Letters of Support

March 4, 2019

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2. Sen. Patty Murray*
5. Rep. Denny Heck
7. Rep. Adam Smith
8. Governor Jay Inslee
9. State Senator Steve Hobbs
10. State Rep. Jake Fey
11. Washington State Transportation Commission
12. Puget Sound Regional Council
13. King County
14. Pierce County
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16. City of Auburn
17. City of Burien
18. City of Des Moines
19. City of Edgewood
20. City of Federal Way
21. City of Fife
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44. Horticultural Council, NW
45. International Brotherhood of Electrical Workers
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* Mailed directly to USDOT

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March 4, 2019
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Letter 1. The Honorable Maria Cantwell, U.S. Senate

Letter of Support
Mailed Directly to USDOT

Letter 2. The Honorable Patty Murray, U.S. Senate

Letter of Support
Mailed Directly to USDOT
February 13, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma and will extend SR 509 and improve Interstate 5, allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast. Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

[Signature]

Dan Newhouse
Member of Congress
The Honorable Elaine Chao  
Secretary of Transportation  
United State Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20250

Dear Secretary Chao,

I am writing to express my support for a U.S. Department of Transportation INFRA grant application submitted by the Washington State Department of Transportation (WSDOT). WSDOT seeks to utilize this grant to provide funding for the Puget Sound Gateway Program and the completion of the long-planned State Route 167 and 509 corridors. These corridors serve as two critical, final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program seeks to extend State Route 167 into the Port of Tacoma and also allow improved connections to the Port of Seattle with an extension of State Route 509 and improvements to Interstate 5. Establishing new portions of State Routes 167 and 509 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma. Finally, the Puget Sound Gateway Program seeks to construct a new south access to Seattle-Tacoma International Airport, improving access to the third largest airport for international trade on the West Coast.

I support WSDOT’s application for an INFRA grant because of the positive impact that it will have on the infrastructure necessary to support the agricultural sectors in Central and Eastern Washington. Our agricultural sector is critically dependent on the efficient and predictable movement of freight on our state roadways. This INFRA grant will allow WSDOT to complete essential projects on State Routes 167 and 509, allowing our state to remain competitive with other Pacific Rim nations.

I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and I encourage you to give it full and fair consideration.

Sincerely,

Cathy McMorris Rodgers  
Member of Congress
March 1, 2019

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

Dear Secretary Chao:

We are writing to express our support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 167 and SR 509 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third-largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 167 and SR 509 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. We strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Denny Heck
Member of Congress

Adam Smith
Member of Congress

Kim Schrier, M.D.
Member of Congress
Letter 6. The Honorable Jay Inslee, Governor, State of Washington

February 28, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation Infrastructure for Rebuilding American (INFRA) grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase freight mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including our vast agricultural regions of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity annually. The nearby cities of Kent, Sumner, and Puyallup are home to the second largest distribution center complexes on the West Coast and the fourth largest in the country.

The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast, which is also the fastest growing in the United States (exporting 62,375 metric tons of U.S.-made cargo per year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive as a major exporter to Pacific Rim countries.
The Honorable Elaine L. Chau  
February 28, 2019  
Page 2  

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections that support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Very truly yours,

Jay Inslee  
Governor
Letter 7. The Honorable Steve Hobbs, Washington State Senate, Chair – Senate Transportation Committee

Washington State Senate

Senator Steve Hobbs
44th Legislative District

February 13, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second largest distribution center complexes on the West Coast and the fourth largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

[Signature]

Senator Steve Hobbs, 44th LD
Chair, Senate Transportation Committee

Committees: Transportation, Chair
  • Energy, Environment & Telecommunications • Financial Institutions & Insurance
Letter 8. The Honorable Jake Fey, State of Washington House of Representatives, Chair – WA State House Transportation Committee

2/28/2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Jake Fey, State Representative
Washington State House of Representatives | 27th LD
February 4, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation's (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Jerry Litt, Chair
Washington State Transportation Commission
January 25, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

[Signature]

Josh Brown, Executive Director
Puget Sound Regional Council
Letter 11. King County

January 23, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

[Signature]

Councilmember Dave Upthegrove  
King County Council, District 5

King County Courthouse, 516 Third Avenue Suite 1200, Seattle, WA 98104  
206-477-1005  dave.upthegrove@kingcounty.gov  www.kingcounty.gov/upthegrove
February 4, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation's (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned SR 167 and SR 509 corridors, two final connections on the Designated National Highway Freight Network serving a major North American hub for both regional and international trade.

