2020 INFRASTRUCTURE REPORT

Washington's 7th Congressional District

COMPILED BY THE OFFICE OF
CONGRESSWOMAN PRAMILA JAYAPAL

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Dear Residents of Washington's 7th Congressional District,

I am honored to represent you in the United States House of Representatives, and I am working hard to advance our infrastructure priorities in Congress. At this point of inflection in our history, with a public health and economic crisis raging across America, we should be investing in our communities like never before. It's not the time for half measures that leave some behind. It's the time for a government that works on behalf of the people—not just the rich and powerful. That means bold investments in COVID relief, health care, jobs, transportation, infrastructure, and other policies that lift people up.

This report specifically features transportation and infrastructure priorities for our congressional district. They represent the breadth and depth of needs across our communities as identified and developed by our local governments, transit and transportation organizations, and other agencies.

While I'm proud to share that some of these projects have already received federal funding, others are not yet at the stage of development where they become eligible. However, all of these projects demonstrate the ongoing need to maintain, renew, and invest in infrastructure.

Given the magnitude of investment required to bring these necessary projects to completion, the federal government must continue to be a partner with our local governments and agencies. And as climate change continues to hammer communities across this country, it is also the role of the federal government to address these impacts through investments in sustainable development.

We know that if we can invest in these transportation and infrastructure projects, we can keep our communities moving — and that keeps our economy growing.

We have the opportunity to keep our district the most livable, sustainable, and welcoming community in the country. But that also presents a challenge. Just consider the facts:

- As a city that takes pride in our beautiful outdoor spaces and our connection to bodies of water, we are necessarily reliant on bridges to navigate. And those bridges are aging and failing.
- As a city that continues to experience income inequality and a housing affordability crisis, high-quality and reliable transportation systems are essential so that people throughout our district can get to the places they need to go.

Additionally, it's important to look at the fact that nearly 50% of greenhouse gas pollution in our region comes from transportation:

- Washington state's transportation sector contributed 43.0 tons of carbon dioxide to the atmosphere in 2015, which was Washington's highest level since 2007.

Beyond considering impacts to air quality, we must also address impacts to water quality as well — and not just for those living in some ZIP codes but for those living in all ZIP codes of our region. We know that clean water is essential to supporting the health of our communities, our economy, and natural treasures like salmon and orcas:

- According to the Washington Stormwater Center, more than 10,000 unique chemicals are found in urban road runoff, which we know contributes to the continued pollution of the Puget Sound and other parts of our environment.

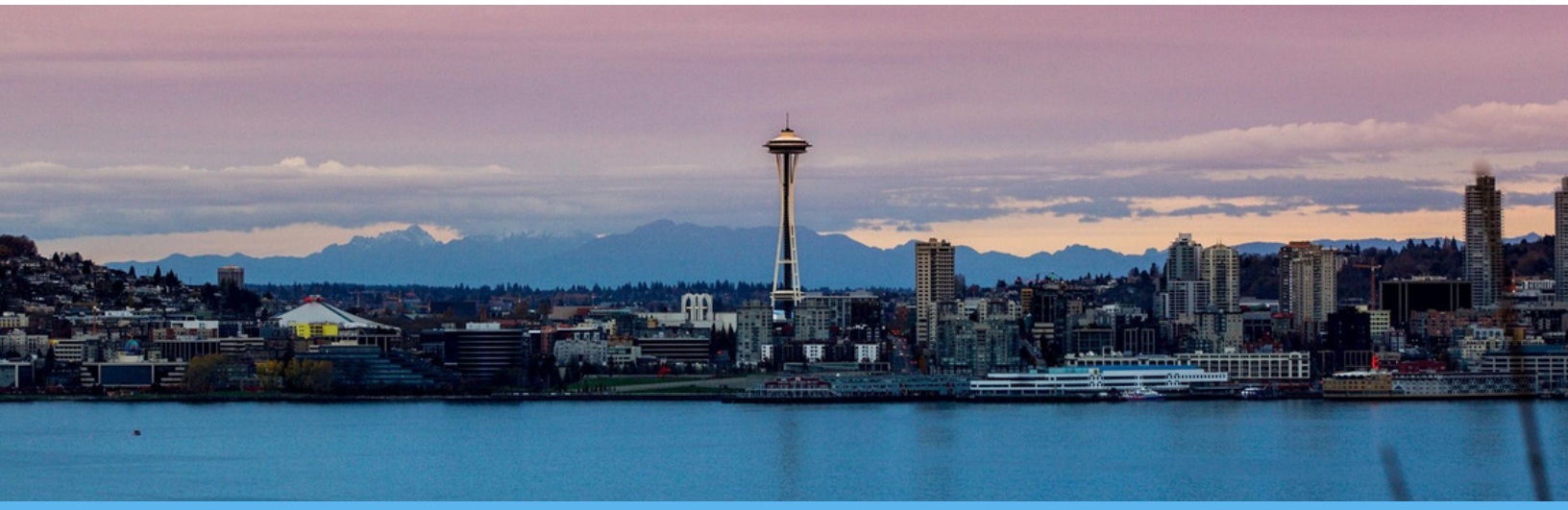
What's Next?
Since coming to Congress in 2017, I have been fighting for more infrastructure funding so we can repair our community's roads, transportation systems, and bridges. I was proud to help pass the Moving Forward Act, which is a deeply necessary investment in our country's infrastructure that authorizes more than $494 billion for highways and bridges, public transit agencies, freight and passenger rail, and vehicular safety. This is a 46 percent increase in funding over current levels. This legislation also includes $28 billion in investments for bridges. Additionally, I called for a significant increase to the BUILD Grant program—with the final bill nearly doubling the funding available. Washington State would be expected to receive an estimated $4.89 billion in federal highway funds and $2.03 billion in federal transit funds.

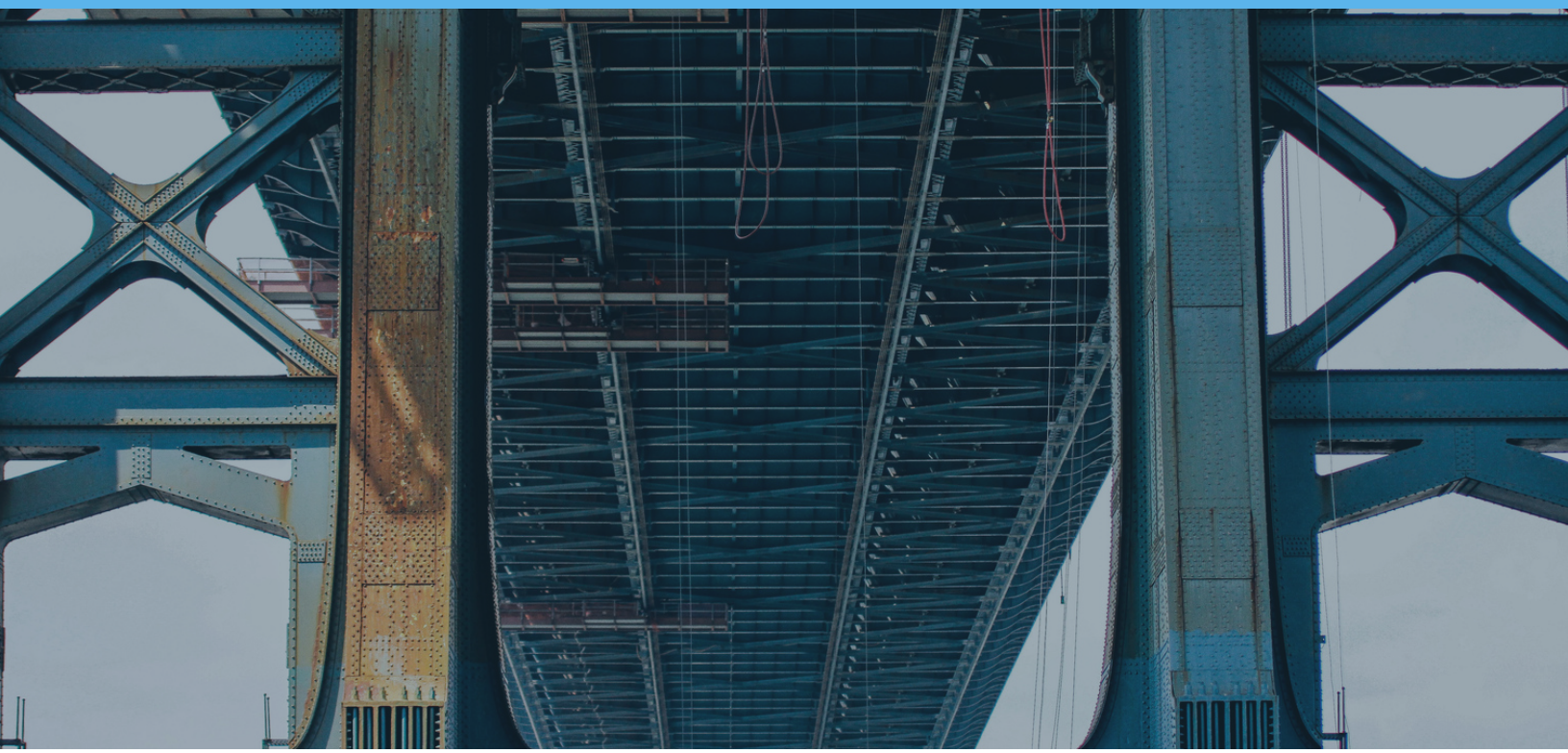
As part of this year's Appropriations process, my colleague Rep. Chuy Garcia and I were also able to pass an amendment that signals that funding for fish passage – including culverts – is a priority for our districts. This amendment tells the House and Senate Appropriations committees that this should be fully funded in the future.

