

Seattle Department of Transportation

# WEST SEATTLE CORRIDOR BRIDGES REHABILITATION AND STRENGTHENING

Restoring Mobility, Economic Vitality, and Equity for the Puget Sound Region



APPENDIX B

## LETTERS OF SUPPORT

FY 2021 INFRA Grant Application

Submitted by



**Seattle**  
Department of  
Transportation

This following letters of support are included in this appendix:

1. City of Seattle Mayor and Council
2. West Seattle Bridge Community Task Force
3. Seattle US Congressional Delegation
4. Seattle State Legislative Delegation
5. Puget Sound Regional Council
6. Washington State Department of Transportation
7. King County Executive and Council
8. Port of Seattle
9. Sound Transit
10. ML King County Labor Council
11. South Seattle College
12. West Seattle Bridge Now
13. West Seattle Transportation Coalition
14. Fauntleroy Community Association
15. Highland Park Action Coalition
16. Highland Park Improvement Club
17. Only in South Park
18. Seattle Rotary Club
19. Seattle Cancer Care Alliance
20. Seattle Sports Commission
21. SODO Business Improvement Area
22. South Park Senior Center
23. Morgan Community Association
24. Transportation Choices Coalition
25. UW Medicine
26. West Duwamish Greenbelt Trails

27. West Seattle Junction BIA
28. Salesforce
29. Cal Portland
30. Association of Washington Business
31. Challenge Seattle
32. Climate Pledge Arena
33. Kilroy Realty Corp
34. Washington Maritime Federation
35. Lynden
36. Northland Services
37. North Seattle Industrial Association
38. Northwest Seaport Alliance
39. Pacific Merchant Shipping Association
40. Puget Sound Energy
41. Seattle Metropolitan Chamber of Commerce
42. Seattle Maritime Business Coalition
43. Propeller Club Seattle
44. SMART Rail Yard Workers
45. Vulcan
46. AML
47. Samson Tug & Barge
48. Downtown Seattle Association
49. Seattle Hotel Association
50. Seattle Restaurant Alliance
51. Zillow
52. Seattle Opera



CITY OF SEATTLE

March 15, 2021

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

Re: City of Seattle West Seattle Bridges Grant Application

Secretary Buttigieg:

The City of Seattle is proud to present the West Seattle Bridges Project for consideration for an Infrastructure for Rebuilding America (INFRA) grant. The sudden and unexpected closure of the West Seattle High-Rise Bridge is a locally declared civil emergency and restoring this bridge – the busiest local street within our city – far exceeds local revenues and typical grant programs.

Restoring the West Seattle High-Rise Bridge to full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday. It connected one-sixth of Seattle's population and numerous small businesses with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system.

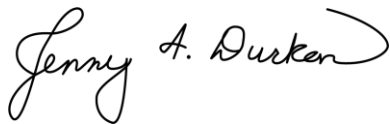
The good news is that we have a plan to repair and reopen the high bridge and are moving forward with the rehabilitation project to ensure this regional connection can be safely restored as soon as possible, targeting a re-opening date as soon as mid-2022. The repair project will also ensure the structural resilience of the parallel movable West Seattle Low Bridge, maintaining its primary role as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridges. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion per year in business output.

Restoring the high bridge to full traffic and transit capacity will also remove traffic detours in place since the closure. The neighborhoods directly impacted by those detours are home to our region's highest concentrations of people of color, including indigenous, immigrant, and refugee populations and now have significantly increased traffic on local streets during the

bridge closure. This has added pollution to communities who already experience greater health, public safety, and economic disparities, including higher rates of asthma and lower rates for life expectancy compared with the rest of the Puget Sound region.

The City of Seattle has already prioritized \$100 million in local funding for the projected \$175 million program and begun engineering work that would allow the repairs to proceed immediately with the infusion of the requested INFRA grant funds for construction. Grant funding for this important safety project is essential to meeting our aggressive timeline and restoring mobility for our residents and all travelers in the region. For the above-stated reasons, we greatly appreciate the US Department of Transportation consideration of this application for INFRA funding to repair and reopen the West Seattle High Bridge and we humbly await your positive response.

Sincerely,



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Mayor Jenny A. Durkan



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Council President Lorena González



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Councilmember Lisa Herbold



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Councilmember Debora Juarez



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Councilmember Andrew J. Lewis



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Councilmember Tammy J. Morales



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Councilmember Teresa Mosqueda



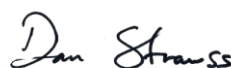
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Councilmember Kshama Sawant



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Councilmember Alex Pedersen



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Councilmember Dan Strauss

# West Seattle Bridge Community Task Force

**Greg Nickels, Co-Chair**

*Seattle Mayor, 2001-2009*

**Paulina López, Co-Chair**

*Duwamish River Cleanup Coalition*

**Charlie Able**

*Junction Neighborhood Assn*

**Dan Austin**

*West Seattle Chamber*

**Deb Barker**

*Morgan Community Assn*

**David Bestock**

*Delridge Nbhd Development Assn*

**Ken Bowden**

*Nucor Steel*

**Todd Carden**

*Elliott Bay Brewery & Pub*

**Marci Carpenter**

*National Federation Blind, WA*

**Colleen Desmond**

*Highland Park*

**Katie Garrow**

*ML King County Labor Council*

**Peter Goldman**

*WA Environmental Council*

**Erin Goodman**

*SODO BIA*

**Jolene Haas**

*Duwamish Tribal Services*

**Anne Higuera**

*Ventana Construction*

**Jill Mackie**

*Vigor*

**Tim McConnell**

*West Seattle Runner*

**John Persak**

*Maritime Trades/ILWU*

**Lora Radford**

*West Seattle Junction BIA*

**Greg Ramirez**

*Georgetown Community Council*

**Diane Sosne**

*SEIU*

**Peter Steinbrueck**

*Port of Seattle*

**Jen Temple**

*West Seattle Bridge Now*

**Aley Thompson**

*South Park Neighborhood Assn*

**Bob Watters**

*SSA*

*The West Seattle Bridge Community Task Force ensures voices from throughout the communities impacted by the bridge closure are not only heard but advocated for. Task Force members are from all over West Seattle and the Duwamish Valley and include members of neighborhood groups, small business owners, and maritime and industrial interests. Members are joined on the Task Force by state and local elected officials and staff from the offices of our US Senators and Representatives.*

March 19, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

We, the members of the West Seattle Bridge Community Task Force, are writing to ask for your support for the City of Seattle's application for INFRA grant funding for the West Seattle Bridge Repair Project.

The Community Task Force is a group of 35 neighborhood activists, business owners, manufacturers, organized labor representatives and environmental justice advocates, along with elected officials at the city, county, state and port district level. At the invitation of Mayor Durkan, we have been meeting every 2-4 weeks to advise City officials on the best approaches to addressing and mitigating the sudden closure of the West Seattle Bridge. Among that advice the Task Force has provided Mayor Durkan is to proceed with a repair of the bridge to restore it to full capacity as expeditiously as possible, and to seek both federal and local partner support for the repair project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with the rest of Seattle, including downtown, as well as Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. An expanded Terminal 5 is designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in SW Seattle that are home to our region's highest concentrations of people of color, including the black, indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region because of proximity to one of the state's largest Superfund sites and other environmental injustices.

For the above-stated reasons, we strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Nickels".

Greg Nickels, Co-chair  
*Seattle Mayor, 2002-2009*

A handwritten signature in blue ink, appearing to read "Paulina López".

Paulina López, Co-Chair  
*Duwamish River Cleanup Coalition*

CC:

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

**Congress of the United States**  
**Washington, DC 20515**

March 16, 2021

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

Dear Secretary Buttigieg:

We are writing to express strong support for the City of Seattle's application for Infrastructure For Rebuilding America (INFRA) Grant Program funding for the West Seattle Bridge Repair Project.

The West Seattle High Bridge is the most highly-trafficked structure in Seattle, connecting one-sixth of the city's population to downtown Seattle and the national highway system as well as the Port of Seattle terminals, freight rail yards, industrial businesses, and King County's largest manufacturing and industrial center. This bridge is a core access route for our region's transit, trade, freight and industrial infrastructure.

On March 23<sup>rd</sup>, 2020, a routine inspection discovered accelerated structural cracking in the West Seattle Bridge, forcing the City of Seattle to close the bridge immediately. In July, Mayor Jenny Durkan declared the cracking of the West Seattle Bridge to be a civil emergency. Closing the bridge for the community's safety cut off a major transportation route and effectively isolated the West Seattle community. Prior to the closure, the bridge was carrying more than 84,000 cars and trucks and more than 25,000 bus riders every weekday.

The repair project will restore regular mobility to these vehicles and riders. It will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output. This is crucial for our region's recovery from the COVID-19 crisis.

Additionally, with the closure, the city detoured traffic to the First Avenue South Bridge. This route sends traffic through South Park and other lower Duwamish neighborhoods. The increased traffic volumes have especially impacted Georgetown, SoDo, and South Park – neighborhoods with some of the highest concentrations of people of color in our region including the indigenous, immigrant, and refugee populations. These communities were already disproportionately impacted by the city's worst air quality. The increased traffic due to the West

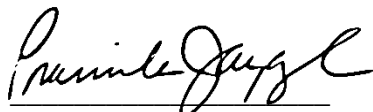


Seattle Bridge closure has exacerbated the disproportionately poor air quality and resulting illnesses, increased the dangers from traffic running through residential neighborhoods, and reduced local mobility.

As our communities struggled with the bridge closure throughout the past year, we have worked closely with the City of Seattle and the West Seattle Bridge Community Task Force to determine how we can best secure funding for the West Seattle Bridge project. This project is a top priority for our region and an outstanding candidate for the INFRA Grant Program.

That is why we strongly support the City of Seattle's application to the INFRA Grant Program for the West Seattle Bridge project. Please do not hesitate to contact us if you have any questions about our support for this crucial grant application.

Sincerely,



PRAMILA JAYAPAL  
Member of Congress



MARIA CANTWELL  
United States Senator



PATTY MURRAY  
United States Senator



ADAM SMITH  
Member of Congress



March 19, 2020

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

Re: City of Seattle West Seattle Bridge Corridor Improvement Project INFRA grant application

Dear Secretary Buttigieg:

We are pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge.

