



Freight by the Numbers

Port Cargo & Cruise Terminals

- Average 8,000 truck trips per day (half stay in Duwamish, half to regional distribution).
- Container volumes are forecasted to double by 2025.
- While container truck trips don't use the Alaskan Way Viaduct, SR99 separates commuter trips which may otherwise congest the surface arterials.
- Each homeport cruise ship requires 50-75 provisioning truck trips (to and from Piers 66 and 91).

Central Waterfront Freight Traffic

- The Alaskan Way surface street and East Marginal Way serve as the major over-dimension route for specially permitted trucks.
- Piers 54, 55 & 56 on the Alaskan Way waterfront rely on trucks for restaurant deliveries, maritime vessel provisioning, and garbage/recycling removal.
- Ivar's averages 74 trucks/vans per week; Elliotts' and Red Robin combine to about 75 trips; the Aquarium counts over 130 trucks weekly.
- Over 47,000 vehicles over 20' used the ferries at Colman Dock in 2006.

General Freight Traffic

- Each day truck trips average 15,800 trucks on I-5, 6,400 trucks on I-90 and 3,700-4,000 trucks on the Alaskan Way Viaduct.
- A high-rise construction project could generate up to 170 truck trips per day.
- Package delivery companies (UPS and FedEx) require schedule reliability to make airplane connections to international hubs.

Garbage/Waste Pick-up

- Waste hauling trucks depend on north-south routes to link city residential neighborhoods from their Duwamish area bases.
- Allied Waste and Waste Management provide garbage and recycling collection services operating trucks in 2 shifts, 7 days a week.

Marine Fuel

- Fuel is dispensed from licensed, fixed facilities including two along the Ship Canal in Ballard and one on Harbor Island in the Duwamish.
- Ballard fuel distributors transport over 10 million gallons of fuel to vessels each year. They truck this fuel to Ballard from Harbor Island in 8,000 gallon tanker trucks. This amounts to more than 2,500 one-way truck trips per year.

Rail

Rail is a key freight element which both reduces the amount of trucks required, but adds to traffic congestion in the Duwamish area when a train blocks the road crossing.

Business Owners

- (MIC Survey of 35 businesses – winter, 2006)
- Eighty-three (83) percent said the Viaduct was very important; an additional eleven (11) percent said it was moderately important.
 - During prolonged Viaduct construction, these businesses would find alternative routes, increase the number of trucks or move portions or all of their operations out of Seattle.
 - Those who can move goods at night, already do.

Sources

Freight Segmentation Study, Nelson-Nygaard, 2008
 Truck Needs Assessment for City of Seattle, Aug 2008
 WTP Update-Freight Movement, WSDOT, 2008
 MIC survey on Viaduct outreach to Ballard & Duwamish Industrial Area, 2006
 2007 Economic Impact of the Port of Seattle
 Seattle's Maritime Cluster: Characteristics, Trends & Policy Issues, April 2004
 Basic Industry Cluster Analysis Study, March 2004
 Seattle UMP: Freight Segmentation Report, August 2008
 Puget Sound Regional Council Staff

The Bored Tunnel: a solution for growth



www.portseattle.org

If the region hopes to retain and attract new business, the transportation network must have capacity for growth. Without a strong transportation system, the city and region risk losing jobs and economic opportunity to more competitive communities. Congestion drives up costs and limits business growth. Companies throughout the state depend on efficient transportation of goods through Seattle to reach markets around the world. The bored tunnel design provides the capacity necessary to keep people and commerce moving. It is an affordable investment that will benefit the region and the state.

The proposed bored-tunnel hybrid, with surface street and transit improvements, will achieve many of the key transportation improvements essential to the Port and the industrial community:

- Providing bypass capacity in the SR 99 corridor will promote better traffic flow and ease congestion near Port terminals, and keep extra traffic off I-5.
- The tunnel and associated surface improvements will foster growth in jobs in the SODO, Duwamish, Ballard and Interbay industrial areas. With refinements in design, the program also can provide improved connections between the north and south industrial areas.
- The Port, City of Seattle and WSDOT have worked together closely on design of the Viaduct

south-end elements near Port terminals, and it's vital for that good work to continue.

- The bored tunnel will minimize construction disruption to industrial and maritime businesses and improve the waterfront environment for all. Cut-and-cover or elevated options would cause years of disruption and congestion that would drive away cargo customers and hurt waterfront businesses.

