

Seattle Department of Transportation

EAST MARGINAL WAY CORRIDOR IMPROVEMENT PROJECT

Appendix C: Letters of Support



Prepared for
US Department of Transportation
FY 2020 BUILD Grant Application

Submitted by



Seattle
Department of
Transportation

Table of Contents

<i>Project Partners</i>	3
Letter 1. Mayor and City Council of the City of Seattle	4
Letter 2. Port of Seattle.....	7
Letter 3. Washington State Department of Transportation	9
Letter 4. Washington State Freight Mobility Strategic Investment Board	10
Letter 5. Puget Sound Regional Council.....	11
<i>Elected Officials</i>	12
Letter 6. U.S. Congressional Delegation.....	13
Letter 7. Washington State Legislative Delegation.....	14
<i>Stakeholders</i>	16
Letter 8. Seattle Bicycle Advisory Board	17
Letter 9. Seattle Freight Advisory Board	19
Letter 10. Seattle Metropolitan Chamber of Commerce.....	21
Letter 11. SODO Business Improvement Area	22
Letter 12. Manufacturing Industrial Council.....	23
Letter 13. North Seattle Industrial Association.....	25
Letter 14. Pacific Merchant Shipping Association	26
Letter 15. West Seattle Bike Connections.....	27
Letter 16. Cascade Bicycle Club	29
Letter 17. West Seattle Transportation Coalition.....	31
Letter 18. King County Metro Transit	32
Letter 19. District 1 Community Network.....	33
Letter 20. Sailors’ Union of the Pacific.....	34
Letter 21. Transportation Institute	35

Project Partners

Letter 1. Mayor and City Council of the City of Seattle



May 18, 2020

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: City of Seattle East Marginal Way Corridor Improvement Project BUILD grant application

Dear Secretary Chao:

The City of Seattle is proud to present the East Marginal Way Corridor Improvement Project for consideration for a BUILD grant award.

East Marginal Way is one of the City's most important transportation corridors underlying the city and the region's economic health and resilience. It runs the length of the SODO Qualified Opportunity Zone and a key center for growing the region's industrial job base, connecting seven Port of Seattle terminals and hundreds of manufacturing, warehousing and commercial businesses to freight rail yards and the national highway system, including Interstate 5 and the terminus of I-90. With the level of significant freight volume and other daily usage on East Marginal, this roadway is in critical need of investment to allow continued accommodation of freight activity and to support safe travel by all users.

East Marginal Way serves as a critical last-mile connector and vital route for oversized trucks and those carrying flammable cargo and, at the same time, it is an important corridor for many of the people who work or need to access goods in manufacturing and maritime center by car, bike or on foot. The City of Seattle has developed this project to address the full range of these uses, specifically designing it to meet state Heavy Haul freight standards while also incorporating critical safety features for commuters regardless of mode.

The East Marginal Way Corridor Improvement Project was identified as a priority by Seattle voters when they approved the 2015 Transportation Levy to Move Seattle. Through this property tax measure, Seattle residents are setting aside \$7.1 million for the project. They have committed nearly \$1 million more in utility payments to cover associated drainage costs, while the Port of Seattle is contributing more than \$5 million to ensure the reconstructed roadway is built to the highest freight standards. Contributions from state and regional entities, including the state's Freight Mobility Strategic Investment Board, bring another \$6 million to the project. These commitments reflect the importance of this project to our economy, to family wage job creation and to improved safety in the corridor.

An equal opportunity employer
600 Fourth Avenue, Floor 2 | PO Box 34025, Seattle | Washington 98124-4025
Phone (206) 684-8888

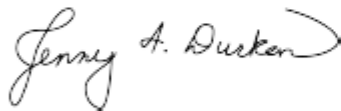
East Marginal Way traverses the Duwamish Manufacturing and Industrial Center, the state's largest concentration of industrial and maritime jobs. East Marginal Way is also the only option for nearly 1000 bicyclists traveling on an average weekday to downtown and other major employment sites from West Seattle residential neighborhoods. For years, both truck drivers and bicyclists have sought to redesign the roadway to safely separate the two modes. In addition to Port and other marine facilities, the route also provides access to major employment sites such as the Starbucks corporate headquarters, the US Coast Guard's base for Puget Sound operations, and hundreds of manufacturing and craft makers, not to mention NFL and MLB stadiums that regularly attract fans from Alaska, Idaho, Montana and Oregon, as well as Washington state.

The City of Seattle, the Port of Seattle and the state have prioritized funding for this project. An INFRA grant will provide the critical last dollar in to ensure we can reconstruct East Marginal Way to sustain and create new family wage jobs.

We are proud to be standing with the support of many other important regional partners in wanting to see this transportation need realized, including: the State of Washington, the Northwest Seaport Alliance, the South Downtown Business Alliance (including Starbucks and approximately seventy other businesses), the Manufacturing and Industrial Council, Puget Sound Regional Council, King County, Cascade Bike Club and many, many others.

Thank you in advance for your consideration of this critical transportation project. We urge your support for the City of Seattle's East Marginal Way Corridor Project for a BUILD award.

Sincerely



Mayor Jenny A. Durkan



Council President Lorena González



Councilmember Lisa Herbold



Councilmember Debora Juarez



Councilmember Andrew J. Lewis



Councilmember Tammy J. Morales



Councilmember Teresa Mosqueda



Councilmember Kshama Sawant

CC:

Senator Patty Murray

Senator Maria Cantwell

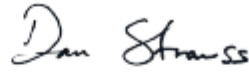
Governor Jay Inslee

Congresswoman Pramila Jayapal

Congressman Adam Smith



Councilmember Alex Pedersen



Councilmember Dan Strauss

Letter 2. Port of Seattle



May 6, 2020

The Honorable Elaine L. Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, D.C. 20590

Re: City of Seattle's BUILD grant application for the East Marginal Way Corridor Improvement Project

Dear Secretary Chao:

I am writing to express the Port of Seattle's support for the Seattle Department of Transportation's (SDOT) BUILD grant application for the East Marginal Way Improvement Project. The Port of Seattle has committed to be a funding partner in this project through recent agreements with the City on the Safe and Swift Corridors (2017) and the Heavy Haul Corridor (2015). Through these agreements and in partnership with SDOT, the Port expects to provide \$5.05 million in direct funding to SDOT to support the completion of the East Marginal Way Improvement Project. In addition, the project relies on Port-owned right-of-way which the Port of Seattle commits to working with SDOT to transfer within the project schedule.