This report makes clear that there is more work to do. My office and I are fully committed to fighting for federal funding, supporting these projects, and continuing to work alongside local governments, transit and transportation organizations, and other agencies throughout our region to complete them.

If you have any questions or comments, please don't hesitate to contact Yazmin Mehdi, my Interim District Director at Yazmin.mehdi@mail.house.gov.

Pramila Jayapal





2020 INFRASTRUCTURE PROJECTS IN WASHINGTON'S 7TH DISTRICT

BRIDGES

1

West Seattle High Bridge Safety Project

REQUESTOR: City of Seattle
FUNDING REQUEST: N/A
LOCAL, STATE AND FEDERAL FUNDING RECEIVED: $4.9 million for design, Puget Sound Regional Council; $3.5 million for planning activities, Puget Sound Regional Council

The West Seattle High Bridge is a core connection between West Seattle and the downtown core, as well as other neighborhoods, handling 100,000 trips each day. It needs significant federal funding to repair or replace; the bridge was closed unexpectedly earlier this year due to structural instability. It is still uncertain whether the bridge will be repaired in the short term and then replaced, or immediately replaced. However, either option will require significant federal funding and impact how residents in West Seattle have access to the rest of the city. This project presents a unique opportunity to aggressively implement the city's environmental and workforce programs that are focused on minimizing and/or mitigating the impacts from city transportation projects. This bridge connects the Port of Seattle, Duwamish Manufacturing/Industrial Center (MIC) and the National Highway network. The Duwamish MIC is a vital international trade and transportation crossroads, receiving and distributing goods via roadway, water, rail and air, located just south of downtown Seattle and covering nearly 5,000 acres it includes most of the industrial land in the city.

2 148th Street Non-Motorized Bridge

REQUESTOR: City of Shoreline
FUNDING REQUEST: $15 million FY 2021
FEDERAL FUNDING RECEIVED: $2.055 million, FHWA Surface Transportation Program (STP) obligated July 2019
LOCAL AND STATE FUNDING RECEIVED: $3.7 million Sound Transit's System Access program April 2020; $3.8 million, King County Parks Levy (not yet obligated); $500,000 City of Shoreline

The 148th Street Non-Motorized Bridge is a shared-use, pedestrian/bicycle path spanning Interstate 5 (I-5) connecting the two halves of a new transit-oriented development (TOD) neighborhood bisected by the interstate. There is currently no direct connection across I-5 to the future regional transit center with the closest I-5 crossing provided by 145th Street.

The new bridge will be located at the heart of the 145th Street Station subarea that has been rezoned for multi-family and mixed-use, supporting increased density near the station area and creating new opportunities for community building. The construction of the non-motorized bridge will open up job, educational, commercial, and recreational opportunities nearby, and improve access to other urban centers that light rail and frequent bus service connects. The plan includes 67,000 to 100,000 square feet of additional retail space within the first 20 years of development, and the 148th Street Non-Motorized Bridge will support the businesses moving into these new spaces by providing safe transportation choices to the area from the broader neighborhood connections.The low-income population in the study area is almost double that of the rest of the city. Households without vehicles comprise 16% of the area's population, more than twice the Shoreline average. Relying on efficient, reliable, and safe access to transit is often critical for the livelihood of this population. This project will also increase transit usage by the local community and ultimately a shift away from dependency on cars towards transit, bicycling and walking.

3 Seattle Aquarium Ocean Pavilion and Overlook Walk

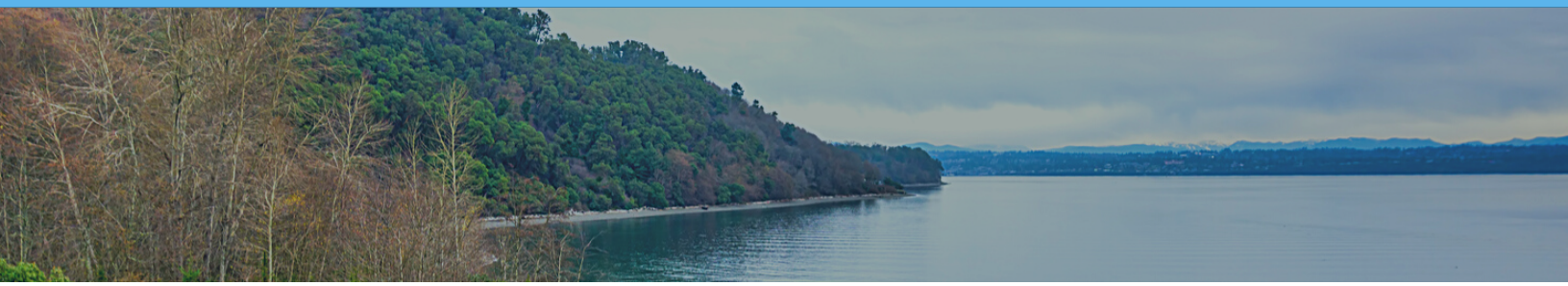
REQUESTOR: Seattle Aquarium
FUNDING REQUEST: $30 million for Seattle Aquarium's Ocean Pavilion and public roof, FY2021/2022
FEDERAL FUNDING RECEIVED: N/A
LOCAL AND STATE FUNDING RECEIVED: $34 million, City of Seattle; $8 million, King County; $1.4 million State of Washington

The City of Seattle's Overlook Walk and the Seattle Aquarium's Ocean Pavilion Project will reconnect downtown Seattle with the Central Waterfront. The project creates new, public greenspace, and has been developed with deep community engagement and a commitment to sustainability, education and accessible public open space. This project will, for the first time, provide a public corridor, helping an estimated 8 million people travel between downtown and the Pike Place Market via the Aquarium's publicly accessible roof and to the waterfront. The aquarium is expected to help reenergize tourism in the region, with an estimated 40 percent increase in expected attendance and additional public programming that serves marginalized communities and 50,000 children annually. The waterfront is anticipated to bring in $1.1 billion and $30 million in tax revenue, create more than 6,000 full time jobs, and $370 million in wages during construction alone; 70 percent will be local union jobs, and meet or exceed Seattle's Community Workforce Agreement goals, including women-and-minority-owned business hires and apprentice programs. The knowledge and expertise of Native consultants has been incorporated into key design components, art and program development, including indigenous horticulture and design, program and planting on the Ocean Pavilion rooftop, and commissioned Coast Salish art at the entry of the building. Aquarium construction begins in 2021, with completion expected by 2024.

