



City of Seattle

Mayor Jenny A. Durkan

*Seattle
Freight
Advisory
Board*

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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