

POWER PAST COAL

communities against coal export

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Waterfront Developers, Mayor McGinn: Coal Bad for Business

Business leaders say coal export proposals would prevent economic development of Seattle waterfront

SEATTLE— Today, several proponents of the city's waterfront development project joined city leaders, Mayor Mike McGinn and State Representative Reuven Carlyle and about 200 pro-business supporters to speak out against the plan to transport coal through Seattle for export to Asia. The proposal to ship coal from Montana and Wyoming through Washington would send approximately 18 coal trains along the waterfront each day, blocking the pristine view as well as the investment opportunities for one of the most economically prosperous attraction sites in the state.

"Seattle's economy is growing at a faster pace than the rest of the region, state, and country," said Seattle Mayor Mike McGinn. "The impacts from these coal trains will be felt at the local level, from the public health of our city to the viability of our waterfront businesses. Why would we take two giant steps forward with our commitment to connecting the waterfront and the Market, just to take ten steps back by allowing coal trains to ruin the essence of Seattle's most valued treasure?"

The city has recently begun a massive revitalization of the area, an effort that will replace the unsightly viaduct with an underground tunnel, resulting in a vast view of the Olympic Mountains and the promise of billions of dollars in business development. The project has Seattleites and local business leaders chomping at the bit to develop the area into what are commonly referred to as an economic "ecotopia" and "Seattle's front porch." Business advocates warn that the transition could be all for nothing if the plans to export coal from Bellingham, WA is permitted.

"For the last 50 years my family has owned and operated Pier 57 Miners Landing. Public access is critical to our success. Since the seawall and viaduct replacements will disrupt the waterfront for several years, we want to make sure that coal trains don't further obstruct public enjoyment of the waterfront. In addition, we are proud that our Seattle Great Wheel, which is the largest continually operating Wheel in North America, is run entirely on electricity and doesn't add to greenhouse gases."

State Representative Reuven Carlyle says that the breathtaking views of the Puget Sound coupled with the many delicious restaurants, diverse culture, art, and entertainment are an important part of the larger picture which attracts so many entrepreneurs and innovators to Washington every year. He warns that the state has a lot to lose by becoming a fossil fuel super-highway.

"The economic, environmental, and health issues raised by this 19th Century proposal are below us as a city and a state. We need to focus on high quality, innovative, entrepreneurial markets and the ideas that lift us up, not unhealthy, dangerous commodities that assault our global economy."

Cary Moon of People's Waterfront Coalition, a community organization formed to guide the efforts to connect the waterfront to Seattle famous Market, points to the State's commitment of over \$300 million for the viaduct removal and the rebuilding the city street Alaskan Way, and the recent seawall

vote by the residents of Seattle to contribute another \$300 million to the project. “Folks realize that this is a once in a lifetime opportunity for the city. We’ve seen the community come together like never before to maximize the full potential of Seattle’s Waterfront.”

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POWER PAST COAL is an ever-growing alliance of health, environmental, businesses, clean-energy, faith and community groups working to stop coal export off the West Coast. Visit powerpastcoal.org for more information.