4 SR 520 Bridge Replacement and High Occupancy Vehicle (HOV) Program

REQUESTOR: Washington State Department of Transportation
FUNDING REQUEST: $0
FEDERAL FUNDING RECEIVED: $200 million
LOCAL AND STATE FUNDING RECEIVED: $2.18 billion

The SR 520 Bridge Replacement and HOV Program will make major enhancements to this vital 12.8-mile urban highway between Redmond and Seattle. The program improves traffic safety by replacing SR 520's aging and vulnerable bridges, while making other key highway improvements to enhance public mobility and transportation options throughout the corridor. The program also is making significant environmental enhancements through mitigation projects and design features. The improved corridor in Seattle will replace structurally vulnerable bridges with new spans built to today's seismic standards, support regional and local connectivity and enhance the environment, and provide a multimodal corridor for all users, including motorists, pedestrians, bicyclists, transit users, recreationists and residents of adjacent neighborhoods. Following years of community outreach and collaborative design refinements for the SR 520 corridor, the Washington State Department of Transportation (WSDOT) has adopted construction plans that provide numerous environmental benefits for the region, including: low-impact structural designs that minimize steel and concrete requirements, dedicated transit/HOV lanes and median transit stops between I-5 and I-405; a new cross-lake bicycle and pedestrian path that provides better connections to bus and light-rail stops, local bike paths, and a new Montlake Multimodal Center; and a projected 10 percent reduction in greenhouse gas emissions within the corridor. The reconstructed SR 520 will provide safety and mobility enhancements for all forms of ground travel, including freight, on one of the two cross-lake freeways connecting robust communities and job centers in Seattle and the Eastside.To date, 125 small and diverse firms have participated in either design or construction, with contract payments totaling more than $212 million.



NATURAL INFRASTRUCTURE

1 Land Conservation Initiative

REQUESTOR: King County
FUNDING REQUEST: $5 million for FY2021/22
FEDERAL FUNDING RECEIVED: N/A
LOCAL AND STATE FUNDING RECEIVED: $7 million allocated, $10 million pending, King County

The Land Conservation Initiative's goal is to ensure all King County residents have access to green space within walking distance. The county identified the need for 55 new urban green spaces in individual communities throughout the county to eliminate disparities in open space access, targeting neighborhoods with the poorest health outcomes and the highest rates of poverty and mapping those with little or no access to green spaces. An estimated $160 million in acquisition funding will be needed to achieve this, in addition to funding for site development and maintenance. Many projects are also designed to pursue Salmon Safe Certification, which supports the Green Building Ordinance and Strategic Climate Action Plan goals of achieving Platinum level certification or higher. Forest restoration is also a key goal, which will result in environmental benefits in habitat for wildlife, filtering noise, air and water pollution, and cooling cities dominated by impervious surface. This work will also advance living wage job opportunities countywide while increasing BIPOC representation and access in the sector.

2 Day/Night House Exhibit Reconstruction

REQUESTOR: Woodland Park Zoo
FUNDING REQUEST: $2 million for project design FY 2021/22
FEDERAL FUNDING RECEIVED: N/A
LOCAL AND STATE FUNDING RECEIVED: N/A

The Woodland Park Zoo's Day/Night House exhibit has been closed since a December 2016 fire, and had been slated for future renovation prior to that. After the fire, the zoo secured $15 million from fire insurance settlements. This project's upgrades to the exhibit include a $30 million LEED Gold exhibit for its Tree Kangaroo Conservation Program (TKCP) and partnership with Caffe Vita. The Zoo anticipates achieving a minimum LEED Gold certification, adaptive reuse of the existing structure to the extent feasible, low-use and recycled water systems and reduced energy usage, and will adopt a regenerative design approach with Living Building Challenge as the benchmark. Additionally, the zoo plans to engage women- and minority-owned businesses, and unionized trades and their apprenticeship programs, such as carpenters, plumbers & pipefitters, concrete workers, electricians, HVAC workers, painters, and roofers in this project. They will develop a Social Equity Plan with the City of Seattle including a community public process, and will use robust public outreach and education programming on sustainable building systems.

OTHER PROJECTS

1

Public Works Maintenance Facility

REQUESTOR: City of Burien
FUNDING REQUEST: $3-5 million
FEDERAL FUNDING RECEIVED: N/A
LOCAL AND STATE FUNDING RECEIVED: $10 million

This project will construct a new maintenance facility that will be a secure, reliable and modern space to meet the growing public works needs for the city. Burien does not currently own its own maintenance facility. Moving between leased spaces in recent years has been costly and inefficient, and limits the capabilities and services that can be offered to the community. The city has been pursuing partnerships with other regional entities — including Highline School District — in order to take advantage of combined resources and to reduce the number of overall facilities in the area. A new and expanded facility for Burien would allow the city to perform some maintenance functions that are currently outsourced. Additional city staff could be hired in place of outside contractors and local businesses would be used to support maintenance needs and supplies. City staffing could increase by up to ten new employees if significant current outsourcing was handled internally. This project will allow Burien to accomplish more maintenance work locally instead of outsourcing significant tasks. Response times would improve and current space limitations would be mitigated, thus allowing more maintenance work to be kept local. One combined facility would reduce environmental impacts, promote sustainability, be more efficient and more cost effective.

2 Electric Ferry Conversions

REQUESTOR: Office of Governor Jay Inslee
FUNDING REQUEST: $70 million
FEDERAL FUNDING RECEIVED: $6 million, PSRC CMAQ grant
LOCAL AND STATE FUNDING RECEIVED: Last legislative session, funding was secured for the conversion of one Jumbo Mark II ferry ($35 million of state's VW Mitigation dollars), and a second conversion and charging stations were authorized but not funded.

This project will convert a second Jumbo Mark II ferry to electric power and build charging stations to improve reliability, virtually eliminate engine noise and vibration that can hurt orcas, save up to $14 million a year on ferry operating costs, and significantly reduce diesel and carbon emissions. While ferries only account for 6% of working harbor craft in the Puget Sound, they generate 60% of the diesel particulate matter and 50% of the greenhouse gas emissions—a total of 220,000 annual metric tons. This is one of the state's dirtiest activities, and the Jumbo Mark II class vessels are, by far, the biggest and dirtiest ferries in the fleet. It is estimated that once charging stations are installed, each vessel will reduce 146 tons of NOx emissions per year (a 95% reduction), and reduce 16,340 tons of CO2 emissions per year (a 95% reduction). Converting to electric will help address disparate health impacts, especially in transportation pollution hot zones identified by the state Department of Ecology in the SODO, Duwamish and South Park areas. Additionally, this project supports a critical economic and freight connection between Seattle and the Kitsap peninsula, and it directly benefits hundreds of good-paying union jobs at Vigor shipyards located on Harbor Island in the 7th congressional district.

3 Ultra High Speed Corridor project

REQUESTOR: Office of Governor Jay Inslee
FUNDING REQUEST: $5 million
FEDERAL FUNDING RECEIVED: N/A
LOCAL AND STATE FUNDING RECEIVED: $5 million in WA, OR, BC and Microsoft funds

Washington state, Oregon and British Columbia are exploring a new ultra high speed corridor connecting Seattle, Portland and Vancouver BC with points in-between and beyond at speeds as high as 250 mph. The Business Case Analysis found that the Cascadia region has the critical mass of a growing population, the muscle mass of a strong economy and the traffic problems to justify a new ultra high speed system. The project has support from Washington Governor Inslee, British Columbia Premier Horgan, Oregon Governor Brown, the Canadian Federal Government and the Microsoft Board of Directors, as well as from a growing coalition of business, labor, environmental groups, and tribes/first nations and local governments. The partners are currently advancing a governance and financing plan to create an inter-jurisdictional authority. They are also actively working to secure additional public and private sector involvement and funding for the next stages to move the project forward. This $5 million request will fund the next phase of the project: preliminary environmental review and robust community outreach that will facilitate a future EIS. Like the high speed rail systems in Europe and Asia, this corridor would connect distances that are too short to fly and too long to drive. The Business Case Analysis demonstrates a compelling case for a new ultra high speed corridor that will help create jobs, increase affordable housing options, clean our air, improve safety and reduce traffic -- it found that ridership could be as high as 3 million within the first years of operation, and the service could pay for its own operations and maintenance using $250 in anticipated annual revenue. The analysis also showed a reduction of 6 million metric tons of greenhouse gas emissions.

4 Town of Woodway Sewer Extensions

REQUESTOR: Town of Woodway and Olympic View Water & Sewer District
FUNDING REQUEST: $13 million
FEDERAL FUNDING RECEIVED: N/A
LOCAL AND STATE FUNDING RECEIVED: $0

The project includes the extension of sewer service to two locations: Twin Maples and Point Wells. The Twin Maples extension would serve 55 homes that are currently on septic systems. The Point Wells extension of the sewer system from the Edmonds Treatment Plant to Point Wells is necessary to support redevelopment of the site as a mixed-use urban village, in accordance with the Comprehensive Plans for the Town and Snohomish County. The area also is located within half a mile of a steep bluff adjacent to Puget Sound, an environmentally sensitive area. Removing water that currently infiltrates into the soils may help stabilize the bluff in the long-term. The extension of the sewer system will help facilitate the redevelopment of an industrial site on Puget Sound into a mixed-use urban village, providing local jobs and housing in support of the greater Puget Sound region. This redevelopment will not only create an economic driver for the community, but will do so in a way that addresses significant contamination on a site adjacent to Puget Sound.

