



# City of Seattle

Ed Murray, Mayor

*Seattle  
Freight  
Advisory  
Board*

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Timothy Hillis

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The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution  
31243

March 31, 2014

Hon. Ed Murray  
Mayor, City of Seattle  
600 4<sup>th</sup> Ave  
7<sup>th</sup> Floor  
Seattle WA 98104

Re: King County Proposition 1 Transportation District for Transit and Roads

The Seattle Freight Advisory Board strongly endorses a high level of transit service and ridership as an efficient, effective and important way to maintain freight mobility in urban conditions and tough budget times. We, the Board members urge passage of **King County Transportation District Proposition No. 1 for Metro Transit and roads.**

Currently, King County Metro Transit delivers 400,000 daily boardings each weekday, and 40 percent of the people who work downtown get there by transit. In concert with this ridership, I-5 moves 196,500 vehicles per day crossing the Ship Canal. If Proposition 1 fails, Metro will be forced to cut 15 to 17 percent of its service, affecting 172 of its routes. Based on survey information, if their bus were not available, 52 percent of bus riders say they would switch to driving in their cars alone, and a third of Metro's regular riders say they would purchase one or more cars. (Metro Rider-Non-Rider Survey 2011). From the freight perspective, we don't want to see that kind of increase from former bus riders – it would translate directly into more congestion and more pollution.

**We cannot afford more traffic congestion in King County and that is exactly what we would experience if Metro is forced to make more cuts to service, as noted above.**

Traffic delays in King County are already reducing our Port's competitiveness. Local deliveries are also greatly affected. Moving goods and services to stores and businesses throughout King County is essential to our economy. Businesses in King County pay a premium in wages to truck drivers and wasted fuel every day.

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Washington is the most trade-dependent state in the country, with 1 in 4 jobs relying on exports from cities and counties throughout the state. Getting freight to the port, traffic congestion is costing the businesses of our region real money and time in freight delays. The Transportation Institute at Texas A&M reports an annual total traffic delay for the greater Seattle area of over 100 million hours, with truck congestion costs of \$546 million in 2011.

Metro has been diligent in looking for economies and efficiencies in delivering transit service throughout King County. Metro has already cut 100 administrative positions, cut unproductive service, cut its reserves to a bare minimum, cut worker costs including COLAs, and even cut restroom break time for bus drivers and has delayed fleet replacement. Metro's short term funding fixes are exhausted, the Legislature has provided no relief, and voters are tired of repeated short-term fixes for transit. It's time for stable, long term solutions for transit. Proposition 1 would provide 10 years of funding to enable Metro to avoid 15 to 17 percent service cuts.

We cannot afford more traffic congestion. There are no places to put more roads around our Port or in much of greater Seattle. The only way to manage congestion is through providing sufficient transit to those willing to stay out of their cars.

The \$5 per month to pay for transit will be far less than the inevitable costs of increased freight delays, should Metro be forced to cut service. Passage of King County Proposition 1 on April 22 is vital to our region.

Please advise the Freight Board how we may be instrumental in the passage of Proposition 1 on the April 22 ballot.

Sincerely,



Warren Aakervik, Chair  
Seattle Freight Advisory Board

cc:  
Seattle City Council  
King County Council