Jobs

- Citywide basic industry employment totals 121,700.
- More than 79,000 workers are employed in the Ballard-Interbay and Duwamish Manufacturing and Industrial Centers (MICs).
- Port of Seattle Seaport supports 56,255 jobs in the region.
- Seattle's maritime cluster directly employs over 22,000 with wages averaging \$70,000 and supporting a county-wide employment base of 45,000.
- Boeing's Puget Sound employment totals over 76,000 employees. Approximately 10,000 employees live within Seattle city limits and travel to work at Boeing Puget Sound locations; 15,000 work at Duwamish locations; 42,000 employees travel throughout King County.

Economic Impact

- Annual wages total about \$4 billion in the two industrial areas.
- Basic Industries sector generates \$28.5 billion in business revenue.

- Seattle Maritime sector generates \$2.1 billion in business revenue.
- Port of Seattle's Seaport activities support \$5 billion in personal income and \$4.5 billion in business revenue in our region.

Industries

- International & domestic shipping
- Aircraft manufacturing
- Fishing moorage and industry headquarters
- Construction & manufacturing
- Food processing & cold storage
- Fueling and fuel storage
- Logistics, warehouse & distribution
- Shipbuilding & repair
- Solid-waste collection & disposal
- Tourism & professional sports

Regional Growth by 2040

- 1.7 million new residents
- 1.2 million new jobs
- 1 million new housing units needed