The West Seattle Bridge is a critical corridor not just to Seattle area commuters but to the state's economy and its ability to rapidly recover from the impacts of the COVID-19 pandemic. Not only does the bridge connect a significant portion of the region's workforce with downtown Seattle, Port of Seattle shipping terminals, and much of Seattle's manufacturing and warehousing businesses while also tying together some of our lowest income neighborhoods with our region's best technical and industrial training opportunities.

Repairing the West Seattle Bridge will also remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing NWSA Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and other Port of Seattle terminals serves as a trade conduit for eastern Washington agricultural output to Asia, while also ensuring shelves are stocked in Alaska as well as the western continental. Restoring the full capacity of the West Seattle Bridge and Spokane Street trade corridor is critical for freight mobility, efficient terminal operations and maintaining our competitiveness in the global shipping industry.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy from contaminated air and a neighboring EPA Superfund site.

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 INFRA funding to repair the West Seattle Bridge.

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Sincerely,



Senator Steve Hobbs  
Senate Transportation Chair  
44<sup>th</sup> Legislative District



Senator Curtis King  
Senate Transportation Ranking Member  
14<sup>th</sup> Legislative District



Representative Jake Fey  
House Transportation Chair  
27<sup>th</sup> Legislative District



Senator Bob Hasegawa  
11<sup>th</sup> Legislative District



Senator Joe Nguyen  
34<sup>th</sup> Legislative District



Senator Rebecca Saldaña  
37<sup>th</sup> Legislative District



Senator Jamie Pedersen  
43<sup>rd</sup> Legislative District



Senator David Frockt  
46<sup>th</sup> Legislative District



Representative David Hackney  
11<sup>th</sup> Legislative District

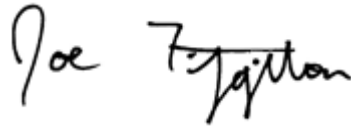


Representative Steve Bergquist  
11<sup>th</sup> Legislative District

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Representative Eileen Cody  
34<sup>th</sup> Legislative District



Representative Joe Fitzgibbon  
34<sup>th</sup> Legislative District



Representative Noel Frame  
36<sup>th</sup> Legislative District



Representative Liz Berry  
36<sup>th</sup> Legislative District



Representative Sharon Tomiko Santos  
37<sup>th</sup> Legislative District



Representative Nicole Macri,  
43<sup>rd</sup> Legislative District



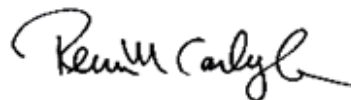
Representative Gerry Pollet  
46<sup>th</sup> Legislative District



Representative Javier Valdez  
46<sup>th</sup> Legislative District

CC:

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



Senator Reuven Carlyle  
36<sup>th</sup> Legislative District

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# Puget Sound Regional Council

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

March 16, 2021

The Honorable Pete Buttigieg  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

## **Re: City of Seattle West Seattle Bridges Grant Application**

Dear Secretary Buttigieg,

On behalf of the Puget Sound Regional Council, I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridges Project.

Restoring the West Seattle High-Rise Bridge to full capacity is a critical element in our region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic last March, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, people traveling across the Duwamish River to work at industrial and warehousing jobs in the SODO industrial zone, office jobs in downtown Seattle; pursuing educational opportunities at several universities, community colleges and K-12 schools, or seeking medical care at kidney dialysis centers, regional hospitals and our world renowned health research institutions. The West Seattle Bridge is also a critical connection for thousands who support our maritime industry.

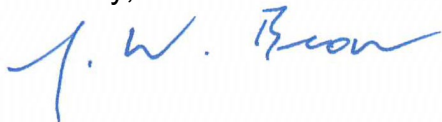
PSRC-member jurisdictions have already this year approved \$14.4 million in Surface Transportation and Highway Infrastructure Program funds to support the City of Seattle's plan to repair the high bridge and reopen it as soon as mid-2022. The repair project will also ensure the structural resilience of the movable West Seattle Low Bridge, maintaining its primary role as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the parallel high and low bridges. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion per year in business output.

Restoring the high bridge to full traffic and transit capacity will also remove traffic detours that, since the closure, have diverted traffic onto the local streets of the South Park neighborhood and others along the Duwamish River that are home to some of the region's highest concentrations of people of color, including indigenous, immigrant, and refugee populations who have long suffered much greater health, public safety, and economic disparities, including higher rates of asthma and significantly lower rates for life expectancy compared with wealthier parts of the region.

The City of Seattle has already prioritized \$100 million in local funding for the projected \$175 million program that includes the now completed initial bridge stabilization project, as well as dozens of smaller traffic mitigation and safety projects under the rubric of *Reconnect West Seattle*. At \$21.6 million, INFRA funds would equal approximately 30% of the overall total project cost (48% of future eligible costs). Combined with the previously allocated HIP and STP funds, total federal share would be approximately 50% (80% of future eligible costs); 50% of the total project cost (20% of future eligible costs) from local funding sources.

The City's choice to rehabilitate rather than replace the high bridge is the most cost-effective alternative for returning the Duwamish crossing to full capacity, substantially less than the amount of federal aid that would be required to replace the high bridge. Grant funding for this important safety project will allow the City to continue moving on an aggressive timeline to restore regional mobility for residents, worker and goods. For these reasons, I strongly support the City of Seattle's INFRA grant application to repair and reopen the West Seattle High Bridge and encourage you to give it full and fair consideration.

Sincerely,

A handwritten signature in blue ink that reads "J. W. Brown". The signature is fluid and cursive, with the first letters of each name being capitalized and prominent.

Josh Brown, Executive Director  
Puget Sound Regional Council



**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](http://www.wsdot.wa.gov)

March 16, 2021

The Honorable Pete Buttigieg  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: City of Seattle West Seattle Bridges Grant Application

Secretary Buttigieg:

The Washington State Department of Transportation is pleased to support the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridges Project.

Restoring the West Seattle High-Rise Bridge to full capacity is critical to keeping goods and people moving as our state recovers from the COVID-19 pandemic. Not only does the bridge connect a significant portion of the region's workforce with downtown Seattle, Port of Seattle shipping terminals, and much of Seattle's manufacturing and warehousing businesses, the bridge is also a critical corridor for many thousands of daily Metro Transit and Sound Transit Express bus commuters. The bridge also ties together some of the lowest income neighborhoods in the Central Puget Sound with important technical and industrial training opportunities.

The West Seattle Bridge repair project will also ensure the structural resilience of the movable West Seattle Low Bridge by returning it to its primary role as a connection for freight and industrial goods making their way from central and eastern Washington farms to Port of Seattle terminals, including Terminal 5, now under redevelopment by the Northwest Seaport Alliance. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion per year in business output.

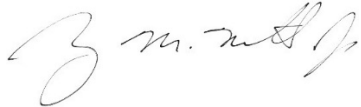
WSDOT, along with the local jurisdictions represented on the Puget Sound Regional Council MPO, has supported rapid allocation of \$14.4 million in Surface Transportation and Highway Infrastructure Program funds to support the City of Seattle's plan to repair the high bridge and reopen it as soon as mid-2022. Combined with these funds, Seattle's \$21.6 million INFRA request would put total federal share for the West Seattle Bridges project at approximately 50% (80% of future eligible costs); 50% of the total project cost (20% of future eligible costs) from be from local funding sources.

The City's choice to rehabilitate rather than replace the high bridge is the most cost-effective alternative for returning the Duwamish crossing to full capacity, substantially

less than the amount of federal aid that would be required to replace the high bridge. Grant funding for this important safety project will allow the City to continue moving on an aggressive timeline to restore regional mobility for residents, worker and goods. At the same time, the project itself will be a source of economic recovery by providing local construction jobs and apprenticeship opportunities.

I hope you will give this project full and fair consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "R. Millar".

Roger Millar, PE, FASCE, AICP  
Secretary of Transportation





**King County**

March 17, 2021

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave. SE  
Washington, DC 20590

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

We write today to express King County's support for the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

As lifelong West Seattle residents, we know firsthand that the West Seattle Bridge is critical infrastructure that supports the economic vitality of not only the more than 62,000 City of Seattle residents living in West Seattle, but the residents of the diverse communities of High Point, Delridge, and White Center.

The West Seattle Bridge spans the Duwamish River, which acts as a geographic barrier between West Seattle and the rest of the city and carries some 84,000 vehicle trips and 19,000 riders on King County Metro every weekday in normal times. The bridge also serves as a major trade and economic corridor for our entire state – facilitating access to Port of Seattle terminals and the ongoing Northwest Seaport Alliance Terminal 5 expansion, to King County's largest manufacturing and industrial center, to freight rail yards, and Interstate 5 and our national highway system.

This is a regional disruption affecting residents, businesses, and our statewide economic activity. So, while this is a City of Seattle bridge, the solution demands a coordinated city, county, state, and federal long-term solution. That is why we are writing you today.

We strongly urge you and the US Department of Transportation to join our effort, here in Seattle, King County, and Washington State, and bring much needed federal funding to this critical project by supporting the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

Dow Constantine  
King County Executive

Joe McDermott  
King County Council  
District Eight



March 18, 2021

The Honorable Pete Buttigieg, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington, D.C. 20590

Re: City of Seattle's INFRA grant application for the **West Seattle Bridges Project**

Dear Secretary Buttigieg:

I am writing to express the Port of Seattle's strong support for the City of Seattle's INFRA grant application for the West Seattle Bridges Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City to suddenly close the bridge to traffic in March 2020, it was carrying more than 84,000 vehicles, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle/Northwest Seaport Alliance (NWSA) terminals, freight rail yards, the region's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable Spokane Street Low Bridge, restoring its previous role serving as a connection for freight and industrial traffic – a connection critical to the ongoing NWSA Terminal 5 expansion project that sits adjacent to the West Seattle Bridge.

Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for the whole nation, supporting 28,000 jobs and \$8.7 billion in business output. Restoring the full capacity of the West Seattle Bridge and the Spokane Street Bridge trade corridor is critical for freight mobility, efficient terminal operations and maintaining our competitiveness in the global shipping industry.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

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. The West Seattle Bridges Project links the interstate highway system and rail yards with key cargo terminals which these Port stakeholders rely upon.

