

July 31, 2009

Mr. Sean Ardussi  
Puget Sound Regional Council  
1011 Western Ave., Suite 500  
Seattle, WA 98104-1035

Re: Comments on the Transportation 2040 DEIS

Dear Mr. Ardussi,

Thank you for the opportunity to provide comments on the Transportation 2040 Draft Environmental Impact Statement. As a representative body of the freight community in the City of Seattle, the Freight Mobility Advisory Committee (FMAC) is keenly interested in maintaining and enhancing freight mobility and economic growth in Puget Sound, supporting our competitive position in the national and global economies.

FMAC supports Transportation 2040's objective to "Improve freight mobility to increase the health of the national, state, and regional economy." To achieve this goal, Transportation 2040 must include:

- A freight element that closes the gaps in and increases the capacity of the region's freight transportation system so that our economy can grow and remain competitive. The freight element should be based on solid understanding of both current and future freight needs and realistic assumptions about future use of the system by all user groups. We do not believe that, as Alternative 5 seems to suggest, the region can rely on tolls and transit to remove a large enough number of single occupant passenger vehicles (SOVs) from the system to free up sufficient space for trucks.
- A funding approach that, if it must include tolling:
  - Tolls SOVs so that they do not move from tolled freeways to major truck arterials, and avoids making the movement of freight more difficult.
  - Uses truck tolls to enhance freight system performance.
  - Sets truck toll levels in a way that enables them to stay competitive not only in the region, but also in the larger marketplace.
- A new federal transportation law is likely to include a strong freight program that supports the economy. It is also likely to include a funding distribution approach that is focused on quantitative performance measures and benefit cost analysis. Transportation 2040 should prepare Puget Sound so that it can effectively compete for federal funds under new legislation.

Peter Whitehead,  
Nelson Trucking  
Co-Chair

Pat Binlon,  
Columbia Distributing,  
Co-Chair

Warren Aakervik,  
Ballard Oil

Cliff Bates,  
V Van Dyke Trucking

Greg Blaine,  
Continental Van Lines

Terry Finn,  
BNSF Railway

Ed Shilley,  
NUCOR Steel

Kim Suetzle,  
CityIce

Christine Wolf,  
Port of Seattle

The Seattle Freight  
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and other agencies on  
measures to improve  
freight mobility and  
safety in Seattle.

# Seattle Freight Mobility Advisory Committee

We are looking forward to participating in the development of the freight element of Transportation 2040 and the preferred alternative.

Sincerely,



Pat Binion, Co-Chair  
Seattle Freight Mobility Advisory Committee

Cc:

Mayor Greg Nickels

Councilmember Jan Drago, Chair, Seattle City Council Transportation Committee

Regional Freight Mobility Roundtable

FAST Corridor Partnership

FMAC Members

Grace Crunican, SDOT Director

Tracy Krawczyk, SDOT Policy and Planning Director

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