The Puget Sound Gateway will provide new and innovative interchanges between SR 509, SR 167, and I-5. These critical improvements will reduce congestion and increase mobility, enhancing the already-considerable benefits of Pierce County's own decades-long investment in the Canyon Road East Freight Corridor, which is scheduled for completion in the 2020s. The Puget Sound Gateway and the Canyon Road East Freight Corridor will meet in Fife via 70th Ave. E. and Valley Ave. E., allowing for more efficient freight movement between the port of Tacoma, the port of Seattle, and regionally-significant industrial and employment centers in Frederickson, Fife, and throughout the County.

Economic vitality in the Puget Sound Region and the State at large depends on efficient and predictable freight movement, and on connecting employment centers to vibrant neighborhoods with affordable housing. The Ports of Tacoma and Seattle together comprise the fourth largest gateway in North America; they are responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner, and Puyallup are home to the second-largest distribution complexes on the West Coast, and the fourth-largest in the country. And the manufacturing industrial center in Frederickson, which supports over 4,500 jobs, many with international companies such as Boeing and IKEA, offers families and employers the growth, affordability, and accessibility necessary to realize the region's full range of economic potential. Completing SR 509 and SR 167 is essential for mobilizing these local, regional, and international assets to compete on the global stage.

Over 94 percent of the Puget Sound Gateway project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Bruce F. Dammeier
Pierce County Executive
Letter 13. City of Algona

Letter of Support
Mailed Directly to USDOT
February 14, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Auburn, Tukwila, Federal, Fife, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 52.375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Nancy Backus  
Mayor

Appendix B: Letters of Support  
March 4, 2019
Letter 15. City of Burien, WA

February 21, 2019

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

RE: U.S. Department of Transportation INFRA Grant Application

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.
Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

[Signature]

Brian J. Wilson
City Manager
February 7, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

The Waterland City
The Honorable Elaine L. Chao  
February 7, 2019  
Page Two

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

[Signature]

Matt Pina  
Mayor

cc: Des Moines City Council  
    Michael Matthias, City Manager  
    Dan Brewer, Chief Operations Officer  
    Brandon Carver, Public Works Director

"The Waterland City"
February 12, 2019

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

Dear Secretary Chao:

I am writing to express my city’s support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 along our city’s south and west boundaries into the Port of Tacoma, and will extend SR 509 and Improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion on local streets and adjacent state routes, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The completion of SR 167 through the Puget Sound Gateway Program gives our city an opportunity to join this distribution center.

The program also includes a new south access to Sea-Tac International Airport, improving access to the third largest airport for international trade on the West Coast and the fastest growing in the United States. Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.
Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

[Signature]

Mayor Daryl Eide
City of Edgewood, Washington
January 28, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,575 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Jim Ferrell  
Mayor  
City of Federal Way

cc: Craig Stone, P.E., WSDOT Program Administrator  
EJ Walsh, P.E., Public Works Director  
Rick Perez, P.E., City Traffic Engineer
January 28, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final corridors on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 52,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Kim Roscoe
Mayor Kim Roscoe

City of Fife
THE HONORABLE ELAINE L. CHAO  
SECRETARY OF TRANSPORTATION  
U.S. DEPARTMENT OF TRANSPORTATION  
1200 NEW JERSEY AVE SE  
WASHINGTON, DC 20590

DEAR SECRETARY CHAO:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 43,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 metric tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

[Signature]

Dana Ralph  
Mayor

February 4, 2019
January 24, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.
Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Sherman Styrone Sherrell
Mayor
Letter 22. City of Pacific

Letter of Support
Mailed Directly to USDOT
January 31, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation's (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound.
region. I strongly support WSDOT's INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Kevin Yamamoto
City Manager
January 24, 2019

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

Dear Secretary Chao:

I am writing to express City of SeaTac support for the Washington State Department of Transportation's (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State's economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 92,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 54 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT's INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

[Signature]

Erin Sitterley, Mayor

The Hospitality City
Appendix B: Letters of Support
March 4, 2019

Letter 25. City of Sumner, WA

1104 Maple Street, Sumner WA 98390

January 23, 2019

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

Dear Secretary Chao:

Please find Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant for the Puget Sound Gateway Program. This program completes the long-missing State Route 167 and 509 corridors, two critical connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The ports of Seattle and Tacoma operate jointly as the Northwest Seaport Alliance, the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. Together with Kent and Puyallup, Sumner makes up the second-largest distribution center on the West Coast. Sumner is home to the American offices for Helly Hansen and HeesenKenschecht, the headquarters for Toysmith, Bellmont Cabinets and Dillanos Coffee Roasters as well as regional distribution for Amazon.com (two facilities), Loblommon, REI, McDonalds, Costco and Kawasaki Green Mountain.

Businesses in our Manufacturing Industrial Center access both ports of Seattle and Tacoma; however, it is ironic that the closest of the two, the Port of Tacoma, remains problematic due to the missing freeway connection on SR 167. With your help, the Puget Sound Gateway Program will finally extend SR 167 into the Port of Tacoma as well as extend SR 509 and improve Interstate 5. These new connections will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement. They are essential for our state and nation to remain competitive with other Pacific Rim countries.

An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $7.5 billion in international trade serving Northern Tier states, the Pacific Northwest and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program.

Sincerely,

Mayor William L. Fuga
Letter 26. City of Tacoma, WA

February 12, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound

747 Market Street, Room 1200, Tacoma, Washington 98402-3766, (253) 594-7848, FAX (253) 591-5123
region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Victoria Woodards
Mayor of Tacoma
Letter 27. Northwest Seaport Alliance

February 14, 2019

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

Dear Secretary Chao:

On behalf of The Northwest Seaport Alliance, we are pleased to offer our support for the Washington State Department of Transportation’s (WSDOT) INFRA grant application for the Puget Sound Gateway project.

The Northwest Seaport Alliance (NWSA) is a marine cargo operating partnership of the ports of Seattle and Tacoma. Combined, the ports are the fourth-largest container gateway in North America. Regional marine cargo facilities also are a major center for bulk, breakbulk, project/heavy-lift cargoes, automobiles and trucks. In 2017 the alliance handled $75.3 billion in international two-way trade and served as a principle hub for cargo transiting to-and-from the state of Alaska. The movement of this cargo through Puget Sound offers enormous benefit to the region and to the nation. Demand for port services supports over 53,000 jobs.

Those benefits, however, are threatened by increasing competition from foreign ports to the north. As the Canadian government has invested billions of dollars in port-related infrastructure, we have seen a shift of cargo—American cargo—to ports in British Columbia. This makes U.S. investments in the Pacific Northwest all the more critical.

The Puget Sound Gateway project consists of the completion of state routes 509 to Seattle and 167 to Tacoma. These two highways serve as the “last mile” connection for products grown and manufactured in the Pacific Northwest and the NWSA’s docks for export. These two highways also provide a direct link to the Green River Valley, home to the second largest distribution center on the West Coast; 44% of regional truck trips by the NWSA are destined for this area.

This interconnectivity offers up the prospect of attracting more cargo and the jobs associated with the movement of that cargo. A completed SR-167 could fuel job growth to the tune of $10.1 billion. That’s the size of the new payroll expected to be generated by an expansion of international cargo and other
operations at the NWSA—an expansion that is contingent on good transportation connections to move the freight to and from the docks.

It is with this value proposition in mind that The Northwest Seaport Alliance strongly endorses the Puget Sound Gateway project and urges your support for WSDOT’s grant application.

Sincerely,

[Signatures]

Clare Petrich, Co-chair
The Northwest Seaport Alliance

Stephanie Bowman, Co-chair
The Northwest Seaport Alliance
Letter 28. Port of Seattle

February 14, 2019

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

Dear Secretary Chao:

I am writing to express the Port of Seattle’s enthusiastic support for the Washington State Department of Transportation’s (WSDOT) INFRA grant application for the Puget Sound Gateway Program. The program will complete the long-planned State Route 509 and 167 corridors, two critical final connections on the National Highway Freight Network serving a major North American gateway for international trade.