5 Infrastructure Updates at the University of Washington

REQUESTOR: University of Washington (UW)
FUNDING REQUEST: $150 million
FEDERAL FUNDING RECEIVED: $0
LOCAL AND STATE FUNDING RECEIVED: $0

This project will replace aging electric, gas, sewer, and water systems on the UW campus, add storm drainage, and remove asbestos. Projects would include replacing aging, inefficient hydraulic heating and domestic water systems in buildings, replacing aging boilers, chillers, and steam-turbine generators in the central utility plant with simpler more reliable sources, and replacing high-voltage electrical systems and natural gas distribution systems throughout campus. It will also expand electrical substations and re-circulated electrical distribution systems throughout campus, in addition to extending chiller capacity to meet future demand. The University of Washington is one of the top five employers in Washington state, supporting nearly 80,000 jobs. These improvements would benefit all employees, students, visitors, and staff who rely on these systems every day. The project will improve distribution of resources and improve energy efficiency through the replacement of aging systems. It will separate the combined sanitary and storm sewer system, and create greener drainage, remove asbestos-containing insulation and re-insulate steam/condensate piping systems in the underground tunnel network. Overall, it will reduce the carbon footprint of the University.

6 Seismic Upgrades on the University of Washington campus

REQUESTOR: University of Washington (UW)
FUNDING REQUEST: $25 million
FEDERAL FUNDING RECEIVED: $0
LOCAL AND STATE FUNDING RECEIVED: $0

This project will upgrade the UW's facilities for seismic compliance and safety. Most buildings on the UW campus were built in the 19th and 20th century before seismic risks were fully understood. The buildings in the quad are all composed of unreinforced masonry. The buildings would not be able to sustain a major earthquake, which is overdue for the region. They are in serious need of updates to ensure UW designates this as a "critical life safety issue." The campus is a major public institution in the Seattle area, and hosts numerous visitors receiving various services from campus groups. The project would also provide UW with the opportunity to include energy efficient enhancements in new buildings when the walls are retrofitted for reinforcement.

7 Sea-Tac Airport Modernization

REQUESTOR: Port of Seattle
FUNDING REQUEST: An increase in the federal cap on the Passenger Facility Charge to allow Sea-Tac to fund airport improvements without federal funding
FEDERAL FUNDING RECEIVED: N/A
LOCAL AND STATE FUNDING RECEIVED: N/A

Seattle-Tacoma International Airport (SEA) is continuing to build out its facilities to catch up to the growth in aviation traffic in the region, as well as to accommodate the new realities of travel in the COVID19 era. Key projects in its modernization effort include North Satellite Terminal Expansion and Modernization Project, which will update a 45-year-old facility, and the new International Arrivals Facility, which will add an aerial walkway and large hall for international arrival passenger processing, while converting eight existing domestic gates to also accommodate international flights. Other major projects include an overhaul of the airport's Central Terminal, an upgrade of the baggage system and restroom improvements. SEA is a major driver of employment and economic activity regionally and directly around the airport approximately 40% of workers at the airport live in South King County. In addition, the Port prioritizes significant community investment in areas surrounding the airport, including real estate development like the Des Moines Creek Business Park, economic development and tourism grant programs, the ACE Fund environmental grant program and the South King County Fund grant program. SEA is also one of the leading employment centers in King County, with over 20,000 people employed at the airport, and an economic impact of $22.5 billion in business revenue and $442 million in state and local taxes.

8 Town Center to Burke-Gilman Trail Connector

REQUESTOR: City of Lake Forest Park (LFP)
FUNDING REQUEST: $1.3 million
FEDERAL FUNDING RECEIVED: $0
LOCAL AND STATE FUNDING RECEIVED: $0

This project will construct a multimodal connector of the Lake Forest Park (LFP) Town Center, Sound Transit bus stations, the new Sound Transit parking garage, the Burke-Gilman Trail and the newly-acquired (2019) Lake Front Park, located along the north shore of Lake Washington. The LFP Town Center has for many years been a central hub for the community. The development of the connector will give Burke-Gilman Trail users and lakeside residents better access to the many amenities the Town Center has to offer. Along with the proposed Sound Transit 3 BRT improvements, the connector will function as an extension of the Burke-Gilman Trail and will dramatically improve the non-motorized connectivity to the Town Center's commercial facilities and the SR 522 corridor. The connector will provide a separate pathway for safe, simplistic access for pedestrians and bicyclists across the seven lanes of SR 522 to the LFP Town Center. Presently there are two pedestrian crossings on SR 522 to access the LFP Town Center from the Burke-Gilman Trail. Both locations involve utilizing pedestrian crosswalks at the intersections of Ballinger Way NE SR 104/SR 522 and NE 170th Place/SR 522. Initial work will include feasibility studies and conceptual designs to evaluate the location and type of crossing suitable for diverse modes of transit. The connector will provide a separate pathway for safe, simplistic access for pedestrians and bicyclists across the seven lanes of SR 522 to the LFP Town Center. It will also address sustainability objectives through the evaluation, application and use of suitable materials, which have low maintenance requirements and are energy efficient. Additionally, the connector is expected to increase revenue and economic development, due to the ease of access and attraction of the LFP Town Center. Improved connection of the regional Burke-Gilman trail to the Town Center and the proposed Sound Transit parking garage will provide increased economic exposure to the local businesses, resulting in decreases in commercial vacancy rates and additional job opportunities within the city.

ROADS AND RAIL

1 Service Development Plan For The Pacific Northwest Rail Corridor Program

REQUESTOR: Washington State Department of Transportation
FUNDING REQUEST: $1.1 million, CRISI grant
FEDERAL FUNDING RECEIVED: $500,000, CRISI grant FY2017
LOCAL AND STATE FUNDING RECEIVED: $500,000, WSDOT

This project will develop a Preliminary Service Development Plan to examine ways to increase reliability, capacity and competitiveness for the state-funded Amtrak Cascades program. Amtrak Cascades connects 18 cities throughout western Washington and Oregon and Vancouver, B.C. with intercity passenger rail. The plan will expand those connections with more frequent and reliable service. Amtrak Cascades trains use new diesel-electric locomotives that meet EPA's strict Tier-4 standards. The majority of the 800,000 annual passengers on Amtrak Cascades would drive in single occupancy vehicles if the service were not available. Future expansion of Amtrak Cascades service will enhance the economy throughout the region by providing a viable travel option for business travelers between cities such as Seattle, Tacoma, Portland, and Vancouver, B.C.

2 4th Ave SW Sidewalk

REQUESTOR: City of Burien
FUNDING REQUEST: $2.5 Million, source TBD, FY2022
FEDERAL FUNDING RECEIVED: None
LOCAL AND STATE FUNDING RECEIVED: $800,000

This project will construct a sidewalk and bike lanes on 4th Ave SW from SW 156th St to SW 160th St in Burien.The 4th Ave SW Sidewalk project completes the only gap in a 3-mile pedestrian corridor bisecting Burien's downtown core. It connects educational and healthcare facilities to the urban growth center. It also provides bike lanes and safety improvements to neighborhoods within the community that lack multimodal and non-motorized connections to the downtown business core. The objective of this project is to construct non-motorized improvements on 4th Ave SW that will allow and encourage walking and biking as an alternative to driving.