East Marginal Way is integral to the Heavy Haul Network and one of three corridors in our Safe and Swift Agreement between the Port and the City. This heavily-travelled arterial is a designated Critical Urban Freight Corridor that links across designated Freight Intermodal Connectors to connections with Interstates 5 and 90, the intermodal yards for the BNSF Railway and Union Pacific Rail Road, and the Port of Seattle cargo terminals. Our Heavy Haul network allows more varied types of freight to arrive at and depart our seaports, increasing export and import options for international shippers. It is also important for regional and local freight, connecting Seattle's two manufacturing and industrial centers for many freight operations. Finally, bicycle riders have long used this as the fastest connection between downtown and points south, creating a safety concern as well.

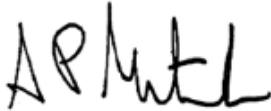
Northwest seaports are the closest U.S. ports to major trading partners along the Pacific Rim, and the health of our seaports supports a healthy and efficient national and international economy. High volumes of manufactured goods arrive at our ports from Pacific Rim trading partners, and the ships that need to travel back to Asia provide efficient and cost-effective export opportunities for Northwest farmers and producers. Many businesses and manufacturers gain access to worldwide markets that they can serve with relatively low shipping costs. East Marginal Way links the interstate highway system and rail yards with key cargo terminals (Terminals 18, 30 and 46) which these Port stakeholders rely upon.

The Duwamish Manufacturing/Industrial Center is by far the largest in the Northwestern states, hosting approximately 60,000 jobs and directly supporting many more, both in international trade, regional exports, and local manufacturing.

With important safety improvements, the East Marginal Way project will separate the 924 average weekday bike riders commuting between southwest Seattle and downtown Seattle from industrial truck traffic. A protected bike lane between South Atlantic Street and South Spokane Street will increase safety for vulnerable users, as well as peace of mind and predictability for freight haulers. The project also updates traffic signals with adaptive technology to improve safety for all users by creating efficient traffic flow along a corridor. The potential to incorporate the rail crossing at South Hanford Street with the traffic signal will allow us to reduce queueing that results from train crossings.

I fully support the City of Seattle's BUILD grant application for the East Marginal Way Corridor Improvement Project and encourage you to give it full and fair consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "SP Metruck".

Stephen P. Metruck
Executive Director

cc: Senator Patty Murray
Senator Maria Cantwell
Governor Jay Inslee
Congresswoman Pramila Jayapal
Mayor Jenny Durkan
Port of Seattle Commissioners

Letter 3. Washington State Department of Transportation



Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

May 11, 2020

The Honorable Elaine Chao
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: City of Seattle East Marginal Way Corridor Improvement Project BUILD grant application

Dear Secretary Chao:

The Washington State Department of Transportation is pleased to support the City of Seattle's application for US Department of Transportation BUILD grant funding for the East Marginal Way Corridor Improvement Project.

East Marginal Way is Seattle's most critical freight corridor running the length of the SODO Qualified Opportunity Zone connecting Port of Seattle terminals, freight rail yards, industrial businesses, local Manufacturing and Industrial Councils (MIC's) and the national highway system, including Interstate 5 and the terminus of I-90. With the level of significant freight volume and other daily usage on East Marginal, this roadway is in critical need of investment to allow continued accommodation of heavy hauling freight activity and to support safe travel by all users.

The City has designed the project to Heavy Haul pavement standards. East Marginal Way serves as a critical last-mile connector and vital route for over-sized trucks or those carrying flammable cargo. The City has developed this project to address that critical use, specifically designing it to meet state Heavy Haul standards, and has incorporated important safety features by providing separation from truck traffic for the hundreds of people who bike every day through the corridor from the West Seattle Bridge Trail to downtown Seattle and the South Downtown (SODO) neighborhood.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for BUILD funding to complete the East Marginal Way project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Roger Millar'.

Roger Millar, PE, FASCE, AICP
Secretary of Transportation

Letter 4. Washington State Freight Mobility Strategic Investment Board



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350 • PO Box 40965 • Olympia, WA 98504-0965 • (360) 586-9695

April 27, 2020

Dan Gatchet,
Chair

Brian Ziegler,
Director

Board Members
Leonard Barnes

Matthew Ewers

Erik Hansen

Johan Hellman

Pat Hulcey

Temple Lentz

John McCarthy

Roger Millar

Arthur Swannack

Bob Watters

Ben Wick

Website
www.fmsib.wa.gov

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: City of Seattle East Marginal Way Corridor Improvement Project BUILD grant application

Dear Secretary Chao:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation BUILD grant funding for the East Marginal Way Corridor Improvement Project.

The Freight Mobility Strategic Investment Board (FMSIB) is a state agency that invests in critical freight projects to reduce barriers to freight mobility. FMSIB has reviewed, scored, and awarded \$6.1 million in funding to the subject project.

East Marginal Way S is a critical corridor supporting the region's economic competitiveness, running the length of the SODO Qualified Opportunity Zone and connecting Port of Seattle terminals, freight rail yards, industrial businesses, local Manufacturing and Industrial Councils (MIC's) and the national highway system, including Interstate 5 and the terminus of I-90. The project would allow the city to reconstruct the failing pavement on the street to heavy haul standards to better withstand heavier container loads. The project also includes important safety features by providing separation from truck traffic for the hundreds of people who bike every day through the corridor from the West Seattle Bridge Trail to downtown Seattle and the South Downtown (SODO) neighborhood. The project will also accommodate improved lighting and upgraded traffic signals.

For the above-stated reasons, we strongly urge the US Department of Transportation to consider and support the City of Seattle's application for BUILD funding to complete the East Marginal Way project.

Sincerely,

A handwritten signature in black ink that reads "Dan Gatchet".

Dan Gatchet
Chair

cc: Senator Patty Murray
Senator Maria Cantwell
Governor Jay Inslee
Congresswoman Pramila Jayapal
Congressman Adam Smith
Mayor Jenny A. Durkan

Letter 5. Puget Sound Regional Council



Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 || SEATTLE, WA 98104-1035 || psrc.org || 206-464-7090

May 18, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: City of Seattle East Marginal Way Corridor Improvement Project BUILD grant application

Dear Secretary Chao:

On behalf of the Puget Sound Regional Council (PSRC), I am pleased to write in support of the City of Seattle's application for US Department of Transportation BUILD grant funding for the East Marginal Way Corridor Improvement Project.