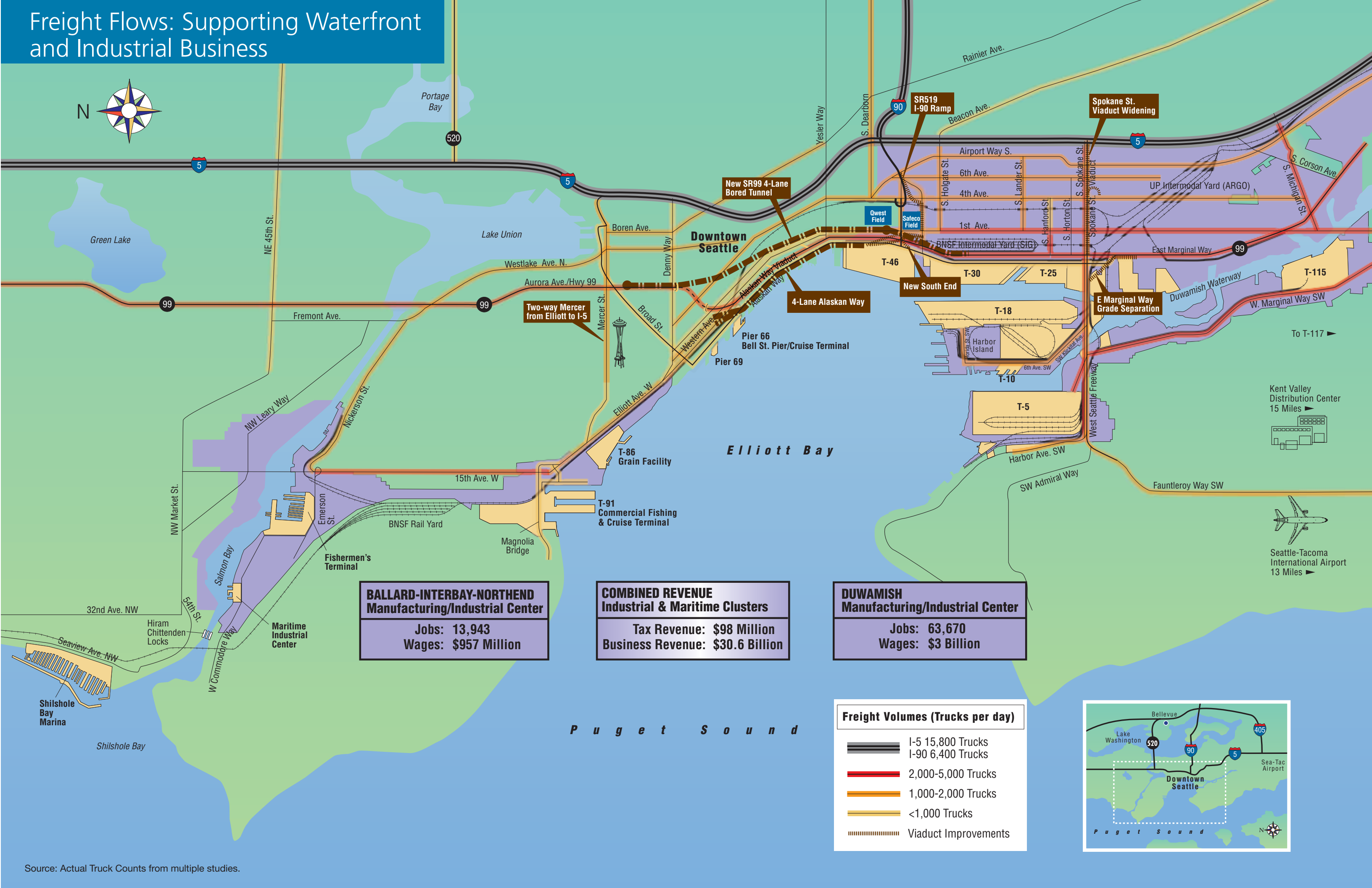
Port of Seattle

- The Port is the 7th largest U.S. gateway for international trade valued at about \$40 billion a year.
- Five container terminals generate about 8,000 truck trips daily in the Duwamish industrial area, ferrying cargo to rail and distribution centers.
- Fishermen's Terminal is home of the North Pacific Fishing Fleet.
- Terminal 91 is home to the factory fishing fleet, seafood processing and cold storage.
- Two cruise terminals handled 210 vessel calls and 886,000 passengers in 2008. The new cruise terminal will open at T91 in 2009.



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Freight Flows: Supporting Waterfront and Industrial Business



**BALLARD-INTERBAY-NORTHEND
Manufacturing/Industrial Center**

Jobs: 13,943
Wages: \$957 Million

**COMBINED REVENUE
Industrial & Maritime Clusters**

Tax Revenue: \$98 Million
Business Revenue: \$30.6 Billion

**DUWAMISH
Manufacturing/Industrial Center**

Jobs: 63,670
Wages: \$3 Billion

Freight Volumes (Trucks per day)

- I-5 15,800 Trucks
- I-90 6,400 Trucks
- 2,000-5,000 Trucks
- 1,000-2,000 Trucks
- <1,000 Trucks
- Viaduct Improvements



Source: Actual Truck Counts from multiple studies.

Alaskan Way Viaduct: *Cargo...move it or lose it!*

The Port's ability to connect cargo and passengers efficiently is crucial to the state's economy. Combining increased capacity and significant transit improvements with improved freight mobility, the bored tunnel solution could provide Washington with the transportation connections necessary to move people and goods efficiently.
Washington jobs depend on it.

Minimize construction impacts to retain jobs

Tens of thousands of family-wage jobs are jeopardized, along with millions in annual business and tax revenue, by the threat of losing the existing viaduct and seawall without a replacement in place. Constructing a bored tunnel— with effective connectivity between the Duwamish and Interbay/Ballard manufacturing and industrial centers—will minimize disruption to the industrial and maritime businesses that depend on ready access to I-5 and I-90. Without these businesses, we risk losing:

- Over 77,000 jobs created by the manufacturing and industrial centers in Seattle;
- \$98 million in combined annual tax revenues, and over \$30 million in combined business revenues;
- Over 13,571 jobs directly depend on the Port's cargo terminals - jobs that pay over \$928 million in annual wages.

In 2006, area businesses sponsored a study to quantify the economic impact of businesses on the Seattle waterfront and in the central business core, the Ballard and Duwamish industrial areas, and south of downtown Seattle. The study showed that over 32,000 jobs would be placed at risk by closing SR 99.

The economic impact is even more sobering. Closing the Alaskan Way Viaduct while a replacement is built would have a negative economic impact of \$3.4 billion annually – a loss of seven percent of the region's gross domestic product.

Freight mobility is vital for survival

While the short-term impact of construction would be devastating, the long-term impact could be felt for decades. Shippers use the most cost-effective and efficient gateway to move their goods – a waterfront paralyzed by construction will lose cargo, and once it's gone it may never return. In 1995, the Port of Kobe, Japan – a seaport similar to the Port of Seattle - suffered a catastrophic earthquake that demolished the local transportation system. Nearly 20 years later, the area has yet to recover the jobs, revenue, and cargo it lost.

The current dire economic climate compounds the risk of losing cargo permanently. Seven percent of the global shipping fleet – 300 ships – is currently parked for lack of cargo. Current forecasts show that those volumes will return by 2012. If a crucial segment of the state's freight mobility network is constricted by construction, shippers will send that cargo and the jobs it creates to other regions.

The Port's economic flow benefits the region

The Port of Seattle, through seaport and airport* operations, supports economic growth and activity throughout the state:

- 111,317 direct jobs
- 193,986 total jobs in Washington State
- Nearly \$4 billion in total wages
- \$867 million in state and local taxes

**An estimated two million people annually—ten percent of all passengers—use the Alaskan Way Viaduct to travel to and from Seattle-Tacoma International Airport.*

For more information about how our state's economy depends on a robust freight mobility network, visit <http://www.portseattle.org/community/development/viaduct.shtml>.