



CITY OF SEATTLE

February 24, 2020

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

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

Dear Secretary Chao:

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

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

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

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

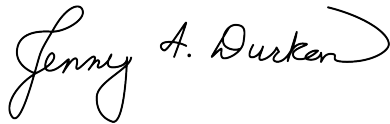
East Marginal Way traverses the Duwamish Manufacturing and Industrial Center, the state's largest concentration of industrial and maritime jobs. East Marginal Way is also the only option for nearly 1000 bicyclists traveling on an average weekday to downtown and other major employment sites from West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

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

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

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

Sincerely,



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Mayor Jenny A. Durkan



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Council President Lorena González



---

Councilmember Lisa Herbold



---

Councilmember Debora Juarez



---

Councilmember Andrew J. Lewis



---

Councilmember Tammy J. Morales



---

Councilmember Teresa Mosqueda



---

Councilmember Alex Pedersen



---

Councilmember Dan Strauss

CC:

Senator Patty Murray

Senator Maria Cantwell

Governor Jay Inslee

Congresswoman Pramila Jayapal

Congressman Adam Smith



February 21, 2020

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

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

Dear Secretary Chao,

On behalf of the City of Seattle, I am pleased to present our application for U.S. Department of Transportation INFRA grant funding for the East Marginal Way Corridor Improvement Project. This corridor requires state of good repair investments, innovative technology upgrades, and life-saving safety improvements to ensure continued service as a reliable connection between industrial destinations of local, regional, and national significance.

E Marginal Way S is Seattle's critical freight corridor, running the length of the SODO Qualified Opportunity Zone and connecting Port of Seattle terminals, freight rail yards, industrial businesses, the regionally-designated Duwamish Manufacturing and Industrial Center, and the national highway system, including Interstate 5 and the terminus of I-90. With significant freight volumes and a vital connection in our bicycle network, this roadway is in critical need of investment to allow continued accommodation of heavy haul (oversized) freight activity and to support safe mobility for all users.

We are committed to fulfillment of the project plan. If \$13.0M in requested INFRA funds were awarded, the Seattle Department of Transportation certifies we have funds on hand to meet the funding obligations presented in this application. These fund sources include more than \$7.1M of local Levy to Move Seattle funds, other City funds, secured grants, and partnership funding from the Port of Seattle to complete this \$38.4M project.

We have a track record of delivering large capital projects with federal funding. Most recently, we received \$45M from the 2016 FASTLANE program for the S Lander St Grade Separation/Railroad Safety project and were the first project in the nation to meet our construction award schedule. The project is scheduled to be completed this fall under budget. We look forward to delivering additional freight improvements through the East Marginal Way project in partnership with U.S. DOT.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "S Zimbabwe".

Sam Zimbabwe  
Director



P.O. Box 1209  
Seattle, WA 98111-1209  
USA

Tele: (206) 787-3000  
Fax: (206) 787-3252

[www.portseattle.org](http://www.portseattle.org)

February 21, 2020

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

RE: City of Seattle East Marginal Way Corridor Improvement Project INFRA Grant Application

Dear Secretary Chao:

I am writing to express the Port of Seattle's support for the Seattle Department of Transportation's (SDOT) INFRA grant application for the East Marginal Way Project.

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

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

As you know, Northwest seaports are the closest U.S. Ports to major trading partners in 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 Port of Seattle is further proposing to site a new Cruise Terminal on the northern one-third of Terminal 46, with capacity to serve more than 500,000 passengers traveling through Seattle on the Inside Passage to Alaska each cruise season. In addition to cargo uses remaining on the southern portion, passengers and suppliers would benefit from these investments.

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "SP Metruck". 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  
Mayor Jenny Durkan  
Commissioners Port of Seattle



**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)

February 25, 2020

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

Dear Secretary Chao:

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

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'R. Millar'.