PSRC members from the four-county region have voted to support the City's project with regionally apportioned FHWA funds because E Marginal Way ties together a maritime industrial center that has proven over and over again to be critical to the region's ability to bounce back from economic crisis. The corridor traverses the SODO Qualified Opportunity Zone and connects seven Port of Seattle terminals with freight rail yards and a multitude of industrial and warehousing operations to the national highway system. E Marginal Way is last mile connection a regional export gateway for agricultural and manufactured goods produced throughout the northwestern United States, from potatoes grown in Idaho to aerospace components assembled in here in the Puget Sound region.

With the level of significant freight volume and other daily usage on East Marginal Way, this roadway is in critical need of investment to allow continued accommodation of freight activity, including heavy haul vehicles, and to support safe travel by all users, including the nearly thousand average weekday bike commuters that this project will separate from truck traffic.

We urge the US Department of Transportation to consider and support the City of Seattle's application for BUILD funding to complete the East Marginal Way Improvement Project.

Sincerely,

Josh Brown, Executive Director
Puget Sound Regional Council

Elected Officials

Letter 6. U.S. Congressional Delegation

Letter of Support
Mailed Directly to
USDOT

Letter 7. Washington State Legislative Delegation



Legislative Building

Washington State Legislature

Olympia, WA 98504-0600

May 18, 2020

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: City of Seattle East Marginal Way Corridor Improvement Project BUILD grant application

Dear Secretary Chao:

We are pleased to write in support of the City of Seattle's application for US Department of Transportation BUILD grant funding for the East Marginal Way Corridor Improvement Project.

East Marginal Way is one of the Washington's most critical freight corridors, running the length of the SODO Qualified Opportunity Zone and connecting Port of Seattle terminals and the Duwamish Manufacturing Industrial Center's freight infrastructure and warehousing businesses with the agricultural goods and raw materials from throughout Washington other northwestern states. With a significant volume of freight and other daily usage, East Marginal Way is in critical need of investment to continue accommodating heavy haul freight activity and safe travel by all users.

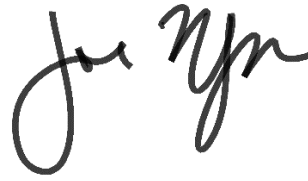
The City of Seattle has designed the project to serve meet state Heavy Haul axle weight thresholds and to allow East Marginal Way to serve as a key last-mile connector for over-sized trucks and those carrying flammable cargo. The City of Seattle design also incorporates separated bike facilities and other safety features to accommodate the thousand cyclists per day who use the corridor to travel from the West Seattle Bridge Trail to jobs in downtown Seattle and the South Downtown (SODO) neighborhood.

As Legislators representing districts that include Port of Seattle facilities, a large number of maritime and industrial businesses, and thousands of workers that keep international trade moving, we are eager to see this important project funded and constructed. Therefore, we strongly urge the US Department of Transportation to support the City of Seattle's application for BUILD funding to complete the East Marginal Way project.

Sincerely,



Senator Bob Hasegawa
11th Legislative District



Senator Joe Nguyen
34th Legislative District



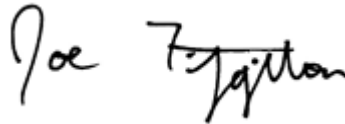
Senator Rebecca Saldaña
37th Legislative District



Representative Steve Bergquist
11th Legislative District



Representative Eileen Cody
34th Legislative District



Representative Joe Fitzgibbon
34th Legislative District



Representative Gael Tarleton
36th Legislative District

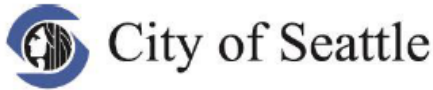


Representative Javier Valdez
46th Legislative District

CC:

Senator Patty Murray
Senator Maria Cantwell
Governor Jay Inslee
Congresswoman Pramila Jayapal
Congressman Adam Smith
Mayor Jenny A. Durkan

Stakeholders



Seattle Bicycle Advisory Board



Patrick Taylor, Co-Chair
Emily Paine, Co-Chair
Alex Lew, Co Vice-Chair
Kashina Groves, Co Vice-Chair
Andrea Lai, Secretary
Pierre Brunelle
Gunnar Colleen
Andrew Danneberg
Benjamin Estes
Meredith Hall
Connor Inslee
Sarah Udelhofen

April 16, 2020

To: The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: City of Seattle East Marginal Way Corridor Improvement Project
BUILD grant application

Dear Secretary Chao:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation BUILD grant funding for the East Marginal Way Corridor Improvement Project.

East Marginal Way is Seattle's most critical freight corridor running the length of the SODO Qualified Opportunity Zone connecting Port of Seattle terminals, freight rail yards, industrial businesses, local Manufacturing and Industrial Councils (MICs) and the national highway system, including Interstate 5 and the terminus of I-90. With so much freight and other daily usage, this roadway is in critical need of investment to allow continued accommodation of heavy hauling freight activity and to support safe usage by community members.

In addition to the critical freight need this project is designed to address, a protected bike lane (PBL) between S Atlantic St and S Spokane St will provide full separation between the nearly 1,000 commuters biking on the corridor and people driving and delivering goods, increasing safety for vulnerable users. The separation between bicycle and vehicular traffic will increase safety for riders and create greater predictability for drivers. East Marginal Way will include rebuilding the signals at Hanford St to safely manage all bicyclist and motorist movements, also potentially relocating the railroad tracks at S Hanford St to provide more space between truck traffic and the bicycle facility. Construction of a new traffic signal at S Horton St will provide a protected diagonal crossing for bicyclists and encourage more consistent bicycling movements in this area. This route has been on the Seattle Bicycle Master Plan since its adoption by City Council in 2014 and is consistent with the City's Vision Zero plan to eliminate road deaths.

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impact which actions by the city may have upon bicycling; and shall have the opportunity to contribute to all aspects of the city's planning processes insofar as they relate to bicycling.

- City Council
Resolution 25534

SMT, 700 5th Avenue, Suite 3800, Seattle, WA 98124-4996
Web Address: bikeboard@seattle.gov

An equal-employment opportunity, affirmative action employer. Accommodations for people with disabilities provided on request.