3 SR 518 Westbound On-Ramp from Des Moines Memorial Drive

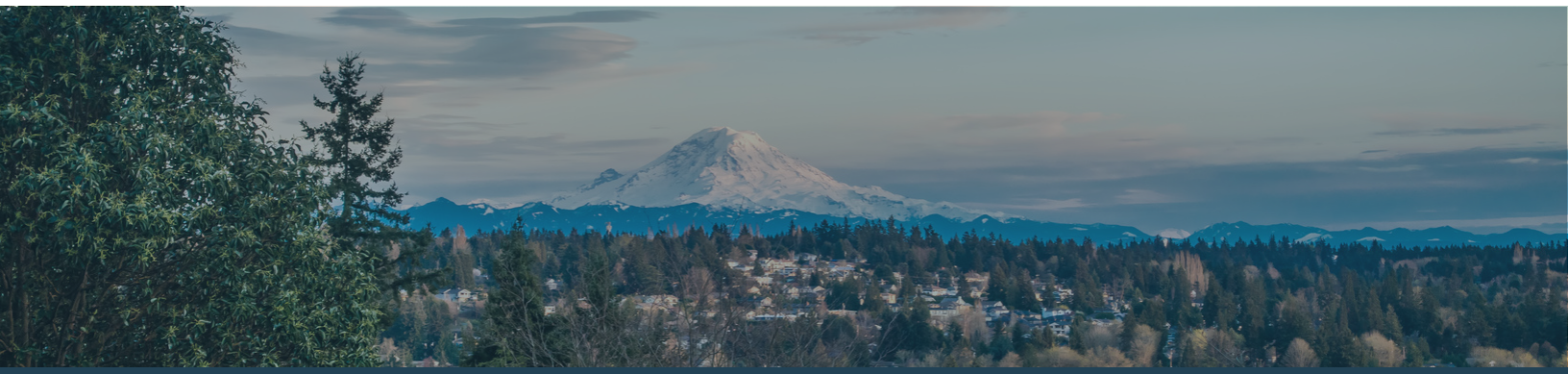
REQUESTOR: City of Burien
FUNDING REQUEST: $5 million for design Surface Transportation Program FY2023
FEDERAL FUNDING RECEIVED: None
LOCAL AND STATE FUNDING RECEIVED: None

This project will construct a new westbound on-ramp from Des Moines Memorial Drive to SR 518. This would build a complete interchange and complement the recently constructed eastbound off-ramp completed in 2018. Construction is estimated to cost between $25 and $30 Million.The Des Moines Memorial Drive project supports the development of the Northwest Redevelopment Area (NERA) by creating jobs and additional revenues for public projects. Formerly a residential neighborhood, NERA was directly impacted by airport expansion and has been rezoned to support new manufacturing and cargo/distribution uses. The community will benefit from mitigation related to NERA and this component of the larger area-wide economic investment program. Mitigation measures include a trail system, reclaimed Miller Creek and wetlands, wildlife viewing opportunities and park facilities. The direct access to SR 518 is critical to the surrounding residential neighborhoods. Without this access ramp, trucks must navigate through local streets to travel westbound from the development area.

4 4th & 6th Ave SW and SW 148th St Intersections

REQUESTOR: City of Burien
FUNDING REQUEST: $3 million, STP, FY2022
FEDERAL FUNDING RECEIVED: None
LOCAL AND STATE FUNDING RECEIVED: $500,000

This project will construct improvements on SW 148th St that include traffic signal upgrades, new turn lanes at 4th Ave SW & 6th Ave SW, pedestrian improvements and re-striping SW 148th St to include a center turn lane. Currently, the intersections lack pedestrian amenities that meet current standards and do not operate at an effective level of service. This project will provide improvements that will enhance the operation and safety for both vehicles and pedestrians. The project location provides primary access between adjacent residential neighborhoods and the Burien Transit Center, Burien Community Center, Burien Town Square and the downtown business district. Construction of improved multimodal access between important community destinations and the Transit Center will increase the opportunity for transit ridership, improve safety and improve vehicle levels of service. By encouraging use of non-motorized transportation and transit, the project will increase transit ridership, thus reducing single occupancy vehicle trips. New traffic signals with advanced technology will operate using less energy and will reduce air pollution by reducing vehicle delays and idling. The Transit Center will help support the local economy and increase housing demand within the Town Center.



5 1st Avenue South - Phase 3

REQUESTOR: City of Burien
FUNDING REQUEST: $15 Million, STP, FY2024
FEDERAL FUNDING RECEIVED: $3.7 Million, NHS Asset Management, FY2020
LOCAL AND STATE FUNDING RECEIVED: $3.3 Million

This project will reconstruct 1st Ave S between SW 128th St and SW 140th St with urban roadway improvements that include curbs, gutters, sidewalks, traffic signals, storm drainage, illumination, landscaping, and undergrounding of overhead utilities. The project continues improvements already constructed between the City's southern border and SW 140th St. Infrastructure improvements along the principal arterial will make the community more desirable and livable with improved aesthetics and new development. Safe access to transit and local businesses using multiple modes of travel will benefit residents in nearby neighborhoods and the local economy. This project would continue previous corridor improvements that are intended to improve and enhance all modes of travel.

6 185th Street and Meridian Avenue Intersection Improvements

REQUESTOR: City of Shoreline
FUNDING REQUEST: $14 million, FY2021
FEDERAL FUNDING RECEIVED: $0
LOCAL AND STATE FUNDING RECEIVED: $566,196 of local funds

This project will improve pedestrian, bicycle, and vehicle access and safety through the 185th Street and Meridian intersection -- and eventually improve access to a future light rail station. The design will include safe pedestrian crossings, sidewalk improvements connecting to the corridor, improved bike and transit access, and mobility improvements. This intersection currently experiences a relatively high number of accidents including several bicycle collisions; these types of occurrences would likely continue without needed improvements, especially as traffic volumes increase. The 185th corridor is a main street for a neighborhood in transformation from single family residential to a higher density multi-family residential community poised to take advantage of upcoming bus rapid transit and light rail service. The City of Shoreline recently adopted the 185th Street Station Subarea plan which provides the framework for new vibrant, sustainable neighborhoods and local economy. At the center of this new community, which will include affordable housing, is a new light rail and bus rapid transit station – connecting both the City and the region to jobs, housing, parks and other destinations. This new bus and light rail regional transit station will be served by Sound Transit's Link light rail, Community Transit's bus rapid transit service, and King County Metro transit service. Over a third of the residents in this community are people of color, with a higher than average number of low-income and households without vehicles than the rest of the city. These populations often face a higher risk for environment-related health issues. By reducing traffic congestion, improving transit mobility and improving pedestrian and bicycle facilities, these populations should benefit from ADA improvements as well as improved air quality and greater access to recreational opportunities. The 185th corridor will also serve as an important connection between the Interurban Trail, the proposed Trail Along the Rail, the Shoreline North/185th Station, and the North City Business District.

7 SR 523 (N/NE 145th Street) & I-5 Interchange Improvements ("145th Interchange Project")

REQUESTOR: City of Shoreline
FUNDING REQUEST: $16.1 million BUILD FY2020 submittal
FEDERAL FUNDING RECEIVED: $3.9 million FHWA Surface Transportation Program (STP) obligated June 2017; $4.92 million FHWA Surface Transportation Program (STP) Countywide FY2020
LOCAL AND STATE FUNDING RECEIVED: $607,500, City of Shoreline; a commitment of up to $10 million from Sound Transit through BRT (expected), and up to $3 million from Connecting Washington

This project addresses improvements to the SR 523 & I-5 interchange. The two signalized intersections on the west (145th Street/I-5 on-off ramps) and east (145th Street/5th Avenue) sides of the overpass will be replaced with multi-lane roundabouts, which ultimately will create space to construct separated pedestrian and bicycle facilities on the north side of the bridge. Accident rates have been historically higher than those for similar facilities in the region, and the roundabouts are expected to reduce the rate of accident and injury: vehicles move at slower speeds through the roundabout as compared to a signalized intersection, the need to 'beat the light" is eliminated, one-way travel virtually eliminates head-on and right-angle collisions, and pedestrian facilities can be set back from the flow within the roundabout with added features of pedestrian islands and rectangular rapid flash beacons (RRFBs) for visibility. The interchange is a critical juncture and a missing link in the region's transportation network, as it provides access to multiple regional growth centers via transit and state highways. This interchange is adjacent to the future Shoreline South/145th Station (Sound Transit light rail opening in 2024). The 145th Interchange Project supports new multimodal opportunities to increase mobility and safety of users. The City of Shoreline's 145th Street Station Subarea Plan promotes increased density within the project area, creating new opportunities for community-building. The project directly improves access to the future Shoreline South/145th Station, thus increasing regional sustainability. As access is improved, more drivers will switch to other modes of transportation (buses, light rail, bikes, walking) and traffic congestion will be reduced, in turn reducing the number of idling cars and improving air quality in an area with a low-income population higher than the Seattle average and nearly double that of Shoreline. The 145th Street Station Subarea Plan increases economic opportunities by constructing 67,000 to 100,000 square feet of additional retail space within the first 20 years of development; this 145th Interchange Project supports those businesses moving into these new spaces by providing safe transportation choices to/through the area.

