



September 28, 2012

Mary Gin Kennedy
Director of Commission Services
Port of Seattle
Seattle, WA. 98111-1209

Dear Ms. Kennedy:

Continuing public review of the SODO arena proposal presents an unprecedented opportunity to better inform local and regional decision-makers about longstanding SODO transportation needs and concerns. The Duwamish Transportation Management Association proposes to help inform that process through a community-based outreach program enabling input by those who work, own companies and land in SODO, as well as those throughout the region and state who depend on SODO as a hub for import and export services.

We hope the Port of Seattle will consider a sponsorship for this program. The Port was a founding cosponsor of the TMA a decade ago and served as a key partner in several subsequent TMA projects.

The final scope and work plan for the TMA outreach program will be developed in collaboration with a wide range of SODO stakeholders. The initial concept is to conduct a community-wide survey of those who work and do business in SODO combined with outreach to those in the larger region who depend on SODO as a major statewide strategic resource. These outreach efforts would be combined with public forums with elected leaders and government managers, and would result in publication of a report with key findings and recommendations for local, regional and state decision-makers.

The TMA proposes initially that program outcomes should help:

- augment and support existing and future efforts to identify SODO's regional and local freight needs and assets;
- identify arena mitigation measures that benefit the broader community;
- identify transportation and public transit improvements, opportunities and needs that will be created by completion of major highway improvements in SODO, including completion of the deep bore tunnel.

The TMA would prepare the report through an inclusive process similar to a variety of past TMA efforts that were based on input from freight companies, bicycle and pedestrian groups, retailers, manufacturers, major employers, stadium operators and

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government transportation agencies including the Seattle Freight Mobility Advisory Board, SDOT, King County Metro, WSDOT and the Port of Seattle. A past example of this approach is available online at www.duwamishtma.org under the "Street Smart" report, published in 2011. That report includes a previous community-based effort from 2009 that examined safety issues along 1st Avenue South between the stadium area and Spokane Street.

The TMA is well-suited to the present task because it is a transportation service and planning organization that takes no political positions except to advocate for improved transportation services in SODO. The TMA can accept contributions through the 501 (c)(3) Seattle Industry Foundation.

Thanks for forwarding this concept to the Seattle Port Commission and port staff. Please call if we can answer any questions.

Sincerely,



Dave Gering, Executive Director
Duwamish Transportation Management Association