Roger Millar, PE, FASCE, FAICP  
Secretary of Transportation



Legislative Building

## Washington State Legislature

Olympia, WA 98504-0600

February 25<sup>th</sup>, 2020

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

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

Dear Secretary Chao:

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

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

The City of Seattle has designed the project to serve state Heavy Haul axle weight thresholds and to allow East Marginal Way to serve as a key last-mile connector for over-sized trucks and those carrying flammable cargo. The City has also incorporated important safety features by providing separation from truck traffic for the thousand cyclists per day who use the corridor to travel from the West Seattle Bridge Trail to downtown Seattle and the South Downtown (SODO) neighborhood.

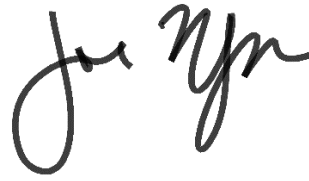
As Legislators representing districts that include Port of Seattle facilities, a large number of maritime and industrial businesses, and thousands of workers that keep international trade moving, we are eager to see this important project funded and constructed. Therefore, we strongly urge the US Department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



Sincerely,



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



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



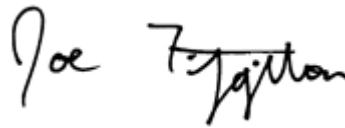
Senator Rebecca Saldaña  
37<sup>th</sup> Legislative District



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



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



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



Representative Gael Tarleton  
36<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



# Puget Sound Regional Council

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

February 24, 2020

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

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

Dear Secretary Chao,

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 East Marginal Way Corridor Improvement Project.

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

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

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

Sincerely,

Josh Brown, Executive Director  
Puget Sound Regional Council

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



## FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

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

**Dan Gatchet,**  
Chair

February 25, 2020

**Brian Ziegler,**  
Director

**Board Members**  
Leonard Barnes

Matthew Ewers

Erik Hansen

Johan Hellman

Pat Hulcey

Temple Lentz

John McCarthy

Roger Millar

Arthur Swannack

Bob Watters

Ben Wick

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

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

Dear Secretary Chao:

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

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

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

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

**Website**  
[www.fmsib.wa.gov](http://www.fmsib.wa.gov)

The Honorable Elaine Chao  
Page 2  
February 25, 2020

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 complete the East Marginal Way project.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Gatchet". The signature is written in a cursive, slightly slanted style.

Dan Gatchet  
Chair

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



February 21, 2020

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

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

Dear Secretary Chao:

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

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

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

In the SODO neighborhood, the intersection of freight, motorists, bicyclists, and pedestrians constantly brings up concerns of safety. This project's focus on increasing safety for



vulnerable users by creating a protected bike lane, rebuilding sidewalks and adjusting traffic signals is necessary to provide safe connections and peace of mind for those delivering goods in the area. For the nearly 50,000 employees that work in SODO, improvements to this corridor are necessary to support business operations, freight mobility and safe pedestrian passage.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Erin Goodman', is written in a cursive style.

Erin Goodman, Executive Director  
SODO Business Improvement Area

CC:

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



February 21, 2020

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

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

Dear Secretary Chao:

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

Foremost, the East Marginal Way project will add a protected bike lane (PBL) between S Atlantic St and S Spokane St that will provide full separation between nearly 1000 daily bike riders on the corridor, and truck drivers delivering goods. Modal separation will increase safety for vulnerable users consistent with **Vision Zero**, as well as peace of mind and predictably for freight haulers.

Additionally, the East Marginal Way project will include rebuilding the signals at Hanford St to safely manage all bicyclist and motorist movements, and potentially relocating the railroad tracks at S Hanford St to provide more space between truck traffic and the bicycle facility. Updated signal operations at S Hanford St will better manage bike, motor vehicle, and rail crossings that can now cause significant delays in freight movement. Moreover, clear signalling will encourage more ridership along the corridor for people who want to bike, but do not feel safe.

Last, construction of a new traffic signal at S Horton St will provide a protected diagonal crossing for bicyclists and encourage more consistent bicycling movements in this area. Enabling people on bikes to make the same predictable movements will dramatically improve their safety by limiting the interactions between freight traffic and community members.