Patrick Taylor, Co-Chair
Emily Paine, Co-Chair
Alex Lew, Co Vice-Chair
Kashina Groves, Co Vice-Chair
Andrea Lai, Secretary
Pierre Brunelle
Gunnar Colleen
Andrew Danneberg
Benjamin Estes
Meredith Hall
Connor Inslee
Sarah Udelhofen

This bike lane will support a growing number of bicycle commuters as demonstrated by census data and counters showing increase both in the city at large and in this corridor. In our increasingly congested rapidly growing city this project will provide a safe alternative for residents.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for BUILD funding to complete the East Marginal Way project.

Sincerely,

Emily Paine
Co-chair

Patrick Taylor
Co-chair

Andrea Lai
Secretary

Cc: Senator Patty Murray
Senator Maria Cantwell
Governor Jay Inslee
Congresswoman Pramila Jayapal
Congressman Adam Smith
Mayor Jenny A. Durkan

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impact which actions by the city may have upon bicycling; and shall have the opportunity to contribute to all aspects of the city's planning processes insofar as they relate to bicycling.

- City Council
Resolution 25534

SMT, 700 5th Avenue, Suite 3800, Seattle, WA 98124-4996
Web Address: bikeboard@seattle.gov

An equal-employment opportunity, affirmative action employer. Accommodations for people with disabilities provided on request.



City of Seattle

Mayor Jenny A. Durkan

Seattle
Freight
Advisory
Board

Jeanne Acutanza

Johan Hellman

Geri Poor

Frank Rose

Pat Cohn

Dan McKisson

Mike Elliott

Kristal Fiser

Todd Biesold

Warren Aakervik

Kris DeBuck

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

May 13, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: City of Seattle East Marginal Way Corridor Improvement Project - BUILD grant application

Dear Secretary Chao:

This letter from the Seattle Freight Advisory Board (SFAB) supports the City of Seattle's BUILD funding proposal for the East Marginal Way Corridor Improvement Project.

The SFAB was founded in 2010 by Seattle City Council Resolution to advise the Mayor, City Council and City departments on matters related to freight, and the impact of actions by the City on the freight environment. The SFAB consists of appointees from business, private organizations, public agencies, and interested individuals representative of the various modes and types of freight within the Greater Seattle area. Regionally, we are dependent on trade and our natural deep-water seaport, therefore our mission includes advocating for the development and preservation of freight infrastructure that supports not only Seattle's trade-dependent economy but that of the entire Northwest Region of the country. This includes promoting projects that enhance and improve the resiliency of major truck routes and keeping vital freight corridors modern and safe. Part of our mission includes promoting projects along freight corridors that separate truck traffic from pedestrians and bicycles to improve safety for all road users.

East Marginal Way is currently designated a Major Truck Street with the primary function to serve freight traffic. It is also one of a small network of arterial streets permitted to accommodate over-legal loads and is a key component of our proposed Heavy Haul network.

The development of the Heavy Haul network, the backbone of freight movement in the Puget Sound region, is a top priority for SFAB. Our future Heavy Haul network will allow more types of freight to arrive and depart at our seaports, increasing options for international shippers. It will support one of the Pacific Northwest's largest industrial job centers, the Duwamish Manufacturing Industrial Center (Duwamish MIC).

The Duwamish MIC employs more than 75,000 area residents in a variety of manufacturing and maritime enterprises and the Puget Sound Regional Council (PSRC) forecasts the creation of an additional 25,000 jobs by 2040. East Marginal Way provides a direct connection between the Port of Seattle Terminals 46, 30, 25 and 104, and access routes to Terminals 5, 18 and 103. It is a key link for intermodal connections with Union Pacific and BNSF railyards and the interstate system. It also provides a critical connection between the City's two Manufacturing Industrial Centers: the Greater Duwamish MIC, south of Seattle's downtown and the Ballard Interbay North MIC

Seattle Municipal Tower, 700 5th Avenue, Suite 3800, PO Box 34996, Seattle, WA 98124-4996
Tel: (206) 684-4524 Tel: (206) 684-5000 Fax: (206) 684-3772

Web: www.seattle.gov/sfab/

An equal opportunity employer. Accommodations for people with disabilities provided on request.

(BINMIC) north of downtown, where the large fishing and other industrial uses rely heavily on the East Marginal Way corridor to move perishable goods to market.

East Marginal Way provides direct access for a multitude of users, including the US Coast Guard Base, Ash Grove Cement, and the Port of Seattle's marine terminal facilities. When implemented, this project will be the key arterial street in the SODO "Qualified Opportunity Zone," one of a handful of economically distressed communities targeted for new investments to support economic development under the 2017 Tax Cuts and Jobs Act.

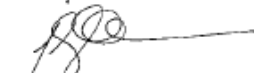
East Marginal Way is not only an important route for freight; it also provides a key connection for pedestrians and bicyclists where few alternatives exist. The proposed Protected Bike Lane (PBL) between South Atlantic Street and South Spokane Street will provide full separation between the large volume of truck traffic from the nearly 1000 commuters biking on the corridor – aligning with the City's Vision Zero goals. The project also provides opportunities to implement advanced technology strategies such as adaptive signal control. Adaptive signals will improve safety for all users by creating efficient traffic flow along the corridor. The interconnection and upgrade of the traffic signal with the at-grade rail crossing safety system at South Hanford Street will allow us to reduce traffic queueing that results from trains occupying rail crossings. Separating modes safely within the same corridor will make efficient use of our roadway system.

The East Marginal Way project brings support from a broad and economically diverse group of partners and stakeholders that are vested in project success. These include the City of Seattle, Port of Seattle, Puget Sound Regional Council, State Freight Mobility Strategic Investment Board, State Transportation Improvement Board, SODO Business Improvement Area, and the Cascade Bicycle Club.

The use of BUILD funds on East Marginal Way is a smart investment for the current and future use of the corridor. The City of Seattle is leveraging both local and Port of Seattle funds to maximize the benefits for our economy and citizens. Our Heavy Haul specifications are designed to minimize life cycle cost and reduce the long-term burden for local and federal governments as well as the roadway users. The full development of East Marginal Way is a top priority of the Seattle Freight Advisory Board, and we appreciate this opportunity to voice our support for BUILD funding. Thank you.