These important freight corridors are vital to the continued economic vibrancy and growth of our seaports in Seattle and Tacoma and Seattle-Tacoma International Airport. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility among our region’s urban and manufacturing/industrial centers, improve safety and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as The Northwest Seaport Alliance. The Puget Sound Gateway Program is also critical to speeding the movement of high-value air cargo through the airport.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway for containerized cargo in North America, responsible for 58,400 jobs and $5.9 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complex on the West Coast and the fourth-largest in the country. The Puget Sound Gateway program will improve connections between the ports and these facilities. The program also complements planned construction by the port of a new south access roadway at Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and one of the fastest growing in the United States (exporting 87,804 metric tons of U.S.-made cargo in 2017). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

In addition to creating improved access for freight via these new highways, this program also creates much needed redundancy to Interstate 5, the lifeline of the West Coast. Between Tacoma and Seattle, these routes will provide a sustainable alternative for freight and automobiles, along with access to high capacity transit, in this heavily-traveled and frequently congested I-5 corridor.
Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections, which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

[Signature]

Stephanie Bowman
President
Port of Seattle Commission
Letter 29. Port of Tacoma

January 26, 2019

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

Dear Secretary Chao:

The Port of Tacoma is pleased to offer its support for the Washington State Department of Transportation’s (WSDOT) INFRA grant application for the Puget Sound Gateway project.

The Port of Tacoma is an economic engine for Pierce County and Washington state. More than 29,000 jobs are generated by port activity, which also provides $195 million per year in state and local taxes to support education, roads and police and fire protection for our community. As a partner in The Northwest Seaport Alliance, the Port of Tacoma is also a major cargo gateway to Asia and Alaska.

From providing initial seed money to assist in conceptual design work to providing right-of-way for the completion of State Route 167—one of the Puget Sound Gateway elements—the Port has long been a supporter of the project.

State Route 167 not only will assist in the movement of cargo between the United States and foreign markets, but it will also provide critical mobility and environmental benefits to the region. Travel time across Pierce County—Washington state’s second largest—is expected to improve by 15%, saving 13,915 person-hours of travel time per year. The economic benefit of that saved travel time over 30 years is estimated at $940 million. The project will improve air quality by reducing congestion, improve truck mobility, and smooth traffic flow levels. CO emissions, for example, are projected to be reduced by an estimated 26% under the build alternative compared to the no-build alternative.

The completion of SR-167 is also important from a safety standpoint. The current gap in SR-167 consists of surface streets with multiple turns, intersections and driveways. These features result in accident ratios on the non-freeway segment of SR-167 that are 20 to 70 percent higher than statewide averages for similar highways.

Completion of State Route 167 as part of WSDOT’s Puget Sound Gateway project is critical for our region’s continued success. With that in mind, I urge your support for the WSDOT’s INFRA grant application.

Sincerely,

Clare Petrich  
President, Port of Tacoma Commission
Letter 30. Puyallup Tribe of Indians

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 across the Puyallup Reservation into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. As one of the most urban tribes in the nation, the new portions of SR 509 and SR 167 will reduce congestion and increase mobility within the Puyallup Reservation. In addition, these new portions of SR 509 and SR 167 will improve multi-modal connectivity and increase accessibility throughout the Puyallup Reservation and the corridor for our Tribal membership and the community.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Chairman Bill Sterud,  
Puyallup Tribe of Indians
Letter 31. State of Washington Freight Mobility Strategic Investment Board

February 6, 2019

Dan Gatchet,
Chair

Brian Ziegler,
Director

Board Members
Leonard Barnes
Matthew Ewers
Erik Hansen
Johan Hellman
Pat Hulsey
John McCarthy
Roger Millar
Arthur Swannack
Bob Watters
Ben Wick

State of Washington Freight Mobility Strategic Investment Board
506 Union Avenue SE, Suite 360 • PO Box 40959 • Olympia, WA 98504-0959 • (360) 596-9080 • FAX (360) 596-9700

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma and will extend SR 509 and improve Interstate 5, allowing for improved connections to the Port of Seattle. The new projects on SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third-largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,575 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Dan Gatchet
Chair
February 11, 2019

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

Dear Secretary Chao:

I am writing to express Pierce Transit’s support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation Infrastructure for Rebuilding America (INFRA) grant.

The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade. In addition, the project will extend SR 167 into the Port of Tacoma, plus extend SR 509 and improve Interstate Highway 5, thereby allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance, the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The nearby cities of Kent, Sumner, and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62.375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region.

In closing, I support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and the benefits it provides for our communities.