I fully support the City of Seattle's INFRA grant application for the West Seattle Bridges Project and encourage you to give it full and fair consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "SP Metruck". The signature is written in a cursive, somewhat stylized font.

Stephen P. Metruck  
Executive Director

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



March 17, 2021

Sam Zimbabwe  
Director  
Seattle Department of Transportation  
700 5th Ave, Suite 3800  
Seattle, WA, 98104

**Subject: City of Seattle West Seattle Bridge grant application**

Dear Mr. Zimbabwe:

Sound Transit is pleased to submit this letter in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

As an agency that is implementing the most ambitious transit expansion in the nation including a voter-approved project to expand light rail to West Seattle, we are acutely aware of the importance of restoring the West Seattle Bridge to service at full capacity and the key role it plays in the region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

For the above-stated reasons, Sound Transit supports the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

Tracy Butler  
Chief Financial Officer

Cc: Marti Reinfeld, Deputy Director, Seattle Department of Transportation  
Bill LaBorde, Senior Policy Advisor, Seattle Department of Transportation

**CHAIR**

**Kent Keel**

*University Place Councilmember*

**VICE CHAIRS**

**Dow Constantine**

*King County Executive*

**Paul Roberts**

*Everett Councilmember*

**BOARD MEMBERS**

**Nancy Backus**

*Auburn Mayor*

**David Baker**

*Kenmore Mayor*

**Claudia Balducci**

*King County Council Chair*

**Bruce Dammeier**

*Pierce County Executive*

**Jenny Durkan**

*Seattle Mayor*

**Debora Juarez**

*Seattle Councilmember*

**Joe McDermott**

*King County Council Vice Chair*

**Roger Millar**

*Washington State Secretary of Transportation*

**Ed Prince**

*Renton Councilmember*

**Kim Roscoe**

*Fife Mayor*

**Nicola Smith**

*Lynnwood Mayor*

**Dave Somers**

*Snohomish County Executive*

**Dave Upthegrove**

*King County Councilmember*

**Peter von Reichbauer**

*King County Councilmember*

**Victoria Woodards**

*Tacoma Mayor*

**CHIEF EXECUTIVE OFFICER**

**Peter M. Rogoff**



The Honorable Pete Buttigieg,  
Secretary - U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

For the Labor Movement, repairing the West Seattle Bridge is a jobs program and a critical component of recovery from the COVID 19 economic crisis. According to the City of Seattle's Department of Transportation, the project is estimated to create 7976 indirect/direct construction FTEs. Construction as an industry is particularly sensitive to boom / bust economic trends, when people are building there is a lot of work. However, when the economy slows down, the unemployment rate in the construction industry increases dramatically. Some trades were at 80% unemployment during the Great Recession. Having large scale public infrastructure projects is one way to keep highly skilled professional trades workers employed when work in the private sector dries up. Furthermore, thousands of union members rely on the West Seattle Bridge to get to and from work, and have seen their commutes times dramatically increased and quality time with family decreased. An expeditious and complete repair of the bridge is critical to economic recovery for all workers who rely on the Bridge to get to and from work.



March 18, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

As president of South Seattle College located in West Seattle, I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic, and our college community's ability to get back on track after a period of major disruption to teaching, learning, and the economic livelihood of our students.

Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 20,000 bus riders, from the West Seattle area every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system.

Conversely, it was bringing thousands of students to our campus – located just over the bridge in West Seattle – each day to pursue a wide array of academic goals, from learning English and completing a high school diploma to earning an associate degree in anticipation of transferring to a four-year university, training for immediate employment in a skilled trade, or advancing one's career through an applied bachelor's degree program.

In addition to restoring vital traffic flow to our communities and college, the bridge repair project will remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region. Many of these impacted people are our students.

The initial closure of the West Seattle Bridge last March coincided with South Seattle College's decision to move to primarily remote operations due to the pandemic, with most programs shifting to online learning and student services shifting to remote access. During this time, we have been focused on getting one of the most diverse student bodies in Washington state stable internet and capable technology to continue their education remotely, but know we best serve our students when they have the option to safely return to campus for in-person learning and support.

We see that future ahead with the acceleration of vaccines and abatement of the pandemic, but the continued closure of the West Seattle Bridge will severely impact the ability of our students, our faculty, and our staff to



March 16, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

We are pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system.

The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

For the above-stated reasons, we strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

A handwritten signature in black ink, appearing to read "Jen Temple", with a long horizontal flourish extending to the right.

Jennifer Temple  
West Seattle Bridge Now  
Member, West Seattle Bridge Community Task Force  
West Seattle Resident

CC:

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



# West Seattle Transportation Coalition

*Move the People.*



March 15, 2021

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

Re: Support for City of Seattle West Seattle Bridge INFRA grant application

Dear Secretary Buttigieg:

The **West Seattle Transportation Coalition** (WSTC) supports the Seattle Department of Transportation's application for U.S. Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project. WSTC is a peninsula-wide organization working to address transportation and commuting challenges for more than 95,000 people living and working in the 10 square mile area between the Duwamish River and Puget Sound.

The West Seattle Bridge Transportation Corridor (WSBTC) is West Seattle's main ingress-egress route. The city's busiest traffic artery, it carries approximately 120,000 vehicles a day – 10,000-14,000 on the Low (Spokane St.) Bridge, 100,000-110,000 on the High (Jeanette Williams) Bridge. The WSBTC connects one-sixth of Seattle's population with downtown Seattle business and employment districts, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and state and national highway systems – including the SR-99, I-5 and I-90 traffic corridors. Fluid traffic movement between West Seattle and these locations and highway connections is crucial for commuter, freight, and mass transit vehicles.

High Bridge repair will also alleviate additional pollution and safety issues from traffic detoured through highly diverse West Seattle neighborhoods. Our indigenous, immigrant, and refugee populations disproportionately suffer negative health impacts and reduced life expectancy vs. elsewhere in the Puget Sound region. Restoration will also remove traffic pressure from the Low Bridge, so it can again serve its primary purpose of connecting freight and industrial traffic to the Northwest Seaport Alliance's Terminal 5 and adjacent maritime docks. Together, they serve as a trade conduit for 13 states, and support 28,000 jobs and \$8.7 billion in business output.

Federal funding will help Seattle compress its bridge repair timeline. The City has spent approximately \$100 million so far on the project (vs. ~\$370M it would cost to replace the bridge), and thereby reduced the amount of federal aid it is requesting. If the City were to bear the full burden of High Bridge repair and Low Bridge rehabilitation work, it would have to use additional bonding capacity, and extend the repair timeline.

We appreciate your consideration, and look forward hopefully to your approving this INFRA grant for SDOT.

In Community,

Michael Taylor-Judd and Martin Westerman, Co-Chairs  
West Seattle Transportation Coalition  
info@westseattletc.org / westseattletc.org

Cc: Senator Maria Cantwell  
Senator Patty Murray  
Governor Jay Inslee  
Congresswoman Pramila Jayapal  
Mayor Jenny Durkan

# WEST SEATTLE TRANSPORTATION COALITION FACT SHEET



In September of 2013, we kicked things off with a mobility rally at 35th & Avalon to demand better Metro bus service for West Seattle. Ever since, WSTC has been working to improve transportation options, mobility access and safety for the nearly 100,000 people who live and work on the West Seattle Peninsula — and beyond.

We hold monthly public meetings on the fourth Thursday of every month. Join us to meet with transportation and mobility leaders, entrepreneurs and policy-makers from city, county, maritime, state and federal levels. We ask them tough questions, have candid conversations, and use data-driven research, constituent polling and interviews to advocate for positive changes. *Let's move the people!*



- SW Holden, prompting SDOT to quickly add a traffic light when WS High Bridge failed
- Supported Duwamish Tribe's West Marginal Way safety re-design at Duwamish Longhouse

- 2018
- Submitted design changes to SDOT for Fauntleroy Boulevard Project

- Sponsored City Council Candidates' transportation forum

- 2017
- Ran West Seattle's first public outreach session on ST3 light rail: delivered stakeholder comments, station & route design preferences to Sound Transit board

- 2016
- Helped win earlier ST3 light rail delivery for West Seattle — in 2030 rather than 2035
- Supported SDOT application for Lander Street Overpass funds

- 2015
- Got Low and High Bridge roadways between the eastern hill and I-5 designated as West Seattle Bridge Transportation Corridor (WSBTC); helped develop WSBTC Improvement plan with SDOT, and get \$600,000 in City funding for studies and implementation

- 2014
- With City of Seattle, U.S. Coast Guard and Puget Sound Pilots, achieved agreement to keep Spokane St. Low Bridge open for morning and evening rush hour traffic

- Backed Port of Seattle's application for EPA Clean Diesel Program funding, and delivered public comments on Port's Terminal 5 expansion
- 2013
- Achieved faster City of Seattle accident-clearing on WS High Bridge
- Held the first peninsula-wide transportation and mobility forum

## CURRENTLY, WSTC:

- Provides strong input to local, regional and national leaders on West Seattle High Bridge repair and replacement
- Promotes ideas from communities across the Peninsula to better manage traffic detours, and preserve livability and equity during the bridge closure
- Works with SDOT, Metro and WSDOT to improve transit services, and upgrade vehicle, bike and pedestrian infrastructure to maintain mobility for all West Seattle neighborhoods

## HIGHLIGHTS:

- 2020
- Advocated to Seattle, King County, Port of Seattle, Metro and Sound Transit for improving vehicle, freight, public transit and personal mobility options on the West Seattle peninsula
- 2019
- Helped drive SDOT and Metro changes to the SW Barton-Westwood Village crosswalk and curb bumps, after pedestrian fatality
- Advocated for traffic control at Highland Park Way and

## OUR GOALS:

- Create affordable, equitable WS transportation options
- Move people and goods on an environmentally sustainable transportation network
- Improve and invest in transportation infrastructure to match Seattle's growth

## OUR PRIORITIES IN 2021:

- Promptly repair WS High Bridge, and restore passenger and freight capacity on the WS Bridge Transportation Corridor
- Fund maximum mobility during High Bridge closure
- Support Sound Transit 3 plans for a grade-separated pathway to West Seattle
- Keep Delridge Way multimodal project and Rapid Ride H on schedule

Visit [westseattlec.org](http://westseattlec.org) to learn more and participate with WSTC. And follow us on Facebook and Twitter, too.