Sincerely,

Jeanne Acutanza



*Chair,
Seattle Freight Advisory Board*

CC:

Senator Patty Murray
Senator Maria Cantwell
Governor Jay Inslee
Congresswoman Pramila Jayapal
Mayor Jenny A. Durkan

Letter 10. Seattle Metropolitan Chamber of Commerce



May 14, 2020

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590-7202

Re: City of Seattle East Marginal Way Corridor Improvement Project Build grant application

Dear Secretary Chao:

On behalf of the Seattle Metropolitan Chamber of Commerce and the 2,600 employers we represent, I write to indicate my strong support for the application submitted by the City of Seattle for the U.S. Department of Transportation BUILD grant funding for the East Marginal Way Corridor Improvement Project.

East Marginal Way South is a vital hub that connects freight rail yards, industrial businesses, and the Port of Seattle to Interstates 5 and 90 and to intermodal facilities for the Union Pacific and Burlington Northern Santa Fe (BNSF) railroads. This critical transportation link needs upgrades to ensure the safety of commuters and movement of goods throughout the region. Ongoing efforts to modernize Terminals 5 and 104 at the Port of Seattle will also benefit from upgrading the infrastructure of East Marginal Way.

As one of the Pacific Northwest's largest industrial centers, the Duwamish Manufacturing and Industrial Center employs more than 75,000 people. This project will improve the corridor's overall safety by upgrading traffic signals, improving lighting, reconstructing failing pavement so that the road can accommodate heavier container loads, and creating a protected bike lane for those who commute via East Marginal Way daily. With the closure of the West Seattle Bridge, we are more dependent on East Marginal Way to be a safe and effective transportation route for workers, businesses, and container traffic at the Port of Seattle.

Investing in this project will improve safety for users across modes, and support jobs and businesses throughout our state that rely on this major freight corridor. Improving East Marginal Way has broad benefits throughout our community, from Northwest farmers and producers, to the industrial employers served by this corridor, to commuters who walk, bike, drive, and take transit.

I urge you to approve the City of Seattle's application for a US Department of Transportation BUILD grant. Thank you for your time and consideration.

Sincerely,

Markham McIntyre
Executive Vice President

CC:
Senator Patty Murray
Senator Maria Cantwell
Governor Jay Inslee
Congresswoman Pramila Jayapal
Mayor Jenny A. Durkan

seattle metropolitan chamber of commerce
1301 Fifth Avenue, Suite 1500, Seattle, WA 98101 | p: (206) 389-7200 | f: (888) 392-7295 | seattlechamber.com

Letter 11. SODO Business Improvement Area

206.981.9877
www.sodobia.com



270 S Hanford St #112
Seattle, WA 98134

Advocating for a Safe, Clean & Moving SODO

May 1, 2020

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: City of Seattle East Marginal Way Corridor Improvement Project BUILD grant application

Dear Secretary Chao:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation BUILD grant funding for the East Marginal Way Corridor Improvement Project.

East Marginal Way S is a critical corridor supporting the region's economic competitiveness, running the length of the SODO Qualified Opportunity Zone and connecting Port of Seattle terminals, freight rail yards, industrial businesses, local Manufacturing and Industrial Councils (MIC's) and the national highway system, including Interstate 5 and the terminus of I-90. The project would allow us to reconstruct the failing pavement on the street to heavy haul standards to better withstand heavier container loads. The project also includes important safety features by providing separation from truck traffic for the hundreds of people who bike every day through the corridor from the West Seattle Bridge Trail to downtown Seattle and the South Downtown (SODO) neighborhood. The project will also accommodate improved lighting and upgraded traffic signals.

In the SODO neighborhood, the intersection of freight, motorists, bicyclists, and pedestrians constantly brings up concerns of safety. This project's focus on increasing safety for vulnerable users by creating a protected bike lane, rebuilding sidewalks and adjusting traffic signals is necessary to provide safe connections and peace of mind for those delivering goods in the area. For the nearly 50,000 employees that work in SODO, improvements to this corridor are necessary to support business operations, freight mobility and safe pedestrian passage.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for BUILD funding to complete the East Marginal Way project.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd Beisold", written over a circular stamp or seal.

Todd Beisold, President
SODO Business Improvement Area

CC:
Senator Patty Murray
Senator Maria Cantwell
Governor Jay Inslee
Congresswoman Pramila Jayapal
Congressman Adam Smith
Mayor Jenny A. Durkan

Letter 12. Manufacturing Industrial Council



MANUFACTURING INDUSTRIAL COUNCIL

<p>MIC <i>Executive Committee</i></p> <p>Johnny Bianchi Industry Space Co-chair</p> <p>Kathleen Goodman Wood PLC Co-chair</p> <p>Warren Aakervik Ballard Oil</p> <p>Scott Anderson CSR Marine</p> <p>Marc Doan GM Nameplate</p> <p>Adam Grim Machinists Inc.</p> <p>Johan Hellman BNSF</p> <p>Pat Jablonski NUCOR Steel</p> <p>Jordan Royer Pacific Merchant Shipping Association</p> <p>Pete Stoltz CalPortland</p> <p>Richard White The Boeing Company</p>	<p>May 5, 2020</p> <p>The Honorable Elaine Chao, Secretary U.S. Department of Transportation 1200 New Jersey Avenue SE Washington, DC 20590</p> <p>Re: City of Seattle East Marginal Way Corridor Improvement Project BUILD grant application</p> <p>Dear Secretary Chao:</p> <p>The Manufacturing Industrial Council of Seattle supports President Trump's BUILD initiative and BUILD funding for the East Marginal Way (EMW) project. EMW is essential to a multi-state freight network that serves consumers and industry in the states of Washington, Alaska, Oregon, Idaho and northern California.</p> <p>From past experiences, we are confident the City of Seattle will be a good steward of the proposed BUILD investment.</p> <p>EMW is essential to a freight network that connects with:</p> <ul style="list-style-type: none">➤ West Seattle Bridge (now failing and closed);➤ Boeing Field (essential to 737 commercial aircraft production and US defense research);➤ State Route 509 (a strategic truck alternative to I-5 between Seattle, Kent, Tacoma and US Joint Base Lewis/McCord);➤ Interstate 5 in midtown Seattle near the I-5 intersection with Interstate 90, and➤ The Duwamish Waterway, the base for the marine tug and barge fleet for coastal Alaska. <p>The freight network also supports major strategic installations for the US Coast Guard, the US Navy and the Army National Guard.</p>
--	---

Elaine Chao
May 5, 2020
Re: BUILD for East Marginal Way
Page 2

EMW also supports:

- West Coast petroleum supply;
- National seafood production;
- Industrial supplies for NW construction, manufacturing, agriculture, transportation and timber sectors;

EMW also provides:

- A truck driver alternative to I-5 in south Seattle;
- Access to outstanding air and marine cargo facilities of the Port of Seattle, and
- Truck access to key Pacific Northwest hubs for cargo transloading and passenger service for the BNSF and Union Pacific railroads.