8 SR-523 (N/NE 145th St), Aurora Avenue N to I-5, Phase 1 (I-5 to Corliss Avenue)

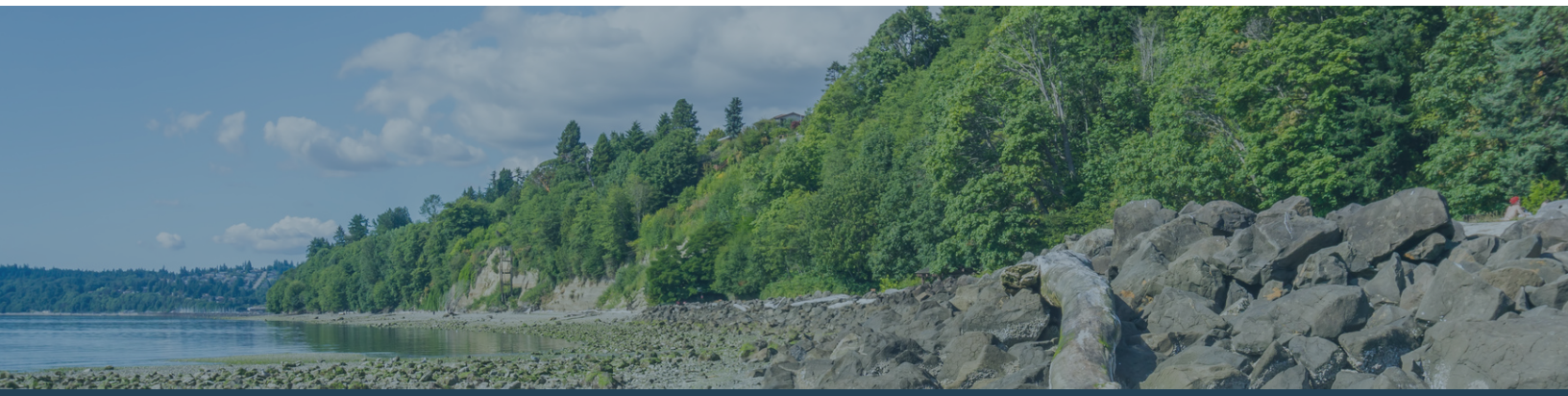
REQUESTOR: City of Shoreline

FUNDING REQUEST: The 145th Street Corridor from I-5 to SR-99 (Aurora Avenue) is currently in design. In order to ensure adequate time to secure project funding, the purchasing of right of way (ROW) and construction of the project is being done. The unfunded ROW and construction costs total $35-40 million, and Shoreline anticipates pursuing FHWA STP and TIB funding.

FEDERAL FUNDING RECEIVED: 3.92 million FHWA Surface Transportation Program (STP) Countywide obligated in 2016 for PE/design of all phases of the corridor (I-5 to Aurora Avenue)

LOCAL AND STATE FUNDING RECEIVED: $13.6 million, combination of Connecting Washington funds and city funds

The 145th Street Corridor project will make multimodal improvements from Aurora Avenue N to Interstate 5 (I-5). There are currently narrow, substandard sidewalks and bike facilities along the corridor. The corridor has significant and growing traffic congestion and a relatively high number of accidents in comparison to the rest of the city. In order to strategically pursue funding opportunities, the project is being implemented in phases. The corridor improvements will provide key access from SR-99, along SR-523 (145th Street), to the future light rail regional transit center which will include a new light rail station/service and frequent bus service from King County Metro and Community Transit. The section of corridor adjacent to the interchange and transit center provides the logical first phase of improvements. Multimodal safety and operational elements will include intersection signal improvements, ADA-compliant sidewalk and bike accessibility improvements – including a segment of 13-foot shared-use path (with a wider 8-foot sidewalk in other portions on the north side of street), connections to a future off-corridor bike network and non-motorized bridge to the Shoreline South/145th Station, as well as bus stop access and amenity improvements. The project results in a number of benefits for all populations, including improved vehicle safety and congestion reduction, improvements to non-motorized access with wider sidewalks on the northern side of 145th Street, and access to a future off-corridor bike network, and reductions in stormwater pollutants. The low-income population in the study area is almost double that of the City of Shoreline overall. Sixteen percent of households do not have vehicles, more than twice the Shoreline average. This project helps address disparate health impacts experienced by these populations by increasing walking and biking opportunities and reducing air pollution by reducing reliance on single occupancy vehicles. The vision for the 145th Corridor includes higher density, transit-oriented development (TOD). TOD reduces greenhouse gas emissions, air pollution, and energy consumption rates. Since TODs provide safe and easy access transit and typically occur in walkable and bikeable areas, people tend to drive less.



9 175th Street Corridor Improvements (Stone Avenue N to I-5)

REQUESTOR: City of Shoreline
FUNDING REQUEST: The 175th Street Corridor (I-5 to Stone Avenue) is currently under design. The following phases are anticipated, subject to final design and State approval, in order to ensure adequate time to secure project funding for the project. The unfunded portion of this project totals $30-35 million and Shoreline intends to pursue FHWA STP and TIB funding, in addition to federal transportation grants.
FEDERAL FUNDING RECEIVED: $3,542,175 Federal Surface Transportation Program FY2016
LOCAL AND STATE FUNDING RECEIVED: $553,500 Transportation Impact Fees

This project will provide multimodal mobility and safety improvements to users of the N 175th Street corridor. The corridor has a significant and growing level of traffic congestion and substandard, narrow, non-continuous sidewalks. The project is intended to maintain desired traffic levels and promote safe access and mobility by adding bike and ADA pedestrian access improvements. The 175th Corridor is one of Shoreline's most active east-west arterials connecting the City's busiest north-south roadways of Interstate-5, SR-99 (Aurora Avenue), Meridian Avenue, and 15th Avenue NE. The corridor serves approximately 30,000 vehicles per day and is a major corridor for freight, transit, and commerce. This project will improve the safety and mobility of pedestrians, people with disabilities, transit users, and drivers. Improvements will provide better access to facilities along and across the corridor including a large elementary school, a park, a park and ride lot, a church, I-5, and residences located along the corridor. Households in this area also have a higher rate of poverty compared to citywide statistics. These populations are often at risk due to lack of additional resources. By reducing traffic congestion, improving transit mobility as well as improved pedestrian and bicycle facilities, these populations can benefit from new ADA compliant sidewalks, improved transit access as well as improved air quality and greater access to recreational opportunities.

10 Puget Sound Gateway Program

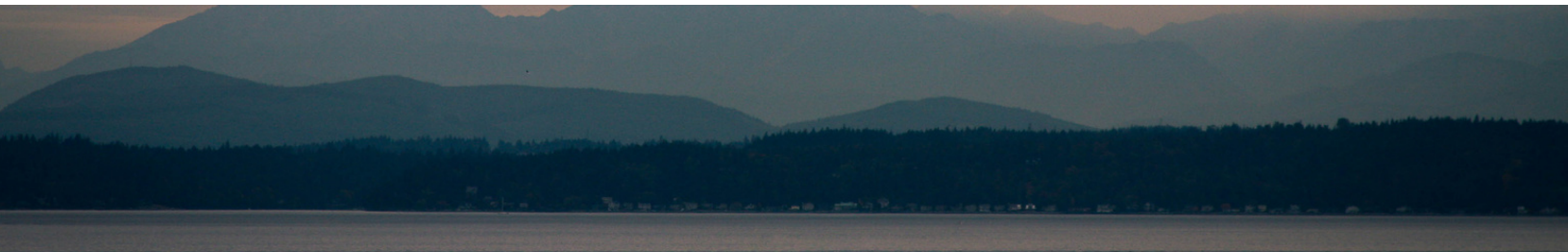
REQUESTOR: Washington State Department of Transportation
FUNDING REQUEST: $94.8 million, FY2020
FEDERAL FUNDING RECEIVED: $73.6 million, expected FY2022
LOCAL AND STATE FUNDING RECEIVED: $1.6 billion Connecting Washington; $130 million committed from local governments: $67 million secured; $180 million bonding authority from future tolling

The Puget Sound Gateway Program is composed of two projects that provide essential connections to the ports of Tacoma and Seattle and help ensure people and goods move more reliably through the Puget Sound region. Delivering the SR 167 and SR 509 completion projects under one program allows WSDOT to maximize efficiencies in planning, environmental review, design, and construction. The SR 167 Completion Project will build the remaining four miles of SR 167 between Meridian Ave and I-5, completing a long-planned connection to I-5. The project also includes a two-mile connection from I-5 to the Port of Tacoma. The SR 509 Completion Project will extend SR 509 to I-5 near SeaTac, add a southern access point to Sea-Tac International Airport, and improve service between industrial districts by allowing general purpose traffic and trucks to bypass I-5, SR 99, and local streets. The Puget Sound Gateway Program will reduce traffic congestion on local roads and highways by completing connections and providing alternate routes to I-5. The Program also completes critical freight links between the Puget Sound marine ports and the industrial areas of South King and North Pierce counties. As part of the Program, WSDOT will restore wildlife and aquatic habitat, reduce flooding, improve water quality, and provide access to local multi-use trails. The SR 167 Completion Project will build a 176-acre Riparian Restoration Program (RRP). The RRP, a watershed strategy for stormwater management, will reduce flood levels, improve degraded stream and riparian corridor habitat, and provide benefits to fish and wildlife.