March 15, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

I am writing in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

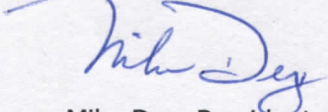
The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already

suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

Our Community of over 3,000 residences is located on the West Seattle Peninsula and depend on the West Seattle Bridge to travel into downtown Seattle to get to their jobs and healthcare appointments. Businesses in our community and on the West Seattle Peninsula depend on customers traveling into West Seattle from downtown Seattle and surrounding communities. Between the impact of the bridge closure and the pandemic our businesses are permanently closing their doors at an unprecedented rate. Thousands of cars and trucks that make up the daily ferry traffic from Vashon Island and the Kitsap Peninsula that would normally use the West Seattle Bridge heading to downtown Seattle or areas of the State north and east of Seattle now jam our residential streets and neighborhoods as they try to reach their destinations using residential streets that avoid the bridge. We need your help to repair this bridge as soon as possible.

For the above-stated reasons, I strongly urge the US Department of Transportation to support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,



Mike Dey, President  
Fautleroy Community Association

CC.

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



March 15, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

We are writing in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

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We represent community members and neighbors in Highland Park, Riverview and South Delridge, three of the areas now hosting the 84,000 trips formerly carried on these highway bridge routes. We are a modest

residential neighborhood, with three Title I schools, diverse residents, and small residential streets. Endless streams of frustrated drivers now bisect our neighborhood on small two-lane roads, blocking our routes for walking, socializing and getting about our daily lives. Our homes are full of toxic fumes as well as dust from tires, and the excessive number of vehicles is tearing up streets and infrastructure never designed for this level of traffic. Heavy traffic levels make it difficult for us to even leave our own side streets and driveways to get to our jobs or buy groceries.

Seattle Department of Transportation has been very responsive to our concerns and we are working in partnership with them to help alleviate some of these issues using their Home Zone Planning toolkit, as well as maintaining a robust level of dialog regarding suggestions and working together to plan all mitigations possible. However, we know this will not be enough, we are in a race against time as COVID restrictions lift and more and more people return to work. The critical funding this grant will provide will help keep this work on track to finish the repairs to our critical bridges in the quickest time possible to alleviate the burden our neighborhoods are feeling.

For the above-stated reasons, we strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

Craig Rankin + Kay Kirkpatrick  
Co-Chairs/ Highland Park Action Coalition

Donna Burns  
HPAC Traffic Impacts Co-Chair

Colleen Desmond  
Neighborhood Representative to the West Seattle Bridge Task Force

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



March 14, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

Our neighborhood gathering space, the Highland Park Improvement Club, has been doubly affected this year – first by the global pandemic which has prevented us from being able to host any of our regular programming, and then by the sudden closure of the West Seattle Bridge. This six-lane thoroughfare is the main connection from the West Seattle peninsula to downtown Seattle, other Seattle neighborhoods and the freeways.

At the time of the closure, March 23, 2020, the West Seattle Bridge was carrying more than 84,000 cars and trucks plus 25,000 bus riders every weekday. With the closure of the bridge, traffic leaving the peninsula has been forced to use our local streets.

This volume of traffic has severely impacted our neighborhood and our building, which sits on the corner of 12th Avenue SW and the two-lane arterial that much of this traffic uses, SW Holden St. It has been challenging already to cross this busy street, but with this magnified volume it's even more difficult for pedestrians, bicycle riders and other vehicles. In addition, our building and our neighborhood are afflicted by the increased toxicity of vehicle exhaust, dust, noise and other negative effects.

On the behalf of our neighborhood and also for all of the people forced to detour far out of their way to leave the peninsula, we urge the US Department of Transportation to support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Thank you for your consideration,

The Executive Board of the Highland Park Improvement Club

*Nicole Mazza, Christie Sjoström, Gretchen Heiden, Shannon Harris  
Kay Kirkpatrick, Billy Markham, Julie Schickling, Nickie Jostol, Billy Stauffer, Shawn Mazza*

CC:

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

March 15, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

Here in the South Park neighborhood several heavy duty trucks have been routed to cross over this area creating a very difficult flow and slowing traffic in our main intersection, plus creating noise and pollution that affects our community.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,



Roberto Salazar  
Only in South Park  
[hello@onlyinsouthpark.org](mailto:hello@onlyinsouthpark.org)  
[onlyinsouthpark.org](http://onlyinsouthpark.org)

CC:

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





March 15, 2021

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

Re: City of Seattle West Seattle Bridge INFRA grant application

Dear Secretary Buttigieg:

The Rotary Club of Seattle, one of the country's largest Rotary clubs with over 350 members, enthusiastically supports the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Our members represent a vast array of the Seattle area's business and professional leaders. For our members, their families, and their employees, the bridge to West Seattle provides critical access and egress for those who work, live, recreate, care for relatives, or do business in that community. Without the bridge, commute times are more than doubled and undue stress is placed on all the substitute bridge and access infrastructure used for detour purposes. In effect, West Seattle has become an island with few alternatives – none of them good.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's recovery from the COVID-19 pandemic, and failure to take action now will only prolong the hardship. We trust your new administration will look favorably on our request for support of the City of Seattle's application.

We strongly urge the US Department of Transportation to approve the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

A handwritten signature in blue ink that reads "Jeffery T. Borek".

Jeffery Borek  
President, Rotary Club of Seattle, 2020-2021

CC:

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

March 11, 2021

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

**Re: City of Seattle West Seattle Bridge grant application**

Dear Secretary Buttigieg:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

Seattle Cancer Care Alliance (SCCA) is the only cancer care center in the area. We have doctors, nurses, staff, and most importantly patients who live in West Seattle. The extra commute time getting to and from appointments can be exhausting for patients, especially after chemotherapy treatments. Repair and reopen of the West Seattle Bridge is long overdue, and for

the benefit of our cancer patients I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,



Nancy E. Davidson, M.D.  
President and Executive Director  
Seattle Cancer Care Alliance

CC:

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

# SSC Seattle Sports Commission

March 16, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg,

My name is Beth Knox and I am the President of the Seattle Sports Commission. I am pleased and eager to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

The Seattle Sports Commission is building a world-class sports market and serves as a one-stop resource to our professional sports teams, university athletic departments, sports venues and youth sports organizations, as well as event organizers interested in the Seattle market. Our sports culture is a priority in Seattle and the greater Puget Sound Region – we believe in human rights, inclusiveness and equal access to youth sports regardless of gender, race or geographical location, and we care for our environment and the legacy we leave for the next generation.

One of our main charges is to play a lead role in attracting and hosting premier sporting events in our region. In doing so, the SSC drives economic vitality, stimulates civic pride, creates extraordinary experiences, and inspires the next generation of athletes who call this place home. Restoring the West Seattle Bridge to full capacity will help to support our mission of building a world-class sports market. It will benefit the region as we move forward with mid-and large-sized events in a post COVID-19 world, as it will help to provide a level of certainty to decisionmakers who actually award bids by ensuring smooth transit and transportation flow over the largest arterial in the City of Seattle. Mobility is a key element bid committees take into consideration in their decision-making process.

Another one of our main charges is to do our part to ensure diversity, equity, and inclusion in sports, with a focus on youth and amateur athletes. We help advance this mission through our 501(c)3, Empower Play, as well as through a partnership with the King County Play Equity Coalition, providing support and expanding access to sports and activities to youth in our region. Empower Play prioritizes sports events, activities and clinics to foster a positive and thriving community.

Traffic is like water on concrete. If it gets blocked, the water will find an alternate route to relieve the pressure. Reopening the bridge will remove that pressure, the detoured traffic, that now pours through neighborhoods that are home to our region's highest concentrations of people of color, including the

# SSC Seattle Sports Commission

indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

We, of course, want our fans, athletes, event support staff, and others who live in West Seattle, White Center, South Park, Burien, Tukwila, Seatac, and other areas impacted by the WSB closure to be able to use the bridge to get to and from their sporting engagements, at all levels. It is of critical importance that our young athletes from all over the region are able to get to and from their games, so they can meet and play their sport of choice. A lack of a bridge is a hindrance to that.

We are happy to have been recently awarded the NCAA Division I Women's Basketball Regional (2023), the NCAA Division I Men's Basketball 1<sup>st</sup> and 2<sup>nd</sup> Rounds (2025), as well as the Women's and Men's Division I Swimming & Diving Championship in 2025. We are actively engaged in bidding on other major events including the Invictus Games, MLB All-Star Game, and FIFA World Cup, to be held in our region in the coming years. For these and all the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,



Beth Knox  
President  
Seattle Sports Commission

CC:

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



March 8, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

The SODO district is the industrial heart of Seattle and sits on the opposite end of the West Seattle bridge. The bridge is an essential pathway for freight movements between SODO, Harbor Island and West Seattle and critical to national and international shipping routes.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Erin Goodman', is written over a light blue horizontal line.

Erin Goodman  
Executive Director



**South Park Senior Citizens**  
8201 10th Ave S.  
Suite 4  
Seattle, WA 98108-4449  
206-767-2544 (message)

**Board of Directors**

Dat Giap  
*President*

Ed Marquez  
*Secretary*

Dagmar Cronn  
*Treasurer*

Directors:

Noel Chrisman

Ray Krueger

Chanthy Luoth

Yolanda Morris

March 16, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

Congestion and delay problems disproportionately affect Georgetown and South Park, two of the city's historically underserved BIPOC communities. The lack of viable commute routes has the greatest impact on lower-income workers who are not able to telecommute. These workers also may not be able to rely on transit due to shift work, leaving them no commute options aside from an extremely congested detour route.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

A handwritten signature in cursive script that reads "Katherine Jordan". The signature is written in dark ink on a light-colored, slightly textured background.

