



WASHINGTON TRUCKING ASSOCIATIONS

EXECUTIVE VICE PRESIDENT
Larry Pursley

PRESIDENT
Donna Hyatt

October 23, 2012

Senator Mary Margaret Haugen, Co Chair
Representative Judy Clibborn, Co Chair
Senator Curtis King, Ranking Member
Representative Mike Armstrong, Ranking Member

Dear Sir/Madam:

I am writing on behalf of the 1,000 members of the Washington Trucking Associations to express our concern with the proposed plan to locate a basketball/hockey stadium in the SODO district.

We are convinced that construction of this arena will have an extremely negative impact on freight movement to, from, and in the City of Seattle. Having another stadium with its attendant increase in traffic will make Port freight movement even more inefficient. This inefficiency will no doubt make the Port of Seattle less competitive, and drive significant freight volumes to other ports.

Our skepticism of this proposal is firmly rooted in history. When the last stadium was built, the plan was to construct three overpasses next to the two sports stadiums on Royal Brougham Boulevard and Atlantic Street, each providing direct access to I-90 and Interstate 5 from the Ports. The third overpass was planned for Lander Street, South of the stadiums, to serve as an alternate route to stadium area congestion on event days.

The end result, however, was that the projects as designed were never built. Royal Brougham was discarded for pedestrian friendly connectors at 1st and 4th Avenues. Freeway access was then funneled to a single ramp at Atlantic Street, which may work well for the stadiums, but continues to be a nightmare for truck freight movement.

Port marine cargo facilities generate \$3 billion a year in revenue, including \$1 billion in local wages, business income, and tax revenues; all of which produces tens of thousands of good, family wage jobs. It therefore, shocks the conscience that the proposed basketball/hockey stadium has received expedited approval of both the Seattle and King County governments with the only remaining hurdle being the EIS. As I mentioned previously we remain extremely skeptical that the final outcome will sufficiently address freight mobility.

While the goal of adding an NBA and NHL franchise to our region is certainly desirable, further restricting freight movement to and from the Port of Seattle is too high a price to pay for another entertainment venue.

As the industry that provides the highway portion of the landbridge for the Port of Seattle, we can assure you that adding another stadium with increased traffic congestion will mean a loss of customers for the Port of Seattle, and a corresponding decrease in revenue and tax receipts.

Thank you in advance for your consideration.

Sincerely,

Larry A Pursley
Executive Vice President