11 Amtrak Cascades Passenger Rail Replacement Project

REQUESTOR: Washington State Department of Transportation
FUNDING REQUEST: N/A
FEDERAL FUNDING RECEIVED: $37.5 million FRA State of Good Repair Funding FY2019
LOCAL AND STATE FUNDING RECEIVED: $12.5 million, Washington State; $25 million, insurance proceeds from Amtrak related to the 2017 derailment

This project will replace passenger rail cars destroyed in the December 2017 derailment in DuPont, and begin replacement of the other passenger rail cars in the existing aging fleet. Amtrak Cascades connects 18 cities throughout western Washington, Oregon, and Vancouver, B.C., with intercity passenger rail. New equipment will allow WSDOT to provide more frequent and reliable service. Amtrak Cascades trains use new diesel-electric locomotives that meet EPA's strict Tier-4 standards. The majority of the 800,000 annual passengers on Amtrak Cascades would be driving in single occupancy vehicles if the service was not available. Future expansion of Amtrak Cascades service will enhance the economy throughout the region by providing a viable travel option for business travelers between cities such as Seattle, Tacoma, Portland, and Vancouver, B.C.



12 Cascades Corridor Reliability - Landslide Mitigation Program

REQUESTOR: Washington State Department of Transportation
FUNDING REQUEST: $3.719 million CRISI grant to be equally matched with state and private funds FY2020
FEDERAL FUNDING RECEIVED: $2.03 million FY2019
LOCAL AND STATE FUNDING RECEIVED: $4.6 million state received

This project helps to reduce the number of landslides along the railroad tracks that disrupt passenger train service for both Amtrak Cascades and Sounder trains in Snohomish, King, and Pierce counties. Funds are used to stabilize slopes and construct catchment walls to decrease the number of landslides that reach the tracks. The newest phase of the project would fund landslide mitigation work at three additional sites near Mukilteo. Each landslide that reaches the tracks triggers a 48-hour moratorium on passenger trains, forcing passengers to find alternative transportation options with many opting for driving single-occupancy vehicles. This project supports passenger and freight rail movements along the Cascade rail corridor, promoting efficient and reliable service throughout the region.

TRANSIT

1 RapidRide J Roosevelt

REQUESTOR: City of Seattle
FUNDING REQUEST: $45M FTA Smart Starts Funding, FY2021
FEDERAL FUNDING RECEIVED: $5.4 million STP
LOCAL AND STATE FUNDING RECEIVED: $11.8 million Move Seattle Levy

The RapidRide J Roosevelt Project is one of seven new transit corridor projects to be completed in Seattle by 2024 as part of the Move Seattle Levy. The project will provide continuous, reliable high frequency transit connection from the Roosevelt LINK station at NE 65th St to Downtown Seattle, serving Roosevelt, the U District, Eastlake, and South Lake Union. This project serves one of the densest employment and residential centers in the city. It provides the primary transit service to the Eastlake neighborhood and the only all-day, high-frequency service between South Lake Union and north Seattle neighborhoods. It will improve transit travel time by up to 20% and address overcrowding while providing transit to over 16,000 riders per day. It will increase transit ridership, reducing carbon emissions and single occupancy vehicles.

2 Swift Bus Rapid Transit Orange Line

REQUESTOR: Community Transit
FUNDING REQUEST: FTA Capital Investment Grant FY2021
FEDERAL FUNDING RECEIVED: $7,000,000 CMAQ Buses; $5,000,000 FTA 5307 Stations; $4,088,240 FTA 5307 Edmonds College Transit Center
LOCAL AND STATE FUNDING RECEIVED: $5 million Connecting Washington; $20 million local CT funding

Swift BRT Orange Line will be Community Transit's third line of Bus Rapid Transit. The Swift Orange Line will run in areas of high residential and employment density opening up a more reliable and economical trip to South Snohomish County and King County with higher wage paying jobs. The project reduces Single Occupant Vehicle (SOV) trips by providing a high capacity transit solution to congestion in South Snohomish County and I-5. The capital phase of this project will provide jobs in the construction industry, A & E jobs and ultimately increased service with the need for additional bus driving jobs at Community Transit.

3 Madison Bus Rapid Transit (BRT)

REQUESTOR: City of Seattle
FUNDING REQUEST: $60M Small Starts FY2020
FEDERAL FUNDING RECEIVED: $0
LOCAL AND STATE FUNDING RECEIVED: $0

The Madison Street Bus Rapid Transit (BRT) Project is one of seven transit corridor projects to be completed in Seattle by 2024 as part of the Move Seattle Levy. It is one of three projects to be completed in partnership with King County Metro as a new RapidRide-branded service. The project will deliver fast, reliable, frequent transit service to the Madison corridor from 1st Avenue in downtown to First Hill, Capitol Hill, the Central District, and Madison Valley. It includes investments in corridor paving, signal technology and bike and pedestrian improvements. The project will improve transit travel time by up to 35 percent and increase ridership by 70 percent to over 12,000 riders per day. The Madison St corridor is busy, dense, and still growing. Bus rapid transit (BRT) will provide frequent, reliable, and safe bus service. The Seattle Department of Transportation (SDOT) will make street improvements to the Madison St corridor that will allow King County Metro to operate the service as RapidRide G Line from Downtown to Madison Valley. Madison St BRT – RapidRide G Line will use diesel-hybrid buses, removing the need to expand the existing trolley wire on the corridor. By connecting the neighborhoods along Madison to downtown, it will reduce car dependence and emissions from single-occupancy vehicles. The project will improve transit travel time by up to 35 percent and increase ridership by 70 percent to over 12,000 riders per day. This project will help to improve mobility in downtown Seattle and in First Hill, a major health care employment center in Seattle, providing mobility choices to residents and employees.

4 Maintain Transit Bases Facilities in a State of Good Repair

REQUESTOR: King County
FUNDING REQUEST: $4.5 million FTA Bus and Bus Facilities program FY2020
FEDERAL FUNDING RECEIVED: None
LOCAL AND STATE FUNDING RECEIVED: $2 million local funds

This project will allow for King County Metro to support the 24/7 maintenance and service of 550 buses and its transit system operation center located at its Central Campus facility adjacent to downtown Seattle. The project would replace heating, ventilation, and air conditioning (HVAC) system equipment that have exceeded their useful life. Replacement of this equipment will reduce energy and repair costs and provide a healthier work environment for our employees. Central Campus currently supports three (3) bus rapid transit (RapidRide) lines with design underway to add additional lines by 2024. Metro's RapidRide service has increased ridership an average of 50% over previous bus routes serving the same areas. This project has been identified as a high priority for facility energy efficiency for its potential to reduce natural gas (fossil fuel) and electricity consumption. It will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

5 Lynnwood Link Extension Project

REQUESTOR: Sound Transit
FUNDING REQUEST: $1.17 billion FTA New Starts, Capital Investment Grant program
FEDERAL FUNDING RECEIVED: $100 million FY2017, FY2018, FY2019, FY2020; $100 million FY2021 Budget Request; Full Funding Grant Agreement executed in December 2018
LOCAL AND STATE FUNDING RECEIVED: N/A

When completed, the regional Link Light Rail system will cover 116 miles, connecting major job centers and 16 cities with more than 80 stations, reaching 84% of Sound Transit residents and 93% of jobs. The 8.5-mile Northgate to Lynnwood segment of the regional system will extend Link service into Snohomish County with stations in four cities (Seattle, Shoreline, Mountlake Terrace and Lynnwood). This project will deliver daily ridership of 68,500 linked trips including nearly 19,933 new transit trips and light rail service 20 hours per day with trains arriving as often as every four minutes. Light rail operates 95%+ on time, as compared to buses which run 50% on time and can be 30 minutes late during heavy congestion. Riders can save up to one hour of travel time per day by taking light rail as compared to driving. This project reduces 99.8 million vehicle miles traveled (VMT) annually from the congested I-5 corridor. By 2040, the number of jobs within the Sound Transit service area is expected to almost double, from 1.8 million jobs to 2.6 million jobs.