Katherine Jordan  
South Park Senior Citizens, Executive Director

CC:

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





**Morgan  
Community  
Association**

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

March 14, 2021

**RE: PLEASE SUPPORT CITY OF SEATTLE WEST SEATTLE BRIDGE GRANT APPLICATION**

Dear Secretary Buttigieg:

The Morgan Community Association (MoCA) is a small volunteer community organization in the Morgan Junction neighborhood of West Seattle. We are excited to be writing in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle High Bridge.

While you probably get hundreds of requests for bridge repair funding each year, we want you to understand that Morgan Junction as well as the entire West Seattle community has been keenly devastated by the closure of the West Seattle High Bridge. To the more than 100,000 people living within the West Seattle peninsula, the West Seattle High Bridge closure has made the COVID-19 pandemic even more isolating and restrictive. There are very few ways on and off the West Seattle Peninsula, and the West Seattle High Bridge which towers over the river with the most capacity is our essential artery.

With the West Seattle High Bridge closure, West Seattle is coping the best we can, given the pandemic restrictions. Among the most disheartening things is that the Bridge closure has forced thousands of vehicles into adjacent communities that house historically underserved BIPOC neighbors, filling the air with lung choking pollutants and filling narrow streets with road rage. The health and wellbeing of these marginalized communities is being adversely impacted by the West Seattle High Bridge closure, and they do not deserve this.

Restoring the West Seattle High Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population (plus hundreds of Kitsap County residents traveling to West Seattle via Washington State Ferries) with downtown Seattle, Qualified Opportunity

Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system.

Restoring the West Seattle High Bridge will take the pressure off the two lanes of the West Seattle Low Bridge which is inter-related with freight and industrial traffic, not to mention maritime activities through the Duwamish River waterways, and the ongoing Northwest Seaport Alliance's Terminal 5 improvements.

Restoring the West Seattle High Bridge will do much more than just reconnect West Seattle. For the above-stated reasons, the Morgan Community Association urgently requests that the US Department of Transportation consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Thank you for your time.

Sincerely,

A handwritten signature in cursive script that reads "Deb Barker". The signature is written in dark ink and ends with a long horizontal flourish.

Deb Barker, President  
Morgan Community Association (MoCA)  
[mocacnc@gmail.com](mailto:mocacnc@gmail.com)

CC:

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



March 10, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region. The lack of viable commute routes has the greatest impact on lower-income workers who are not able to telecommute. These workers also may not be able to rely on transit due to shift work, leaving them no commute options aside from an extremely congested detour route.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

A handwritten signature in black ink, appearing to read "AH", with a long horizontal flourish extending to the right.

Alex Hudson  
Executive Director  
Transportation Choices Coalition

CC:  
Senator Patty Murray  
Senator Maria Cantwell  
Governor Jay Inslee

Congresswoman Pramila Jayapal  
Congressman Adam Smith  
Mayor Jenny A. Durkan

March 16, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg,


I write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

UW Medicine is one of the top-rated academic medical systems in the world. With a mission to improve the health of the public, UW Medicine educates the next generation of physicians and scientists, leads one of the world's largest and most comprehensive biomedical research programs, and provides outstanding care to patients from across the globe. UW Medicine has approximately 30,000 employees and an annual budget of more than \$5 billion. UW Medicine includes Airlift Northwest, Harborview Medical Center, UW Medical Center – Montlake, UW Medical Center – Northwest, UW Neighborhood Clinics, UW Physicians, UW School of Medicine and Valley Medical Center. The UW Physicians practice group is the largest physician practice plan in the region.

The closure of the West Seattle Bridge has had a significant impact on our clinicians, researchers, and staff, and most importantly, our patients. Through its patient care and research facilities, UW Medicine provides critical healthcare infrastructure to the region. Often patients and staff need to reach our facilities timely. Restoring the West Seattle Bridge to service at full capacity is critical to our ability to continue our mission to improve health, particularly for underserved communities that are disproportionately impacted by COVID-19 and other health disparities, who may have more challenges navigating transportation alternatives given the bridge closure.

In addition to improving traffic and access for those who live and work in West Seattle and the surrounding areas, the bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

**Office of Research and Graduate Education**

  
850 Republican Street      **OFFICE**      206.543.6116  
Box 358048  
Seattle, WA 98101      **WEB**      [uwmedicine.org](http://uwmedicine.org)

For the above-stated reasons, I strongly encourage the US Department of Transportation to support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

A handwritten signature in blue ink, appearing to read "John T. Slattery".

John T. Slattery, Ph.D.  
Vice Dean, Research and Graduate Education

CC:

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

JTS/OO

Office of Research and Graduate Education

850 Republican Street  
Box 358048  
Seattle, WA 98101

**OFFICE** 206.543.6116  
**WEB** [uwmedicine.org](http://uwmedicine.org)



<http://wdgtrails.org>

*The Honorable Pete Buttigieg, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590*

*Re: City of Seattle West Seattle Bridge INFRA grant application*


*Dear Secretary Buttigieg:*

*I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.*

*Restoring the West Seattle Bridge to service at full capacity is critical to the West Duwamish Greenbelt Trails group mission of creating a larger Duwamish Peninsula trail system with a spur to the Duwamish Longhouse and Cultural Center and serving the hiking and walking community. The West Seattle Bridge detour route heavily utilizes West Marginal Way, which is adjacent to the Duwamish Trail and the West Duwamish Greenbelt, and where the Duwamish Longhouse and Cultural Center is situated. The additional traffic along West Marginal Way, which has increased by 113% since the bridge closure has directly impacted safe access for hikers, walkers, and bikers, and has made access to the Duwamish Longhouse and Cultural center more challenging. The speeding and increased traffic along West Marginal Way makes it treacherous to cross West Marginal Way on foot.*

*The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.*

*For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.*

*Sincerely,*  
*Joanna Florer*   
*Steering Committee Member  
West Duwamish Greenbelt Trails*

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



March 10, 2021

The Honorable Pete Buttigieg, Secretary

U.S. Department of Transportation

1200 New Jersey Avenue SE

Washington, DC 20590

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

Many local businesses depend on the high bridge for market access and employee access. Their survival depends on employees, customers, and shippers being able to reach them reliably.



Many workers and commuters, who traveled from West Seattle neighborhoods to Downtown Seattle and other nearby employment centers, face job loss if their commute becomes nonviable

The lack of viable commute routes has the greatest impact on lower-income workers who are not able to telecommute. These workers also may not be able to rely on transit due to shift work, leaving them no commute options aside from an extremely congested detour route.

Businesses have suffered the double economic downturn, first due to COVID and again due to the loss of the main transportation route into West Seattle. Tourism that would sustain businesses during the summer from cruise ships docking in Seattle is another economic result added to the combined pandemic and loss of the West Seattle Bridge.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,



Lora L. Radford

Executive Director

West Seattle Junction Association

CC:

Senator Patty Murray

Senator Maria Cantwell

Governor Jay Inslee

Congresswoman Pramila Jayapal

Congressman Adam Smith

Mayor Jenny A. Durkan



March 17, 2021

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

**Re: City of Seattle West Seattle Bridge grant application**

Dear Secretary Buttigieg:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

Tableau and Salesforce combined have hundreds of employees living in West Seattle. We support this project as a critical step in their ability to get into our offices. The bridge supports bus, employer shuttles and rideshare as well as SOVs. Having this infrastructure in place helps us to better meet our statewide Commute Trip Reduction goals by encouraging employees to take advantage of one of those options as well as driving themselves into work.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

**Jim Alkove**

Chief Trust Officer

Salesforce Puget Sound Site Lead

CC:

Senator Patty Murray

Senator Maria Cantwell

Governor Jay Inslee

Congresswoman Pramila Jayapal

Congressman Adam Smith

Mayor Jenny A. Durkan



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

March 17, 2021

RE: City of Seattle West Seattle Bridge INFRA grant application

Dear Secretary Buttigieg:

I am writing in support of the City of Seattle's request for funding to improve the West Seattle Bridge Corridor through the US Dept. of Transportation's Infrastructure for Rebuilding America (INFRA) discretionary grant program.

CalPortland is a major supplier of construction materials including construction aggregates, cement, and concrete. We have three facilities and several customers located upstream of the West Seattle Bridge along the Duwamish River here in Seattle. The marine transport of construction aggregates and cement to these facilities is a lifeline to the construction industry in this City. Any disruption of transportation in the marine waterway or the road corridors on either side of the river that serve these facilities severely restricts the ability of construction materials providers to supply the infrastructure and housing projects that the region desperately needs.

All vessels delivering materials to these facilities must pass under the ailing West Seattle Bridge. All construction materials leaving these facilities are transported to the job sites on roadways that are congested with additional traffic due to the current West Seattle Bridge closure.

A grant from the INFRA discretionary grant program is needed to restore the vital transportation corridor that is the West Seattle Bridge.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Scott Nicholson', written over a horizontal line.

Scott Nicholson  
Vice President/ General Manager  
Washington Division



PO Box 658 / Olympia, WA 98507-0658 / 1414 Cherry St. SE / Olympia, WA 98501 / 360.943.1600 / [awb.org](http://awb.org)

March 16, 2021

The Honorable Pete Buttigieg  
U.S. Secretary of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg,

On behalf of the Association of Washington Business (AWB), I am writing to support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

AWB is Washington's oldest and largest statewide business association, with nearly 7,000 member companies. AWB serves as both the state's chamber of commerce and the manufacturing and technology association.

Strong infrastructure investments are critical to the local economy, and Washington State moves more than \$70 billion worth of goods each year through its ports.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system.

The West Seattle Bridge serves as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project. Terminal 5 and adjacent seaport terminals serve as a major trade hub for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

Restoring the full capacity of the West Seattle Bridge and Spokane Street trade corridor is critical for freight mobility, efficient terminal operations, and maintaining our competitiveness in the global shipping industry.

For these reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gary Chandler".

Gary Chandler  
Vice President, Government Affairs

CC:

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



Committed Leaders.  
Shared Vision.  
Greater Good.