Sincerely,

[Signature]

Sue Dreier, Chief Executive Officer

cc. Craig J. Stone, P.E., Puget Sound Gateway Program Administrator - WSDOT
February 15, 2019

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

Subject: Washington State Department of Transportation (WSDOT) INFRA Grant Application for Puget Sound Gateway Program

Dear Secretary Chao:

Sound Transit is pleased to support the Washington State Department of Transportation's (WSDOT) application for a U.S. Department of Transportation INFRA grant for the Puget Sound Gateway Program. The Puget Sound Region is anticipated to grow by nearly one million residents by 2040. Sound Transit and WSDOT are and will continue to be vital partners in developing a network of transportation options that will keep our region moving.

With Sound Transit’s voter-approved system expansion and the implementation of the Puget Sound Gateway Program, this region is poised to make unparalleled investments in transportation infrastructure to support anticipated growth. The Gateway Program will complete the long-planned State Route 167 and 509 corridors. The improvements will provide access to Sound Transit’s planned light rail stations in Kent/Des Moines and Federal Way, in addition to the existing Sounder commuter rail station in Puyallup. When operational in 2024, these new stations will serve 36,500 riders, with final expansion to Fife and Tacoma by 2030. In addition, the Sounder South Capacity Expansion program will expand Sounder commuter rail capacity and improve the rider experience for service in the South Sound. The Gateway Program will help connect many commuters to more regional transportation choices.

Sound Transit will continue to work with WSDOT as we both plan and construct major regional transportation facilities within shared corridors. Our agency understands the need for coordination and cooperation between all partners, including USDOT, to successfully implement projects in a timely manner for the benefit of our region.
The Honorable Elaine L. Chao  
February 15, 2019

I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

[Signature]
Tracy Butler  
Chief Financial Officer

cc: Lisa Wolterink, Director of Fares and Grants  
Monica Overby, Grants Manager  
Ann Snell McNeil, Government & Community Relations Director
February 1, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Lora Butterfield, President & CEO
Fife Milton Edgewood Chamber of Commerce
February 22, 2019

The Honorable Elaine L. Chao
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation's (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State's economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT's INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,
April Sta. Rosa
Board of Directors President
Letter 36. Puyallup-Sumner Chamber of Commerce

February 28, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation's (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,
Tara Doyle-Enneking
President & CEO Puyallup Sumner Chamber of Commerce
Letter 37. South Sound Chambers of Commerce Legislative Coalition

February 1, 2019

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

Dear Secretary Chao:

On behalf of the South Sound Chamber of Commerce Legislative Coalition (SSCCLC), I am writing to express our support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade. It is a priority transportation project for our member chambers who are in the South King County/Pierce County region — a region encompasses the entirety of the Puget Sound Gateway project.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup — all part of the SSCCLC region — are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Terry Davis
Coalition President
February 15, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 82,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Best wishes,

Tom Pierson
President & CEO
Tacoma-Pierce County Chamber
February 26, 2019

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

Dear Secretary Chao:

On behalf of The American Waterways Operators (AWO), I am pleased to offer our support for the Washington State Department of Transportation’s (WSDOT) INFRA grant application for the Puget Sound Gateway project.

The U.S. tugboat, towboat and barge industry is a vital segment of America’s transportation system. The industry safely and efficiently moves over 760 million tons of cargo each year, including more than 60 percent of U.S. export grain, energy sources such as coal and petroleum, and other bulk commodities that are the building blocks of the U.S. economy. The fleet consists of nearly 5,500 tugboats and towboats, and over 31,000 barges. These vessels transit 25,000 miles of inland and intracoastal waterways, the Great Lakes, and the Atlantic, Pacific and Gulf coasts. Tugboats also provide essential services including ship docking, tanker escort and bunkering in ports and harbors around the country.

Sixteen AWO member companies are headquartered in Washington, and over a dozen others operate tugboats and barges on Washington waters. AWO members operate tugboats that regularly transit the Lake Washington Ship Canal (LWSC), in some cases with barges in tow. Additionally, AWO members operate shipyards along the LWSC and rely on other shipyards for vessel construction and maintenance. These towing vessels serve the entire region by transporting commodities, supporting construction projects, and assisting ships.

