



## Washington State Legislature

April 7, 2016

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

Re: City of Seattle - South Lander Street Grade Separation FAST Grant Application

Dear Secretary Foxx:

As the Chair and Members of the Washington State House Transportation Committee, we are writing in support of the City of Seattle's grant application for the South Lander Street Project. Washington is the most trade-dependent state in the nation, and the City and Port of Seattle are the central hub of freight mobility for the region.

The flow of goods to and from the Port by rail and truck must contend with commuter activity, light manufacturing, small businesses, and two major sporting stadiums. However, these concerns pale in comparison to the challenge posed by the at-grade rail crossings that intersect the major roadways through this area.

The South Lander Street project will construct a much-needed grade separated crossing over the BNSF track on South Lander Street between 1<sup>st</sup> and 4<sup>th</sup> avenues. Every day, roughly 100 train crossings occur on S. Lander Street and more than 13,000 vehicles, buses and trucks experience delays. A grade separated crossing will provide a roadway unimpeded by rail operations and remove an average of 4.5 hours of delay and 500 safety violations per day, improving the mobility of tens of thousands of people and improving freight access to port and manufacturing facilities that are critical to the local and national economy.

This project has been prioritized in every study of freight access in the Duwamish, including the 1998 and subsequently updated Freight Action Strategy (FAST Corridor), the joint Port of Seattle/City of Seattle Industrial Areas Freight Access Program, the WSDOT State Freight Plan, and the City of Seattle Freight Master Plan. The State Legislature has recognized the importance of this project and has contributed \$7.0 million of state transportation funding to support grade separation. Now is the time to support this project as it will leverage over \$800 million in high speed rail corridor investments made in Washington State and leverage the investments made in Amtrak facility improvements at the King Street Coach Yard Maintenance Facility.



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Removing the bottleneck caused by the at-grade crossing will support 75,000 existing jobs and contribute an additional 25,000 over the next 25 years. The freight mobility improvements are critical to both the State of Washington and to the entire country as goods move from the Port of Seattle to points south, east and north of the City. For these reasons, we urge your support of the City of Seattle's grant application for the South Lander Street project.

Sincerely,

WA State Representative Judy Clibborn, 41<sup>st</sup> LD  
House Transportation Committee, Chair

WA State Representative Liz Pike  
18<sup>th</sup> Legislative District

WA State Representative Mia Gregerson  
33<sup>rd</sup> Legislative District

WA State Representative Jake Fey  
27<sup>th</sup> Legislative District

WA State Representative Luis Moscoso  
1<sup>st</sup> Legislative District

WA State Representative Jim Moeller  
49<sup>th</sup> Legislative District

WA State Representative Mike Sells  
38<sup>th</sup> Legislative District

WA State Representative Gael Tarleton  
36<sup>th</sup> Legislative District

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

WA State Representative Ed Orcutt  
20<sup>th</sup> Legislative District



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A handwritten signature in blue ink that reads "Jessyn Farrell".

WA State Representative Jessyn Farrell  
46<sup>th</sup> Legislative District

Cc:

Senator Maria Cantwell

Senator Patty Murray

Governor Jay Inslee

Congressman Jim McDermott