March 16, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

On behalf of Challenge Seattle, I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Challenge Seattle is an alliance of CEOs from 21 of the greater Seattle region's largest employers. Our membership includes the CEOs of Alaska Airlines, Boeing, Costco, Expedia Group, Fred Hutchinson Cancer Research Center, The Bill and Melinda Gates Foundation, JP Morgan Chase Pacific Northwest, Kaiser Permanente of Washington, Madrona Venture Group, Microsoft, Nordstrom, PATH, Puget Sound Energy, REI, Russell Investments, Starbucks, Ste. Michelle Estates, Symetra, T-Mobile, Weyerhaeuser, and Zillow Group. Together, we are committed to ensuring the greater Seattle area continues to thrive as one of the most vibrant, innovative, and globally competitive regions in the world. Enhancing our region's transportation system is one of our four focus areas.

The West Seattle Bridge is a critical piece of infrastructure for the Greater Seattle region. Restoring the bridge to full capacity is vital to the region's recovery from the COVID-19 pandemic. Prior to its sudden closure in March 2020, the bridge carried 84,000 vehicles every weekday, including buses carrying over 25,000 transit riders. The bridge serves as the main connection to the rest of the region for one-sixth of Seattle's residents and plays a vital role in our regional economy. It is the primary link for the movement of people and goods between King County's largest manufacturing and industrial center, the Port of Seattle's terminals, freight rail yards, industrial and maritime businesses, qualified opportunity zones, and the federal highway system.

Without the bridge, West Seattle has essentially become an island with few alternative routes for residents and businesses to connect with the rest of the region. Traffic is currently being detoured onto neighborhood streets—many of which are home to the region's highest concentration of people of color. Additionally, a limited stream of traffic has been diverted to the West Seattle Low Bridge, hampering its ability to serve the Northwest Seaport Alliance Terminal 5 expansion project—a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.



Committed Leaders.  
Shared Vision.  
Greater Good.

Both options have high costs and cannot meet current traffic needs. They will become untenable as in-person economic activity increases in the coming months.

In short, the restoration of the West Seattle bridge is critical to our region's ability to recover from the economic toll of the pandemic. The bridge connects our workers to jobs, our businesses with suppliers and customers, and our community with opportunity. I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Thank you for your consideration and for all your work in service to the American people.

Sincerely,

Chris Gregoire  
CEO, Challenge Seattle

CC:

Senator Patty Murray  
Senator Maria Cantwell  
Governor Jay Inslee  
Congresswoman Pramila Jayapal  
Congressman Adam Smith  
Mayor Jenny A. Durkan  
King County Executive Dow Constantine



16 West Harrison Street  
Seattle, WA 98119

March 10, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

As the Climate Pledge Arena plans to host millions of fans at our new arena starting this fall, we believe the West Seattle bridge will be critical to our fans travel regardless of how they plan to get to the arena. While as many as 1/3 of our fans plan to travel to our building by public transit, we know that's only as good as the service that runs to their communities. And with its 25,000 daily transit trips, the closure of this road has meant longer trips and less frequent service for thousands of West Seattleites that depend on transit service. In addition, with 84,000 daily trips, the closure of this road is more equivalent to closing a freeway than a typical local road resulting in spill over traffic impacts in other local communities. Those neighborhoods that traffic is being diverted through are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region. Exposing those communities to additional traffic only exacerbates those disproportionalities and creates possible additional traffic incidents and conflicts with bikes/peds.





16 West Harrison Street  
Seattle, WA 98119

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

A handwritten signature in black ink that reads "Rob Johnson". The signature is written in a cursive style with a horizontal line underneath the name.

Rob Johnson  
VP, Sustainability and Transportation

CC:

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



KILROY REALTY CORPORATION

601 108th Avenue NE, Suite 1560  
Bellevue, WA 98004

March 9, 2021

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

Re: City of Seattle West Bridge grant application

Dear Secretary Buttigieg:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

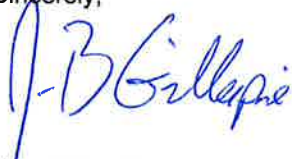
The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

The West Seattle Bridge is a critical infrastructure asset to Great Seattle and the Puget Sound Region. This bridge connects a series of densely populated residential and commercial neighborhoods with both residents and local business that work at or provide services to our properties and tenants. Without this vital piece of infrastructure both

individual and commercial commute times multiply drastically thus impeding the business and daily lives of our valued employees, commercial tenants and construction projects.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,



John Gillespie  
Vice President, Construction Services  
Kilroy Realty Corporation

CC:

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

March 18, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

On behalf of the Washington Maritime Federation, which represents the state's \$38 billion maritime industry, I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 20,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

The maritime industry depends on this bridge to ensure that goods flow through this vital bridge. Washington Maritime Federation speaks with one unified voice on this priority to our entire region.

I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Schrapfen", enclosed in a thin black rectangular border.

Peter Schrapfen,  
Board President, Washington Maritime Federation



Lynden Incorporated  
P.O. Box 3757  
Seattle, WA 98124-3757  
Main: (206) 241-8778  
Toll-Free: (800) 426-3201  
Fax: (206) 243-8415

March 17, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

We urge you to support the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

As you are likely aware, the West Seattle Bridge is closed for major repairs after serious structural failures were detected. The loss of such a critical traffic corridor has caused serious congestion on the streets that provide access to our businesses. Once the economy fully reopens, the congestion will be untenable. The bridge must be repaired as quickly as possible to avoid a crisis.

We operate a stevedoring company and a barge line from the Duwamish Waterway. Our barge line is the primary provider of freight services to Southeast, Western, and Arctic Alaska. Communities in those regions literally depend on our services for their food, building supplies, and other necessities of everyday life. Several hundred containers must make their way in and out of our Duwamish Waterway terminals every day. Late arriving cargo due to the bridge closure will lead to delayed voyages and cargo left behind. This could mean grocery shortages at the stores in the towns we serve (which have no road access). In short, the bridge closure could interrupt vital services to multiple communities in Alaska.

Further, before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 20,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

The Honorable Pete Buttigieg

March 17, 2021

Page 2

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

We strongly urge the US Department of Transportation to support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,



Everett H. Billingslea

Sr. Vice President and CLO



Northland Services  
6700 W marginal way SW  
Seattle, WA 98106

March 17, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

Northland Services urges you to support the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

As you are likely aware, the West Seattle Bridge closed for major repairs after serious structural failures were detected. The impacts of this closure have been felt by multiple neighborhoods, communities, and businesses such as ours that services the Maritime community. Due to the lack of viable detour commuter routes the greatest impacts are felt on lower-income workers who are not able to telecommute, and businesses such as our which are directly affected by the increased congestions. The loss of this critical infrastructure corridor has caused serious traffic congestion and increased safety risks to both commuters and businesses on West Marginal Way SW which provides the only access to our business. Once the economy fully reopens from the pandemic, the congestion will continue to escalate and the impacts will continue to intensify. The bridge must be repaired as quickly as possible to avert this major transportation crisis.

We operate a stevedoring company that loads and unloads barges on the Duwamish waterway. The bridge provides additional access points to and from our facility along this busy industrial corridor. The majority of that cargo is transported by truckers. Since our "industrial corridor" has now become the primary detour route, it has become extremely challenging, and dangerous to operate in this area. The bridge closure has impacted our ability to move cargo to both the Hawaiian and Alaskan markets which we service. Communities in those regions literally depend on our services for their food, building supplies, and other necessities of everyday life. Over eight hundred commercial truck, service our facility and neighboring facilities in the course of a week. The bridge closure has had a major impact not only on this region but also the regions we service.

Further, before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 20,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified

Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods, and industrial areas in Seattle. These areas also represent large concentrations of homeless individuals, people of color, including the indigenous, immigrant, and refugee populations.

We strongly urge the US Department of Transportation to support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

A handwritten signature in black ink, appearing to read "Zed Runyan". The signature is fluid and cursive, with a large loop at the end.

Zed Runyan

General Manger  
Northland Services



# North Seattle Industrial Association

P. O. Box 70328  
Seattle, WA 98127-0328

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

---

March 18, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 20,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered

disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

Several of our tow companies work in the West Seattle Bridge area, we have members who use the Bridge and suppliers to our shipyards are located in that area.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

A handwritten signature in black ink that reads "Eugene O. Maseuma". The signature is written in a cursive style with a long horizontal flourish at the end.

President, North Seattle Industrial Association



**THE NORTHWEST**  
SEAPORT ALLIANCE

Gateway to Solutions

[nwseaportalliance.com](http://nwseaportalliance.com)

March 11, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Northwest Seaport Alliance (NWSA) terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing NWSA Terminal 5 expansion project that sits adjacent to the West Seattle Bridge.

Terminal 5 and other NWSA terminals in Seattle serve as a trade conduit for the entire nation, supporting 28,000 jobs and \$8.7 billion in business output. Restoring the full capacity of the West Seattle Bridge and Spokane Street trade corridor is critical for freight mobility, efficient terminal operations and maintaining our competitiveness in the global shipping industry.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

John Wolfe  
Chief Executive Officer

March 17, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

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 INFRA grant funding for the West Seattle Bridge Repair Project. PMSA represents the container vessel lines, marine terminal operators, agents, and others in the trade community that serve the West Coast. Maintaining and investing in vital transportation infrastructure is key to our member companies' ability to keep our economy moving.

For the Puget Sound Region, restoring the West Seattle Bridge to full capacity is critical to economic recovery from the COVID-19 pandemic. The corridor the bridge serves is the heart of Seattle's diverse maritime industrial economy. The Port of Seattle and SSA Marine are making major investments of over \$300 million at Terminal 5 in order to reopen and modernize it to serve the large container vessels currently being built and operated internationally. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output. The terminal cannot operate if trucks and rail cannot get on and off the terminal efficiently to serve both the import and export markets. The congestion and limited access to Terminal 5 created by a closed West Seattle Bridge will severely impact the ability to operate the terminal set to open next year.

As container terminals up and down the West Coast are experiencing congestion, with loaded ships at anchor, and supply chain interruptions, restoring the West Seattle Bridge and bringing a new container terminal on-line will increase the capacity of our gateway and the West Coast which is currently overwhelmed with increased cargo volumes. I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Please contact me if you need more information at (206) 441-9700.