The Puget Sound Gateway project consists of the completion of SR-509 to Seattle and SR-167 to Tacoma. These two highways serve as the “last mile” connection for export products grown and manufactured in the Pacific Northwest and the docks of our public ports on Puget Sound. These two highways also provide a direct link to the Green River Valley, home to the second largest distribution center on the West Coast, 44% of regional truck trips by The Northwest Seaport Alliance (NWSA) are destined for this area.

This interconnectivity offers the prospect of attracting more cargo and the jobs associated with cargo movement. A completed SR-167 could fuel $10.1 billion in job growth. That’s the size of the new payroll expected to be generated by an expansion of international cargo and other

The Tugboat, Towboat and Barge Industry Association Since 1944
operations at the NWSA—an expansion that is contingent on good transportation connections to move the freight to and from the docks.

It is with this value proposition in mind that AWO strongly endorses the Puget Sound Gateway project and urges your support for WSDOT’s grant application.

Sincerely,

Charles P. Costanzo
Vice President—Pacific Region
Appendix B: Letters of Support

Letter 40. Coalition for America’s Gateways and Trade Corridors

Coalition for America’s Gateways and Trade Corridors

February 25, 2019

The Honorable Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

The Washington State Department of Transportation (WSDOT) is seeking INFRA discretionary funds for their Puget Sound Gateway Program. WSDOT is a member of the Coalition for America’s Gateways and Trade Corridors (CAGTC), a national group dedicated to improving our nation’s freight infrastructure.

The Puget Sound Gateway Program is comprised of two projects: the completion of SR 167 in Pierce County, and the completion of SR 509 in King County. The program would provide critical connections between the ports of Tacoma and Seattle, and key distribution centers.

Among other things, the project would complete connections and establish alternate routes to I-5 and provide a new connection between I-5 and Sea-Tac Airport from the south for improved airport access for both passengers and air cargo. WSDOT reports that these improvements will reduce traffic congestion on local roads and highways as well as support regional job growth and economic growth associated with the state’s two largest ports. Additionally, the projects will improve safety and manage congestion with tolling while eliminating critical freight links between the Puget Sound marine ports and the industrial areas of South King and North Pierce counties.

In addition to utilizing INFRA funds, WSDOT plans to leverage $1.57 billion from the Connecting Washington Revenue Package, $130 million from tolling, and $130 million in local contributions towards the projects.

We hope you’ll consider the merits of the WSDOT’s Puget Sound Gateway Program application. As an organization, we support investments in freight infrastructure and we encourage WSDOT to continue investing in goods movement projects through the INFRA grant program. Should you have any questions please do not hesitate to contact me. Thank you in advance for your consideration.

Sincerely,

Elaine Nessle
Executive Director
Letter 41. Great Northern Corridor Coalition

February 28, 2019

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

Subject: Washington State Department of Transportation Puget Sound Gateway Program – INFRA Grant

Dear Secretary Chao,

The purpose of this letter is to provide the Great Northern Corridor Coalition’s support for the Washington State Department of Transportation (WSDOT) Puget Sound Gateway Program of Projects to secure federal funding for the above referenced INFRA Grant application that completes the construction of SR-167 in Pierce County and SR-509 in King County.

The Puget Sound Gateway Program of Projects, which has been designated as a Project of Corridor-Wide Significance by the GNCC, not only supports the movement of freight to and from the Ports of Seattle and Tacoma that originates from or is destined for locations all across the Great Northern Corridor, but it also helps to move people to the jobs that move that freight, and with one in three jobs critically dependent upon trade in the State of Washington, this is of vital importance in helping the U.S. remain trade competitive in a Global Marketplace.

The Great Northern Corridor Coalition is a Multi-State, Multimodal Coalition which represents 8 States, 162 Counties and over 38 Million Americans. With the assistance of two FHWA Multi-State Corridor Operations and Management grants and our member contributions, we have been collaborating for several years to promote regional cooperation around Safety, Mobility, Economic Development and Project Prioritization and Support across the Great Northern Corridor.
Our collaboration with Coalition Members has helped to create a collective identification and prioritization of corridor enhancing projects that contribute to the seamless movement of freight and people across our great country. We are indeed a linked system!

The Puget Sound Gateway Program of Projects supports regional economic vitality by improving freight and passenger mobility and leverages Federal Funding through a robust project partnership.