This project is a rare case where the same corridor serves both freight and bike commuter traffic, demonstrating that an urban corridor which needs to serve a variety of modes can operate as a safe and productive freight route. East Marginal Way facilitates a large flow of freight and other daily usage from people on bikes, so this roadway is in critical need of investment to allow continued accommodation of heavy hauling freight activity and to support safe usage by people on bikes.

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

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

Sincerely,

A handwritten signature in black ink that reads 'Seth Esmeson'. The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Seth Esmeson  
Policy Manager  
Cascade Bicycle Club

CC:

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





# City of Seattle

Mayor Jenny A. Durkan

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*Seattle  
Freight  
Advisory  
Board*

Jeanne Acutanza

Johan Hellman

Geri Poor

Frank Rose

Pat Cohn

Dan McKisson

Mike Elliott

Kristal Fiser

Todd Biesold

Warren Aakervik

Kris DeBuck

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution  
31243

February 21, 2020

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

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

Dear Secretary Chao:

This letter from the City of Seattle's Freight Advisory Board (SFAB) supports the City's INFRA grant application to improve East Marginal Way South. Regionally, we are dependent on trade directly connected to our natural deep-water seaport. The SFAB was founded by Seattle City Council Resolution to advise the Mayor, City Council and all City departments on matters related to freight and the impact actions by the City may have on the freight environment. The SFAB focus is on Seattle's two large Manufacturing Industrial Centers with board membership consisting of representatives from a variety of intermodal businesses, organizations, joint agencies, private individuals and academic researchers with direct interest in freight and goods movement. Our mission includes advocating for the development and preservation of freight infrastructure that supports not only Seattle's trade-dependent economy but that of the entire Northwest Region of the country. This includes advocating projects that enhance and improve the resiliency of major truck routes and keeping these vital freight corridors modern and safe for all users, in particular, separating truck traffic from pedestrians and bicycles.

A top priority for the SFAB is the development of a Heavy Haul network, the backbone of intermodal movement in the Puget Sound. Our future Heavy Haul network will allow more varied types of freight to arrive and depart at our seaports, thus increasing options for international shippers. It will support one of the Pacific Northwest's largest industrial job centers, the Duwamish Manufacturing Industrial Center, which employs more than 75,000 area residents in a variety of manufacturing and maritime enterprises. The Puget Sound Regional Council forecasts the creation of an additional 25,000 jobs by 2040 in this region.

East Marginal Way provides a direct connection between the Port of Seattle Terminals 46, 30, 25 and 104; access routes to Terminals 5, 18 and 103; and provides a critical

connection between the City's two Manufacturing Industrial Centers. The large commercial fishing and other industrial intermodal uses in the Ballard Interbay North Manufacturing Industrial Center rely heavily on the East Marginal Way Corridor for moving perishable goods to market. Likewise, this corridor is the key arterial in Seattle's historical industrial district south of downtown, SODO. SODO is one of a handful of economically distressed communities targeted for new investments through the creation of a "Qualified Opportunity Zone" under the 2017 Tax Cuts and Jobs Act.

East Marginal Way is a crucial route for multi-modal users. Separating pedestrians and bicyclists from train, freight and vehicular commuter traffic within the same corridor is a safe and efficient use of our roadway system. As part of the project, the proposed Protected Bike Lane (PBL) between South Atlantic Street and South Spokane Street will provide full separation between the nearly 1,000 commuters biking on the corridor and the large number of trucks that use this route. This separation aligns with Seattle's **Vision Zero** goals. Furthermore, this project will implement advanced adaptive signal control technologies that will improve safety for all users by creating efficient traffic flow along the corridor. This adaptive signal system is expected to reduce queueing resulting from freight trains occupying the grade crossing at South Hanford Street.

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

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

*Sincerely,  
Jeanne Acutanza*



*Chair,  
Seattle Freight Advisory Board*

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



February 24, 2020

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

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

Dear Secretary Chao:

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

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

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

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

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

- City Council  
Resolution 25534



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

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

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

Sincerely,

Emily Paine  
Co-chair

Patrick Taylor  
Co-chair

Andrea Lai  
Secretary

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

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

- City Council  
Resolution 25534