Sincerely,



Vice President

CC:

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



Puget Sound Energy  
P.O. Box 97034  
Bellevue, WA 98009-9734  
[PSE.com](http://PSE.com)

March 10, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

Puget Sound Energy (PSE) is Washington State's oldest and largest electric and natural gas utility. Today, PSE delivers safe, reliable and affordable energy to approximately 1.1 million electric customers and 840,000 natural gas customers across ten counties in Western and Central Washington. PSE's customers include residential, commercial, and industrial customers of all sizes. We strive to be our customers' clean energy partner of choice and we continually work with them to develop innovative ways to serve their energy needs. Safety is our top priority when it comes to designing, constructing, operating and maintaining our natural gas system. Having the West Seattle Bridge back to full capacity will assist our crew and service providers reliably maintain Seattleites' energy needs. We also encourage that this federal funding award also allows for funding all related utility relocations and reinforcements.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

A handwritten signature in cursive script that reads "Nina Odell".

Nina Odell  
Director, Local Government Affairs and Community Engagement  
Puget Sound Energy

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



March 16, 2021

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

Re: City of Seattle West Seattle Bridge INFRA grant application

Dear Secretary Buttigieg:

On behalf of the Seattle Metropolitan Chamber of Commerce and the 2,600 employers we represent, I write to you to in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

The ability to move people and goods throughout our state in a timely and efficient manner will be of utmost importance as the region recovers from the COVID-19 crisis and commuters return to office spaces in downtown Seattle and neighboring cities. Prior to its closure, the West Seattle Bridge carried over 100,000 cars and 25,000 bus riders every weekday.

The bridge also serves Port of Seattle terminals, freight rail yards, and other major industrial businesses which serve as linchpins to the mobility of commerce in Washington State. We also need the West Seattle Bridge repaired and reopened to ensure those people and goods traveling to and from that part of our region have reasonable access to our state highway system and other nodes of our rail and transit systems.

Additionally, prompt repair of this bridge will shorten the duration of the air quality and other environmental impacts of detoured traffic on neighborhoods that already experience disproportionately negative health and quality of life and reductions in life expectancy, compared with most other parts of the Puget Sound region. These detours currently go through neighborhoods home to some of region's highest concentrations of people of color, including Indigenous, immigrant, and refugee communities. We have an obligation to invest in communities that have been chronically underserved, and alleviating the additional hazards caused by increased traffic is a step in the right direction.

Our neighborhoods, small businesses, and industrial sector rely on the critical connection that the West Seattle Bridge supplies to downtown Seattle, the Port of Seattle, the state highway system, and the region's transit system. INFRA funding to repair the West Seattle Bridge will help us restore that connection and ease the hardship that the closure has caused the West Seattle Community and local businesses.

I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

Rachel Smith  
President & CEO



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

March 17, 2021

Re: City of Seattle West Seattle Bridge INFRA grant application

Dear Secretary Buttigieg:

On behalf of the Seattle Marine Business Coalition (SMBC), I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

SMBC is a diverse coalition of small and large marine businesses with a common goal – to foster the success of the marine business sector for the direct benefit of the thousands of middle-class jobs. Particularly important to this goal is maintaining unobstructed navigable waterways while also promoting free flowing freight mobility. We are also committed to increasing awareness of our industry's importance to the economic well-being of Seattle and King County, to across the globe.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 20,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge. This project is critical to maintaining the prosperity of the maritime industry for for years to come.

Sincerely,

Peter Tarabochia  
President  
Seattle Marine Business Coalition

CC:

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

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# PROPELLER CLUB Seattle

March 17, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

We are pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 20,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

The Propeller Club, Port of Seattle Chapter is a civic, social and charitable organization that promotes maritime commerce in the Puget Sound region. The make up of our membership is a cross section of the maritime industry. Many of our members and their companies have facilities located below the West Seattle Bridge. This closure has significant impact on their ability to operate and thrive.

For the above-stated reasons, we strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,



Sarah Scherer  
Co-President, 2021  
Seattle Propeller Club



Tosca Pinder  
Co-President, 2021  
Seattle Propeller Club

CC:

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

**Legislative Representatives:**

Local # 117 – Trudie Peck  
Local # 161 – Howard Wilhelm  
Local # 324 – Todd Kester  
Local # 426 – Darren Volland  
Local # 556 – Kirk Sides  
Local # 845 – Tracey Council  
Local # 855 – Steve Mazulo



**Legislative Representatives:**

Local # 977 – Gary Howell  
Local # 1238 – Shane Sadler  
Local # 1348 – Herb Krohn  
Local # 1505 – Donald "Bud" Newton  
Local # 1637 – Jeramy Wurzer  
Local # 1713 – James Wolgamuth  
Local # 1977 – Travis Anderson

## Washington State Legislative Board

### Representing Railroad Train & Bus Service Employees of Washington State

11225 Roosevelt Way N.E., Seattle, WA. 98125

**Washington State Legislative Board Executive Committee:**

Herb Krohn – Washington State Legislative Director – 206-713-5442 email: hskrohn55@hotmail.com

Steve Mazulo – Assistant Legislative Director / Gary Howell – Board Chair & Alternate Legislative Director / Todd Kester – Secretary / Darren Volland – Vice Chairman

The Honorable Pete Buttigieg, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC. 20590

March 17, 2021

**Re: City of Seattle's West Seattle Bridge INFRA grant application.**

Dear Secretary Buttigieg:

As the rail labor organization representing members working in the adversely impacted rail yards in the Seattle industrial area as well as across the Pacific NW Region, we wish to convey our strong support for the INFRA Grant Funding Application the City of Seattle is submitting to the US Department of Transportation for critical repairs to, and reopening of the West Seattle Bridge.

Since the bridge was closed to traffic in March of 2020, unprecedented traffic backups lasting all day every day are negatively impacting the entire industrial area as 84,000 vehicles have been diverted onto surface streets throughout the area. As the COVID-19 pandemic ceases, the ever-worsening traffic congestion will evolve into gridlock, having an especially negative impact on the movement of freight into and out of the adjacent railroad yards, most notably Union Pacific's Argo Yard Intermodal facility as well as containerized freight in and out of Terminal 18 and Terminal 30.

The western end of the West Seattle bridge sits on the southern edge of the NW Seaport Alliance's Terminal 5 (T-5), an enormous intermodal facility currently undergoing expansion with an expected reopening before the end of this year. The center of the bridge span runs directly above surface BNSF & UPRR rail lines leading to Harbor Island where Terminal 18 along with many other industries are located, these tracks are the only rail lines connecting the rail system to Harbor Island, West Seattle, and Terminal 5. These lines run from West Seattle/T-5 along the south edge of Harbor Island back to BNSF's Stacy Street Yard to the north and eastward to Union Pacific's Argo Yard where direct access exists onto the Pacific Northwest Rail Corridor, the busiest north-south rail mainline in the region.

When the structural deficiencies were first discovered in the West Seattle Bridge last year, its immediate closure due to serious concerns of its possible collapse was sudden and unexpected; such a failure would have completely buried the railroad lines running underneath. Such a catastrophe would have cut off all rail service to Harbor Island and West Seattle for months, as well as all traffic flow to and from these industrial areas that's been severely restricted due to the limited capacity across the low-level Spokane Street Bridge located parallel to the West Seattle Bridge along its north edge.



March 15, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

On behalf of Vulcan Inc., I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the critical West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is vital to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

V U L C A N . C O M

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

Vulcan Inc. is a company that knows well the importance of transportation investments to connect people and business as well as foster innovation. Our real

505 Fifth Ave S Suite 900  
Seattle, WA 98104  
206 342 2000 Tel  
206 342 3000 Fax

To: The Honorable Pete Buttigieg, Secretary U.S. Department of Transportation  
Re: City of Seattle West Seattle Bridge grant application  
Date: March 15, 2021  
Page 2 of 2

estate division oversees \$3.5 billion in assets and has developed a total of 9.2 million square feet of projects, more than 500,000 square feet annually, since 2004. These transit oriented developments depend on our regional infrastructure investments and have helped some of the nation's leading technology companies and research institutions flourish.

For the above-stated reasons, Vulcan strongly urges the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,  
Leslie Smith  
Senior Director, Government Affairs  
Vulcan Inc.

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

V U L C A N . C O M



Alaska Marine Lines  
5615 W. Marginal Way SW  
Seattle, WA 98106

March 17, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

Alaska Marine Lines urge you to support the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

The closure of the West Seattle Bridge, due to serious structural failures, has had a major impact both regionally and nationally. Unfortunately because this occurrence coincided with the global pandemic, the impacts have been far reaching. The transportation industries, including Maritime transporters such as ourselves, have undoubtedly been adversely impacted. The current closure of the high bridge forces truckers to make additional trips or utilize adjacent corridors causing severe backups within these areas that ultimately overflow and affect the entire community. This has an adverse effect on maritime transporters and seaport activity in the area, and remains a serious concern. As the economy begins to reopen post pandemic, traffic congestion will continue to escalate beyond the massive increase in traffic we have seen to date.

Alaska Marine Lines is a critical transportation provider, particularly in South East Alaska, where communities are landlocked and rely on us as the primary provider of goods to their communities. We also service multiple remote communities throughout the state of Alaska, including the fertile fishing ground of Bristol Bay, Central Alaska, and the transportation of loaded railcars for the Alaskan Railroad. Hundreds of containers must make their way in and out of our Duwamish Waterway terminals every day. Late arriving cargo due to the bridge closure and congestion often miss our cutoffs and lead to delayed voyages or critical cargo being left behind. The industrial corridor where most of our terminal are located has now become the primary detour route, it has become extremely challenging, and dangerous to operate in this area. Bicycle, pedestrian and rail traffic accentuated the problem particularly for trucker to access and depart our facility. I cannot over emphasize the importance, nor the potential regional and national impacts that necessitate the expeditious repair of the West Seattle Bridge. Your support of the INFRA grant funding is greatly needed.

The West Seattle Bridge is critically important to this community. Prior to its closure more than 84,000 cars and trucks, along with 20,000 bus riders, every weekday, utilized this corridor. It essentially connects one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic – a connection critical to the ongoing Northwest Seaport Alliance Terminal 5 expansion project that sits adjacent to the West Seattle Bridge. Terminal 5 and adjacent seaport terminals are designed to serve as a trade conduit for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods, and industrial areas in Seattle. These areas also represent large concentrations of homeless individuals, people of color, including the indigenous, immigrant, and refugee populations.

