



## Truck Trips

- » In 2011, imports and exports at T-46, the terminal closest to the proposed stadium, generated approximately 381,000 total truck trips. That amounts to 1,500 to 3,000 truck trips per workday depending on ship schedules and market demand.
- » After the vessel berths, export containers start moving off the terminal. T-46 does not have the capacity for on-dock rail so every container moving across the terminal arrives or departs by truck.
- » Export cargo and returning containers arrive by I-90, Alaskan Way or East Marginal Way. Truck drivers pick the best route based on roadway geometry and grades, current information about congestion and construction-related lane or roadway closures—just like most commuters review the traffic report before heading out.
- » The BNSF rail yard processes 1,200 truckloads per day shift (7 a.m. to 5 p.m.) each workday with another 500 trucks on an average of two Saturdays per month.
- » These trucks use First Avenue South due to construction on Spokane Street and Alaskan Way Viaduct, East Marginal Way and other local freight routes, clearly pointing to the need to maintain resiliency in the transportation system. Typically, the terminal accepts inbound trucks between 7 a.m. and 4:30 p.m. on weekdays.
- » Trucks exit terminals after 4:30 p.m. Turnaround time depends on volumes and cargo type. The terminal accepts export or empty containers until the end of the day prior to their vessel arrival.

**Moving 2.1 million TEUs in 2011 generated about 2.5 million truck trips during the year. About half of the cargo handled in our harbor is moved by truck between port terminals along Elliott Bay and rail yards in the Duwamish Manufacturing Center for the trip to or from the U.S. Midwest. Primary freight intermodal connector routes are Atlantic Street, East Marginal Way, Spokane Street or Hanford Street as well as other arterials in the SoDo area.**

How does the other half of the cargo move? About 20 percent of cargo is transferred directly between ship and train. About 30 percent moves by truck between port terminals and local destinations like cargo facilities in the Duwamish area, distribution centers in the Kent valley, and Eastern Washington agricultural centers. This local business would not be here if not for the back-haul opportunities provided by cargo moving through Seattle to other parts of the nation. Add the destinations of container maintenance and repair facilities throughout the Duwamish area, and truck traffic is apparent throughout SoDo, as well as on I-5 and I-90.

**The Century Agenda, the port's 25-year strategic plan, calls for the agency to generate 100,000 new jobs by 2037. A crucial component of achieving this long-term goal is increasing cargo volumes to 3.5 million TEUs per year. This number reflects reasonable, achievable growth that can be accommodated within the port's existing container terminals, provided these facilities can be used nights and weekends when necessary.**

Due to physical limitations at the container terminals, there are practical limits on the ability of each terminal to process, load and unload containers. Container terminals operate night and weekend gates when volume demands it. T-46 operated night gates in recent years during surges of cargo volume. Earlier studies by the port concluded that night-gate operations will be required as cargo volumes increase. A 2006 study commissioned by the port estimated that volumes near 3.5 million TEUs would result in 11,400 one-way truck trips each day, compared to 7,000 truck trips today, and the necessary night-gate operations would result in 20 percent of daily truck trips occurring between 5 and 11 p.m.

## Moving the Goods that People Need

# How cargo moves from Port of Seattle terminals to markets everywhere

Seattle's economy is built on international trade. In 2011, over two million TEUs (20-foot equivalent units) moved through Seattle's harbor, carrying Washington products to global markets and bringing overseas goods to destinations around the United States. The value of that two-way trade was more than \$43 billion in goods last year. Containers of goods mean jobs – 33,000 jobs in King County directly depend on the cargo we move – and they mean revenue to the region. Each year, the seaport generates over \$450 million in state and local tax revenues.

As a community, how can we protect the investment we've made in building our seaport and generating good jobs while also welcoming professional basketball and hockey back home? Can we build an arena and make sure that basketballs and hockey pucks make their way from port to locker room? Yes – by protecting the very industries that built our region.

The Pacific Northwest gateway is different than some: Most of the cargo that comes through our harbors is headed to stores and tables in the U.S. Midwest. Over 70 percent of the containers that we handle will go by rail to Chicago and other cities across America. If shippers can't get their goods through our port quickly, they can easily send that cargo to ports in British Columbia or California – or through the Panama Canal once it's widened in 2014.

And it isn't just imports that need port terminals. Farmers and manufacturers throughout Washington use Port of Seattle facilities to send their goods to customers everywhere.

That's why congestion in and around port facilities matters. With cargo, it's move it or lose it; when the cargo goes, so do the family-wage jobs that have been the backbone of King County's economy for over 100 years.

The port's Century Agenda is a plan to generate 100,000 new jobs in King County and Washington state by 2037. But we can't create all of those jobs if we can't increase cargo volumes, and we can't increase cargo volumes if we can't use our facilities when we need to.

When container numbers increase, terminals need to operate night and weekend gates to keep up with demand. Port of Seattle terminals have operated these gates in recent years when cargo surges, and plan to do it more as the port's seaport cargo business grows. That's why industrial zoning is good for a community: It keeps these traffic-generating operations contained in areas where it won't conflict as much with other things. Operating at night and on weekends also alleviates freeway congestion by sending trucks on the road when there are fewer motorists.



**From North Puget Sound**

- » Aircraft parts
- » Boeing fuselages

**From the Eastside of Seattle**

- » Manufactured goods
- » Biotech/biomedical
- » Machinery
- » Wine

**From Eastern WA and Idaho**

- » Fruit
- » Hay
- » Potatoes
- » Wine

**Terminal 46**

**Terminal 18**

**Terminal 30**

**Proposed Arena**

**UP Argo Rail Yard**

**BNSF Rail Yard**

**Amtrak/Sound Transit Train Maintenance Facility**

	Major Truck Routes		Port of Seattle Terminals
	Major Rail Line		At-Grade Rail Crossing
	Rail Yards		Grade-Separated Rail Crossing

Notable Capital Investments since mid 1990s	
Port marine terminals:	Over \$1 billion
Railroads:	Over \$55 million
Roadways:	Over \$3.5 billion
<ul style="list-style-type: none"> <li>» AWW replacement \$3.1B</li> <li>» SR 519 \$184M</li> <li>» Spokane St Viaduct \$168M</li> <li>» E Marginal Way \$54M</li> <li>» Duwamish ITS \$9M</li> </ul>	



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