MIC member companies worked closely with the City of Seattle Department of Transportation over the past 20 years to create a city-wide Freight Advisory Committee and to prepare and adopt a Seattle Freight Master Plan. Both efforts are highly unusual innovations by a city government that recognizes community and consumer needs for freight access. These innovations are also significant illustrations of SDOT's openness to input from the private sector and the industrial community's ability to work with agencies and elected leaders to find solutions to multi-modal challenges like those found today on EMW.

Our first-hand experience with SDOT suggests the City of Seattle will be a strong partner in President Trump's BUILD initiative.

Sincerely,



Dave Gering, Executive Director
Manufacturing Industrial Council of Seattle

Letter 13. North Seattle Industrial Association

North Seattle Industrial Association

3500 1st NW
Seattle, WA 98107

*Eugene Wasserman, President 206-440-2660
eugene@ecwassociates .com
Suzanne Burke, Secretary 206-632-0124*

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: City of Seattle East Marginal Way Corridor Improvement Project BUILD
grant application

Dear Secretary Chao:

The North Seattle Industrial Association supports the City of Seattle East
Marginal Way Corridor Improvement Project Build grant application.

This project will be an available improvement to the industrial street network
and will add needed bicycle lanes. It will match up well with the new South
Park Bridge.

As an industrial organization we appreciate the City of Seattle's commitment
to industrial sector and look forward to more industrial sector street
improvements.

Sincerely,

Eugene Wasserman
President
North Seattle Industrial Association

CC:
Senator Patty Murray
Senator Maria Cantwell
Governor Jay Inslee
Congresswoman Pramila Jayapal
Mayor Jenny A. Durkan

Letter 14. Pacific Merchant Shipping Association



May 6, 2020

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: City of Seattle East Marginal Way Corridor Improvement Project BUILD grant application

Dear Secretary Chao:

On behalf of the Pacific Merchant Shipping Association (PMSA), I am pleased to write in support of the City of Seattle's application for US Department of Transportation BUILD grant funding for the East Marginal Way Corridor Improvement Project. PMSA represents marine terminal operators, container vessel operators, agents, and others in the West Coast supply chain.

East Marginal Way S is a critical corridor supporting the region's economic competitiveness, running the length of the SODO Qualified Opportunity Zone and connecting Port of Seattle terminals, freight rail yards, industrial businesses and the national highway system, including Interstate 5 and the terminus of I-90.

This project would allow the city to reconstruct the failing pavement on the street to heavy haul standards to better withstand heavier container loads. Several years ago, PMSA supported moving forward with a Heavy Haul Corridor and continues to support these on-going efforts for efficiency and safety purposes. The project also includes important safety features by providing separation from truck traffic for the hundreds of people who bike every day through the corridor from the West Seattle Bridge Trail to downtown Seattle and the South Downtown (SODO) neighborhood. The project will also accommodate improved lighting and upgraded traffic signals.

I urge the US Department of Transportation to consider and support the City of Seattle's application for BUILD funding to complete the East Marginal Way project. If you need more information please me in our Seattle office at (206) 441-0182, or jroyer@pmsaship.com.

Sincerely,



Jordan Royer
Vice President for External Affairs

CC:
Senator Patty Murray
Senator Maria Cantwell
Governor Jay Inslee
Congresswoman Pramila Jayapal
Mayor Jenny A. Durkan

SEATTLE OFFICE World Trade Center, 2200 Alaskan Way, Suite 160, Seattle, Washington USA 98121

PMSASHIP.COM

Letter 15. West Seattle Bike Connections



April 18, 2020

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: City of Seattle East Marginal Way Corridor Improvement Project BUILD grant application

Dear Secretary Chao:

Representing West Seattle Bike Connections, a community organization advocating for safe streets, I am pleased to write in support of the City of Seattle's application for US Department of Transportation BUILD grant funding for the East Marginal Way Corridor Improvement Project.

Our group has had the pleasure of working with the City of Seattle SDOT and other stakeholders for several years to collaborate on the design of this key infrastructure improvement. The stakeholders in this project are uniquely broad involving the Port of Seattle, heavy industry, railroads, city transit, bicycle riders (commuter and recreational) and one of the larger neighborhoods in the city. All these interests have engaged toward solutions for rebuilding this vital corridor.

The project's safety benefits will make it a catalyst project for getting thousands of more people to feel safe commuting by bike instead of by car, making port and industrial traffic more efficient. Completing this critical link in bicycle infrastructure for bicyclists traveling between the city and our neighborhood businesses and city parks will be a tremendous help in promoting bicycle transportation with maximized safety and inclusiveness. Fears of mixing with freight traffic is always the number one concern raised to our group. The importance of establishing an "all ages, all abilities" bicycle route between West Seattle and the rest of the Seattle cannot be over stated.

The economic importance of rebuilding this Heavy Haul Corridor as our whole region and country struggle to recover from the starkest economic disruption since the Great Depression should place it as a highest priority. The jobs and businesses relying on this project will be key in the recovery of the city, region

and whole country. This shovel ready project is something effective we can accomplish at a time when many things seem out of control.

For these stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for BUILD funding to complete the East Marginal Way project.

Sincerely,



Paul Dieter
West Seattle Bike Connections

CC:
Senator Patty Murray
Senator Maria Cantwell
Governor Jay Inslee
Congresswoman Pramila Jayapal
Congressman Adam Smith
Mayor Jenny A. Durkan

Letter 16. Cascade Bicycle Club



7787 62nd Avenue NE Seattle, 98115-8155

P: (206) 224-9252 - www.cascade.org - info@cascade.org

May 6, 2020

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: City of Seattle East Marginal Way Corridor Improvement Project BUILD grant application

Dear Secretary Chao:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation BUILD grant funding for the East Marginal Way Corridor Improvement Project. Cascade Bicycle Club is the nation's largest statewide bicycle nonprofit, and we serve bike riders of all ages and abilities throughout the State of Washington. With a mission to improve lives through bicycling, we teach the joys of bicycling and advocate for safe places to ride. We believe the East Marginal Way project will indeed create a safe place for people to ride bikes.