6 Federal Way Link Extension Project

REQUESTOR: Sound Transit
FUNDING REQUEST: $790 million FTA New Starts, Capital Investment Grant program
FEDERAL FUNDING RECEIVED: $100 million FY2020; $100 million FY2021 Budget Request; Full Funding Grant Agreement executed in January 2020
LOCAL AND STATE FUNDING RECEIVED: N/A

The Federal Way extension adds an additional 7.8 miles to the Link Light Rail system to connect the regional system from the Angle Lake Station in the City of SeaTac to reach the cities of Federal Way, Kent and Des Moines. This project provides frequent, reliable light rail service every eight minutes during peak weekday commutes and enables travel from the Federal Way Transit Center to Sea-Tac Airport in 15 minutes. The Federal Way Link Extension would reduce vehicle miles traveled (VMT) by 67,000 miles for both cars and buses. The project saves approximately 30 minutes of travel time per day, compared to driving. Within one half mile of the project, approximately 55% of the population is POC and nearly 20% of the population is low-income. By 2040, the number of jobs within the Sound Transit service area is expected to grow 45% – from 1.8 million jobs to 2.6 million jobs. The Federal Way Link Extension project also connects Opportunity Zones in the City of SeaTac and Federal Way and has the potential to create transit-oriented developments valued at up to $34 million.

7 Seattle Multimodal Terminal at Colman Dock

REQUESTOR: Washington State Ferries
FUNDING REQUEST: $0
FEDERAL FUNDING RECEIVED: $241,412,000 FTA and FHW, from multiple programs and grant sources FY2009-FY2025
LOCAL AND STATE FUNDING RECEIVED: $224,600,000 State and Local sources

The Seattle Ferry Terminal at Colman Dock, located along the central waterfront of downtown Seattle, provides a critical transportation link between downtown Seattle and communities in Kitsap County and the Olympic Peninsula. In 2019, Colman Dock served more than 9 million riders, including 4.4 million foot passengers, making it the busiest terminal in the Washington State Ferries system. Key components of Colman Dock are aging and seismically deficient, and need to be replaced. In addition, the layout of today's facility creates safety concerns and operational inefficiencies due to conflicts between vehicles, bicycles and pedestrian traffic. When completed, the new Colman Dock Multimodal Terminal will continue to provide safe and reliable ferry service between Seattle and communities in Kitsap County and the Olympic Peninsula, improve safety by meeting current seismic standards, and include more bike and pedestrian connections, which will improve circulation and accessibility for people using all modes of transportation. The Colman Dock Project will provide environmental and ecosystem benefits by removing 7,400 tons of creosote-treated timber piles from the heart of Seattle's waterfront by 2023, removing fill underneath the north trestle, opening up an area of shoreline and nearshore habitat, and capping of over 4 acres of contaminated sediments.

WATERWAYS

1

Ballard Locks and Lake Washington Ship Canal

REQUESTOR: Lake Washington Ship Canal Users Group
FUNDING REQUEST: $57 million USACE operations and maintenance account to address the locks' serious, non-routine maintenance needs ($28.473 million in Corps' FY21 Work Plan)
FEDERAL FUNDING RECEIVED: $12.1 million FY2019 and FY2020
LOCAL AND STATE FUNDING RECEIVED: At least $500,000

The Locks require repair and replacement of key infrastructure in order to operate reliably, and in order to ensure the safe passage of Endangered Species Act-listed Chinook salmon and steelhead. The Ballard Locks are the busiest in the nation and 12th busiest in terms of commercial lockages. The Ballard Locks regulate the water level of Salmon Bay, the Ship Canal, Lake Union and Lake Washington, keeping it between 20 and 22 feet of elevation. The Locks are key to meeting federal trust responsibilities under treaties between the U.S. government and two federally recognized tribes, the Muckleshoot Indian Tribe and the Suquamish Tribe. The Muckleshoot Indian Tribe works with USACE at the locks to study salmon runs, water quality, fish mortality and other factors that affect traditional and customary tribal activities under treaty protection. In addition to monitoring and research, both tribes conduct subsistence and commercial fishing activities either upstream or downstream from the Locks. The Locks are a linchpin for the Puget Sound maritime industry, supporting $1.2 billion in annual economic activity and 3,000 jobs. More than 1.25 million people from across the globe visit the Locks each year, making them the top tourist destination in all of Seattle and an invaluable source of education for people of all ages about the maritime industry and the environment.

2 Terminal 5 Modernization

REQUESTOR: Northwest Seaport Alliance (NWSA); Port of Seattle
FUNDING REQUEST: $17,687,333 BUILD FY2020, Port Infrastructure Development Program FY2020
FEDERAL FUNDING RECEIVED: $0
LOCAL AND STATE FUNDING RECEIVED: $458 million

Modernizing Terminal 5 (T-5) will allow the NWSA to expand its cargo-handling capabilities and remain competitive in the shipping industry. The terminal must be ready to handle the ultra-large container vessels increasingly calling at West Coast ports. Vessels regularly visiting our gateway have grown in capacity from 4,800 twenty-foot equivalent units (TEUs) in 1997 to 14,000 TEUs today. A modernized T-5 will be one of the premier international container terminals on the West Coast. T-5 has all the attributes needed to be a modern international container terminal, including deep water, modern cranes, extensive on-dock rail capacity and speedy connections to Midwest and East Coast markets. The NWSA adopted a greenhouse gas reduction goal of 50% by 2030 and 80% by 2050. Use of shore power to reduce vessel emissions, updated stormwater treatment, Tier-4 cargo handling equipment, and better coordination of local traffic and cargo are combined to deliver a highly-efficient terminal which minimizes impacts to the local community and the environment. The Terminal 5 investment will result in 6,600 new direct jobs and more than $2 billion in business activity.

3 Pier 66 Cruise Shore Power

REQUESTOR: Port of Seattle
FUNDING REQUEST: $7.5 million
FEDERAL FUNDING RECEIVED: $323,773 Clean Diesel Funding Assistance Program (DERA) FY2020
LOCAL AND STATE FUNDING RECEIVED: $9.5 million

This project will install a new shore power connection at the Bell Street Cruise Terminal at Pier 66 that will enable shore power-capable cruise ships to plug in to cleaner, landside electrical power while at berth. Installing shore power at Pier 66 is a complex project with several components. One crucial component is to create the capacity to deliver power from the duct bank terminal vault located at Terminal 46 to Pier 66 where equipped at-berth ships can connect. Delivering power by installing duct banks/vaults and other infrastructure on congested Downtown Seattle streets has a very high cost, so the Port proposed a submarine cable as an innovative solution to minimize construction impacts in the public right of way. Feasibility studies found the submarine cable to be significantly more cost-effective than alternatives. The Port plans to have the shore power connection operational in 2023. Communities around the cruise terminal at Pier 66 and the Seattle waterfront are disproportionately exposed to diesel emissions — a shore power connection at Pier 66 will allow equipped vessels to turn off their auxiliary diesel engines while at berth, reducing exposure to diesel pollution along Seattle's waterfront. Installing shore power at Pier 66 will substantially reduce diesel and greenhouse gas emissions associated with cruise activity. As more cruise calls become shore power-capable, annual emission reductions are likely to increase. The Port operates the largest and fastest-growing cruise port on the West Coast, with more than 200 vessels calling in a given cruise season from April through October. Seattle's cruise industry is a significant economic driver in the region, contributing 5,500 jobs, $260.1 million in labor income, and $893.6 million in business output to the state of Washington. We also have a responsibility to the communities most impacted by cruise emissions and other negative environmental consequences of the industry. Installing shore power at Pier 66 will reduce diesel and greenhouse gas emissions associated with cruise activity; the project will also encourage the cruise industry to continue to invest in shore power-capable ships, accelerating the transition to zero emission technology. As more cruise calls become shore power-capable, annual emission reductions are likely to increase over time.