We strongly urge the US Department of Transportation to support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew E. Heuscher". The signature is fluid and cursive, with a long horizontal stroke at the end.

Andrew E. Heuscher  
Director of Regulatory Compliance  
Alaska Marine Lines



CORPORATE OFFICE  
329 Harbor Drive  
P.O. Box 559  
Sitka, AK 99835

March 18, 2021

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

**Re: City of Seattle West Seattle Bridge grant application**

Dear Secretary Buttigieg:

Samson Tug and Barge supports the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Samson has operated in Alaska since 1937. We have operated a year-round marine barge service to and from Seattle and Alaska since the early 1980s. Our success depends on our ability to move goods in and out of Seattle, both on the water and by land. The West Seattle bridge is a critical piece of infrastructure for all the barge carriers operating on the Duwamish River.

Barge transportation is vital to communities in Alaska. Most communities in Alaska are not connected by roads, and air service is prohibitively expensive. Very few communities have access to the larger ship transportation options. Our services are critical to Alaskans and the businesses that operate there.

We operate three locations in the Seattle South Park area, all of which have been directly impacted by the bridge closure. Two of these facilities are directly adjacent to the 1<sup>st</sup> Avenue Bridge. The increase in traffic surrounding our terminals has escalated our costs, and we are seeing longer wait times for our trucks to move goods and equipment to and from each of our locations. As we continue to recover from the COVID-19 pandemic, more people are beginning to commute back into the City. We fear in the near future, traffic will overwhelm the 14<sup>th</sup> Avenue and 1<sup>st</sup> Avenue bridges and our ability to operate in Seattle will be in jeopardy. The current routes through these neighborhoods simply cannot support connecting one-sixth of Seattle's population to downtown and adjoining districts without crippling our ability to serve Alaska.

With increases in traffic, we lose the ability to provide consistent, reliable marine transportation to Alaska. The increase in detoured traffic that clogs the neighborhoods of South Park, SODO, and Georgetown also adds air pollution to an area that already has historically endured the City's worst air quality. Finally, by reopening the West Seattle Bridge, we can reestablish our connection from Alaska to the Port of Seattle and the trade conduit it serves for 13 states, supporting 28,000 jobs and \$8.7 billion in business output.

**[WWW.SAMSONTUG.COM](http://WWW.SAMSONTUG.COM)**

**P: (907) 747-8559 | F: (907) 747-5370**

ALASKANS SERVING ALASKANS



Downtown  
Seattle  
Association

March 15, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

The Downtown Seattle Association is writing in support of the City of Seattle's application for Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

The West Seattle Bridge is the busiest city-owned roadway and is a critical pathway to downtown Seattle. Prior to its closure, the bridge carried nearly 100,000 cars, trucks, and buses every day. Transit alone carried 25,000 people across the bridge, traveling to work, shop, gather, or access critical services.

Downtown Seattle is the region's largest employment center and the civic and cultural heartbeat of the city. It is also home to a variety of medical services, including Harborview Medical Center, the primary Trauma 1 care center for Washington, Alaska, Montana, and Idaho. The Downtown Seattle Association using Placer.ai data estimates that West Seattle residents visited downtown a total of 7.3 million times over the course of 2019. The majority of those trips would have utilized the West Seattle Bridge as the pathway to downtown.

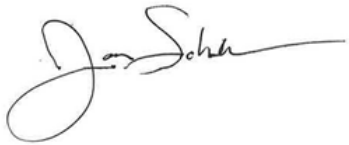
On March 23, 2020, the City of Seattle was forced to close the bridge due to structural cracking. Over the past year, Seattleites have been without an efficient way to travel from their home to the center city. Available detours double the travel time between downtown and West Seattle and create traffic congestion in South Seattle neighborhoods.

Already, the COVID-19 pandemic has crippled the downtown economy, where only a fraction of office workers report in person. With more vaccines on the way, employers and employees are anxious to return to downtown as soon as safely possible. Employers are planning to welcome back more office employees this spring and summer, but the absence of the West Seattle bridge makes it almost impossible for people to return at 2019 numbers.



Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. This is why the Downtown Seattle Association strongly supports the City of Seattle's application for the U.S. Department of Transportation's INFRA grant to repair and reopen the West Seattle Bridge.

Sincerely,

A handwritten signature in black ink that reads "Jon Scholes". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jon Scholes  
President & CEO  
Downtown Seattle Association

A handwritten signature in black ink that reads "Kevin Futhey". The signature is cursive and elegant, with a prominent loop at the end of the last name.

Kevin Futhey  
Executive Director  
Commute Seattle

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



## SEATTLE HOTEL ASSOCIATION

SERVING OUR COMMUNITY

March 12, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic.

The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

The Seattle Hotel Association depends on the West Seattle Bridge for market access and employee access. Alki Beach is a popular tourist destination, which spurs business at local hotels. The inability for tourists to access West Seattle has a ripple effect for tourism-related activity in the Seattle. Additionally, many workers and commuters, who travel from West Seattle to other neighborhoods to work in hotels face job loss if their commute becomes nonviable.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,



SEATTLE HOTEL  
ASSOCIATION

SERVING OUR COMMUNITY

***Sean O'Rourke***  
***President***  
***Seattle Hotel Association***

CC:

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



March 12, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to recover from the COVID-19 pandemic. Before accelerated structural cracking forced the City of Seattle to suddenly close the bridge to traffic on March 23, 2020, it was carrying more than 84,000 cars and trucks, along with 25,000 bus riders, every weekday, connecting one-sixth of Seattle's population with downtown Seattle, Qualified Opportunity Zones, Port of Seattle terminals, freight rail yards, industrial businesses, King County's largest manufacturing and industrial center, and the national highway system. The repair project will remove increased loads from the movable West Seattle Low Bridge, restoring its previous role in primarily serving as a connection for freight and industrial traffic.

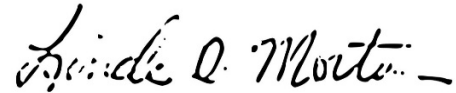
The bridge repair project will also remove detoured traffic that now pours through neighborhoods in Seattle that are home to our region's highest concentrations of people of color, including the indigenous, immigrant, and refugee populations that have already suffered disproportionately negative health impacts and reduced life expectancy compared with the rest of the Puget Sound region.

The Seattle Restaurant Alliance represents many of the restaurants in West Seattle. These restaurants have been cut-off from potential business at a time when they need it most. The lack of a bridge has reduced market access and employee access. Restaurant survival depends on customers, employees, and shippers being able to reach them reliably. Alki Beach is a popular tourist destination, which spurs business at local restaurants. The inability for tourists to access West Seattle has a ripple effect for all commercial activity in the West Seattle neighborhoods.

Additionally, many workers and commuters, who travel from West Seattle to other neighborhoods to work in restaurants face job loss if their commute becomes nonviable.

For the above-stated reasons, I strongly urge the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,

A handwritten signature in black ink that reads "Linda Di Lello Morton". The signature is written in a cursive style with a horizontal line at the end.

***Linda Di Lello Morton***  
***President***  
***Seattle Restaurant Alliance***

CC:

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



March 15, 2021

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

Re: City of Seattle West Seattle Bridge grant application

Dear Secretary Buttigieg:

On behalf of Zillow, I am pleased to write in support of the City of Seattle's application for US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

Founded in Seattle 15 years ago, Zillow is reimagining real estate to make it easier to unlock life's next chapter. With more than 2,500 employees in the region, we care deeply about our hometown -- including restoring mobility through repairing the West Seattle Bridge.

The West Seattle Bridge is the busiest city-owned roadway and is a critical pathway to downtown Seattle. Prior to its closure, the bridge carried over 100,000 cars, trucks, and buses every day. Transit alone carried 25,000 people across the bridge, traveling to work, shop, gather, or access critical services.

Since the City of Seattle was forced to close the bridge due to structural cracking a year ago, Seattleites have been without an efficient way to travel from their homes to the center city. Available detours double the travel time between downtown and West Seattle and create traffic congestion in South Seattle neighborhoods.

Restoring the West Seattle Bridge to service at full capacity is critical to the Seattle region's ability to fully recover from the COVID-19 pandemic. This is why Zillow strongly supports the City of Seattle's application for the U.S. Department of Transportation's INFRA grant to repair and reopen the West Seattle Bridge.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ken Wingert', written over a small blue dot.

Ken Wingert  
Director of Federal Government Relations  
Zillow Group

# SEATTLE OPERA.

March 15, 2021

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

Re: City of Seattle West Seattle Bridge INFRA grant application

Dear Secretary Buttigieg,

I am writing to you in support of the City of Seattle's application for the US Department of Transportation INFRA grant funding for the West Seattle Bridge Repair Project.

The Seattle community would greatly benefit from the restoration of the West Seattle Bridge, especially as the city is trying to rebuild its economy in the midst of the pandemic. Prior to the bridge's closure in 2020, approximately one-sixth of Seattle's population used the bridge to commute to downtown Seattle, Port of Seattle terminals, and King County's largest manufacturing and industrial center. The closure of the bridge has been detrimental to commuters and businesses throughout the greater Seattle area. Many local businesses depend on the bridge for access, and their survival depends on employees and customers being able to reach them reliably.

Additionally, the detour traffic from the bridge is predominantly being directed through neighborhoods with some of the region's highest concentrations of people of color, including numerous immigrant and refugee communities. The higher traffic that has accumulated in these communities is affecting already poor air quality and contributing to the existing disproportionate negative health impacts. Restoring the bridge will not only reduce environmental impacts, such as congestion and air pollution, but also restore commuting access to these communities.

As the head of a cultural organization committed to impacting all communities and people in the Puget Sound region through music and opera, I am aware of the necessity of advocating for projects like the restoration of the West Seattle Bridge, which will help our community's regrowth. I strongly encourage the US Department of Transportation to consider and support the City of Seattle's application for INFRA funding to repair and reopen the West Seattle Bridge.

Sincerely,



Christina Scheppelmann  
General Director of Seattle Opera