The East Marginal Way project will add a protected bike lane (PBL) between S Atlantic St and S Spokane St that will provide full separation between nearly 1000 daily bike riders on the corridor, and truck drivers delivering goods. Completion of this bike route will fill a long-standing gap in Seattle's bike network and connect into safe routes. Modal separation will increase safety for vulnerable users consistent with Vision Zero, as well as peace of mind and predictably for freight haulers.

Given Seattle's geological form, East Marginal Way is one of only a few routes between the population and employment center of West Seattle and the rest of the city. Thus, East Marginal Way is a key bicycle corridor as well as a freight mobility route to and within the Pacific NW's largest industrial job centers, the Duwamish Manufacturing Industrial Center (MIC). This MIC employs more than 75,000 area residents in a variety of manufacturing and maritime enterprises with forecasting for an additional 25,000 jobs by 2040. Furthermore, East Marginal Way directly connects Port of Seattle Terminals 46, 30, 25 and 104, and access routes to Terminals 5 and 18 and 103, as well as the US Coast Guard Base and Ash Grove Cement to the Port of Seattle's marine terminal facilities.

The City has developed this project to maintain the use of East Marginal Way as a critical last-mile connector and vital route for oversized trucks or those carrying flammable cargo, specifically designing it to meet state Heavy Haul standards. Important safety features have been incorporated by providing separation from truck traffic for the hundreds of people who bike every day through the corridor from the West Seattle Bridge Trail to downtown Seattle and the South Downtown (SODO) neighborhood.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for BUILD funding to complete the East Marginal Way project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Vicky Clarke', with a horizontal line underneath.

Vicky Clarke
Policy Director
Cascade Bicycle Club

CC:
Senator Patty Murray
Senator Maria Cantwell
Governor Jay Inslee
Congresswoman Pramila Jayapal
Mayor Jenny A. Durkan

WEST SEATTLE TRANSPORTATION COALITION



April 21, 2020

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: WSTC Support for City of Seattle's BUILD Grant Application for the East Marginal Way South Corridor Improvement Project

Dear Secretary Chao:

The City of Seattle has applied for a U.S. Department of Transportation BUILD grant, to help complete its East Marginal Way South Corridor Improvement Project. The West Seattle Transportation Coalition supports the city's request.

East Marginal Way South is a critical Seattle freight corridor, located in one of the Pacific Northwest's largest and busiest industrial job centers. It connects Port of Seattle maritime terminals, freight businesses, railroads and the Interstate 5 and Interstate 90 freeways. The corridor needs reconstruction to better withstand today's heavier container freight loads. It also needs adaptive traffic signals at complex intersections, to increase predictability and efficiency of traffic movement for all vehicles.

This corridor also serves as the main bicycle route from the southwest quadrant of the city to downtown Seattle and points north and east. Nearly 1000 bicyclists use it every day. Improved lighting and separation between cyclists and freight, transit and commuter traffic will increase safety for all users. It will also encourage more residents to use bikes for commuting and commerce.

For these reasons, we strongly urge the U.S. Department of Transportation to approve the City of Seattle's application for BUILD funding, to complete the much-needed East Marginal Way South Project.

The West Seattle Transportation Coalition works to address transportation and mobility challenges for the nearly 100,000 people living and working on the West Seattle Peninsula.

Sincerely,

Michael Taylor-Judd

Martin Westerman

Michael Taylor-Judd, Chair / Martin Westerman, Vice Chair
West Seattle Transportation Coalition / info@westseattlec.org

CC:

Senator Patty Murray
Senator Maria Cantwell
Governor Jay Inslee
Congresswoman Pramila Jayapal
Congressman Adam Smith
Mayor Jenny A. Durkan

Letter 18. King County Metro Transit



Moving forward together
General Manager's Office
201 S. Jackson St.
KSC-TR-0415
Seattle, WA 98104-3856

May 12, 2020

The Honorable Elaine L. Chao
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington DC, 20590

Dear Secretary Chao,

I am pleased to write in support of the City of Seattle's application for US Department of Transportation BUILD grant funding for the East Marginal Way Corridor Improvement Project.

East Marginal Way S is a critical corridor supporting the region's economic competitiveness, running the length of the SODO Qualified Opportunity Zone and connecting Port of Seattle terminals, freight rail yards, industrial businesses, local Manufacturing and Industrial Councils (MIC's) and the national highway system, including Interstate 5 and the terminus of I-90. The project would reconstruct the failing pavement on the street to heavy haul standards to better withstand heavier container loads. The project also includes important safety features by providing separation from truck traffic for the hundreds of people who bike every day through the corridor from the West Seattle Bridge Trail to downtown Seattle and the South Downtown (SODO) neighborhood. The project will also accommodate improved lighting and upgraded traffic signals.

King County Metro is very supportive of this project. As an agency, we have a long history of supporting bicycle commuting in tandem with transit service. Metro was the first agency nationally to install bike racks on buses and then to expand them to hold three bikes. East Marginal is a critical bike corridor for West Seattle commuters. With the lengthy closure of the West Seattle Bridge for urgent repairs, it will be important to grow both the transit and bike mode shares to provide alternatives to the 100,000 automobiles that used that bridge daily. Balancing the needs of bicycles, freight, and transit through the SODO area will be critical to our success in the coming years.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for BUILD funding to complete the East Marginal Way project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Rob Gannon'.

Rob Gannon
General Manager

cc: Senator Patty Murray
Senator Maria Cantwell
Governor Jay Inslee
Congresswoman Pramila Jayapal
Congressman Adam Smith
Mayor Jenny A. Durkan

Letter 19. District 1 Community Network



DISTRICT 1 COMMUNITY NETWORK DOING BETTER THINGS FOR THE PENINSULA

May 14, 2020

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: D1CN Support for City of Seattle's BUILD Grant Application for the East Marginal Way South Corridor Improvement Project

Dear Secretary Chao:

The District 1 Community Network, a collection of West Seattle community leaders and citizens, is proud to support the City of Seattle's application for a U.S. Department of Transportation BUILD grant, to help complete its East Marginal Way South Corridor Improvement Project. The corridor is in desperate need of reconstruction to accommodate increasingly heavier container freight loads, which the proposed project will accommodate. The project also includes important safety features separating truck traffic from heavy bike traffic that utilizes the corridor when traveling between downtown Seattle (via the West Seattle Bridge Trail) and the South Downtown (SODO) neighborhood. The project also includes much needed improvements for lighting and upgraded traffic signals.

