HARBOR PUBLIC DEVELOPMENT AUTHORITY
RESOLUTION NO. 2010-02**

**A Resolution of the Grays Harbor Public Development Authority
(hereinafter "GHPDA") in support of moving forward to replace the
SR 520 bridge in Seattle.**

WHEREAS GHPDA is committed to advocating for successful statewide solutions to our transportation challenges.

WHEREAS statewide safety and economic health is fundamentally linked to an efficient transportation infrastructure system, with the ability to move people and goods a must to maintain and enhance our economy and growth in family-wage jobs.

WHEREAS we believe the SR 520 replacement project is essential to our State's economy and job-base, and its significant risk of structural failure requires decisive leadership.

WHEREAS we believe a new bridge has the potential to improve mobility, enhance safety and the environment, and create good construction jobs at a time when they are needed most.

WHEREAS we believe sufficient time has been devoted to the process, and we wish to work with legislators, government agencies and stakeholders to play a constructive role in expediting any remaining decision-making.

WHEREAS it's important that we move forward because as we all know, the longer we wait the more expensive the project becomes.

WHEREAS a broad group of labor, civic, and business interests share a common desire to move the SR 520 replacement project forward.

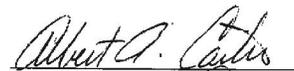
WHEREAS a diverse Legislative Workgroup and team of experts has invested hundreds of hours over the past several months to review and analyze crucial data, solicit input from stakeholders, and ultimately recommend a draft design and funding plan for the 520 bridge replacement.

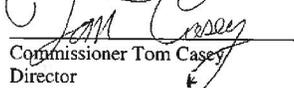
WHEREAS after much study, public outreach and deliberation, a preferred option was subsequently adopted by this Legislative Working Group as its preferred alternative on December 8, 2009.

AND WHEREAS we understand this option called A+ provides strong transit connections and congestion relief, creates jobs, provides a relatively affordable solution, and reduces construction and operating impacts on the environment, residents and adjacent businesses and facilities.

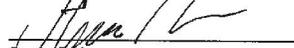
NOW THEREFORE, BE IT RESOLVED that the Grays Harbor Public Development Authority Board of Directors supports moving forward at this time without delay to replace the SR 520 Bridge.

ADOPTED by the Board of Directors of the Grays Harbor Public Development Authority this 16th day of February 2010 and duly authenticated in open session by the signatures of all Board members voting in favor thereof.

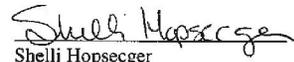

Commissioner Al Carter
Director Position No. 1


Commissioner Tom Casey
Director

ABSENT
Commissioner Jack Thompson
Director Position No. 3


Steve Peler
Director Position No. 4


John Van Dijk
Director Position No. 5


Shelli Hopsecger
Director Position No. 6


Art Tanner
Director Position No. 7