The District 1 Community Network is dedicated to making our West Seattle community a vibrant, and safe place to live, work, visit, and travel within. Given the vital significance of the East Marginal Way arterial for north-south travel within West Seattle, it is imperative to our community that the roadway continue to be improved to provide safe travel for all of the different modes traveling along it, and the adjacent uses.

For these reasons, The District 1 Community Network strongly urges the U.S. Department of Transportation to approve the City of Seattle's application for BUILD funding, to complete the much-needed East Marginal Way South Project.

Sincerely,
Larry Wymer
Administrator
District 1 Community Network

CC:
Senator Patty Murray
Senator Maria Cantwell
Governor Jay Inslee
Congresswoman Pramila Jayapal
Congressman Adam Smith
Mayor Jenny A. Durkan

| Page 1 of 1



May 5, 2020

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: City of Seattle East Marginal Way Corridor Improvement Project BUILD grant application

Dear Secretary Chao:


I am pleased to write in support of the City of Seattle's application for US Department of Transportation BUILD grant funding for the East Marginal Way Corridor Improvement Project.

East Marginal Way S is a critical corridor supporting the region's economic competitiveness, running the length of the SODO Qualified Opportunity Zone and connecting Port of Seattle terminals, freight rail yards, industrial businesses, local Manufacturing and Industrial Councils (MIC's) and the national highway system, including Interstate 5 and the terminus of I-90. The project would allow us to reconstruct the failing pavement on the street to heavy haul standards to better withstand heavier container loads. The project also includes important safety features by providing separation from truck traffic for the hundreds of people who bike every day through the corridor from the West Seattle Bridge Trail to downtown Seattle and the South Downtown (SODO) neighborhood. The project will also accommodate improved lighting and upgraded traffic signals.

It cannot be overstated the importance of an established and well-maintained working waterfront, not only to the local economy, but for national security and disaster preparedness as well. The Port of Seattle is uniquely positioned to receive, service, and disperse disaster relief to all points of the Northwest region in times of need, but can only rise to this potential by relying on a solid infrastructure that will support the ever changing cargo configurations and increased container weight capacities arriving on our shores.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for BUILD funding to complete the East Marginal Way project.

Sincerely,


Brendan Behannon
Seattle Branch Agent
Sailors' Union of the Pacific

CC:
Senator Patty Murray
Senator Maria Cantwell
Governor Jay Inslee
Congresswoman Pramila Jayapal
Congressman Adam Smith
Mayor Jenny A. Durkan

Letter 21. Transportation Institute



Pacific Coast Office
Seattle World Trade Center-West
2200 Alaskan Way, #110
Seattle, WA 98121

May 6, 2020

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: City of Seattle East Marginal Way Corridor Improvement Project BUILD grant application

Dear Secretary Chao:

The Transportation Institute (T.I.) is a national research and educational organization representing over 65 U.S.-Flag Merchant Marine companies in the coastwise, rivers, Great Lakes and foreign trades. Our national office is in the Washington, D.C. vicinity and we maintain a regional West Coast office in Seattle. Here in Washington State we work on behalf of Crowley Maritime Corporation, Matson Navigation, Alaska Tanker Company, and Totem Ocean Trailer Express, Inc, among others.

We are writing to request your support of the City of Seattle's effort to obtain critical funding for the East Marginal Way Corridor Improvement Project. The City of Seattle is seeking critical funding for this project through the US Dept of Transportation's Better Utilizing Investments to Leverage Development (BUILD) discretionary grant program, formerly known as TIGER, a program specifically tailored to fund projects that promote economic recovery.

East Marginal Way is a major freight corridor that provides access to the Port of Seattle terminals, rail yards, industrial businesses and the regional highway system, and between local Manufacturing and Industrial Councils (MIC's). It is also a designated Heavy Haul Route, critical last-mile connector and vital route for over-sized trucks or those carrying flammable cargo—the latter is not allowed to travel on I-5 through downtown Seattle. In addition, the corridor provides a major connection for people who bike between the West Seattle Bridge Trail, downtown, and the SODO neighborhood. This mode of transport has reached ever increasing levels due to congestion and is likely to see even more ridership as individuals will take to their bikes to avoid crowded public transport or further congested vehicle traffic in the age of Covid-19.

Specific to the concerns of our US-flag carriers and harbor services workboats is the potential need to use Terminal 46 at the Port of Seattle for cargo operations if the West Seattle Bridge is required to be reconstructed and access to Terminal 5 and Terminal 18 is unavailable or restricted. This is a new foil that has just been posed due to significant cracks found on the West Seattle Bridge. Funding from local

E. Marginal Way BUILD Grant Request

Page Two

ports, City of Seattle, and the state of Washington is constrained by the severe economic blow our region has taken from an early and severe outbreak of Covid-19 locally and the impact on Asian imports and exports resulting from the pandemic.

I have reviewed the project's objectives and its qualifications to conform to the requirements of the BUILD grants. It will meet or, often, exceed all of the federal expectations and guidelines posed. Most notably, the East Marginal Way project will:

- Improve safety and reliability in the movement of people and goods;
- Support freight loads by rebuilding the roadway;
- Promote efficiency through signal modifications and intelligent transportation systems (ITS), and
- Improve safety by better separating non-motorized modes from freight traffic

Please give your full consideration to this project and funding request. Washington State is among the top ten "donor" states to the federal budget. Given our regional population increase over the last decade, the special concerns related to the impact of the Covid-19 pandemic, and the likely issues raised by the impending decision on the West Seattle Bridge, we seek to tap into the long-standing "credit" we have built up as a donor state to the federal budget through this BUILD request.

Sincerely yours,

Richard Berkowitz
VP, Pacific Coast Operations
Transportation Institute

cc: Senator Patty Murray
Senator Maria Cantwell
Governor Jay Inslee
Congresswoman Pramila Jayapal
Mayor Jenny A. Durkan