The Great Northern Corridor is an east-west artery for commerce that is a vital link in the nation’s supply chain for agriculture, energy products, raw materials and finished goods that support major U.S. Industries and consumer markets in our 8 states and provides a nationally significant hyperlink for global trade. The underlying thread and primary focus of the Great Northern Corridor Coalition is supporting and advocating for the multimodal railroad and roadway infrastructure networks that connect the Great Lakes to the Pacific Northwest, and the Puget Sound Gateway Program of Projects has a strategic role in enhancing access to our Pacific Gateway Ports of Seattle and Tacoma that provide trade services and economic benefits well beyond the borders of the State of Washington!

The Puget Sound Gateway Program of Projects would add vital transportation mobility to the region and provides benefits to the fluidity of Great Northern Corridor. This project supports the Coalition’s vision for “a globally competitive, multi-state and multimodal freight corridor consisting of a seamless road and rail network that promotes economic growth for neighboring communities and accommodates the demand for safe, efficient and environmentally sound transportation services.”

We thank you for the opportunity to provide support this important program of projects and passionately urge your consideration for the Washington State Department of Transportation’s Puget Sound Gateway Program funding from the INFRA Grant program.

Sincerely,

Curtis E. Shuck, Jr.
Executive Director
Great Northern Corridor Coalition
P.O. Box 12355
Williston, North Dakota 58802
(505) 567-7121 / Mobile
www.greatnorthern.corridor.org

CC: Secretary Roger Millar, Washington State Department of Transportation
February 8, 2019

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

Dear Secretary Chao:

The Northwest Horticultural Council (NHC) supports the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The NHC represents the growers, packers, and shippers of apples, pears, and cherries in Washington, Oregon, and Idaho on federal and international trade issues. The growers we represent export roughly 30 percent of the fresh fruit that they produce, contributing roughly $1 billion to the Washington state economy. The majority of this fruit is grown in Central Washington and Oregon, and transported via truck to the Port of Seattle or Port of Tacoma for export overseas.

It is critical for our shippers to be able to get to these ocean ports efficiently and without excessive delays. The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between the tree fruit producing regions of Central Washington and the ports of Seattle and Tacoma – allowing for faster and more efficient freight movement. This project also improves access to the Seattle-Tacoma International Airport, which plays a key role in getting highly perishable sweet cherries to lucrative Asian markets.

The Northwest Seaport Alliance, which jointly operates the ports of Seattle and Tacoma, is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. Without a healthy port, our tree fruit growers will be at a competitive disadvantage with their global competitors in getting their product to market.

In conclusion, the NHC supports this INFRA grant request to allow for the completion of SR 509 and SR 167 corridors, and respectfully requests you give it full and fair consideration.

Sincerely,

NORTHWEST HORTICULTURAL COUNCIL

Kate Woods  
Vice President
February 12, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation's (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third-largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT's INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Timothy K O'Donnell Sr.
Business Manager
TKO:sms
opelia#8
The Honorable Elaine L. Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590  

Dear Secretary Chao,

I am writing on behalf of ILWU Puget Sound District Council to express our support for the Washington State Department of Transportation's (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner, and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. We strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Dan Mc Kissoon  
ILWU - PSDC President

APPENDIX B: LETTERS OF SUPPORT

02/18/2019
Letter 45. Washington Association of Wheat Growers

Letter of Support
Mailed Directly to USDOT
February 6, 2019

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

Dear Secretary Chao:

On behalf of The Washington Council on International Trade (WCIT), I am pleased to offer our support for the Washington State Department of Transportation’s (WSDOT) INFRA grant application for the Puget Sound Gateway project.

WCIT is the state’s premier organization advocating for trade and investment policies that increase the competitiveness of Washington state workers, farmers, and businesses. Our diverse membership includes small and medium-sized companies, Fortune 500 businesses and agriculture producers that together represent industries ranging from manufacturing, food, and retail to technology and science.

The Puget Sound Gateway project consists of the completion of state routes 509 to Seattle and 157 to Tacoma. These two highways serve as the “last mile” connection for products grown and manufactured in the Pacific Northwest and the docks of our public ports on Puget Sound for export. These two highways also provide a direct link to the Green River Valley, home to the second largest distribution center on the West Coast; 44% of regional truck trips by The Northwest Seaport Alliance (NWSA) are destined for this area.

This interconnectivity offers up the prospect of attracting more cargo and the jobs associated with the movement of that cargo. A completed SR-157 could fuel job growth to the tune of $10.1 billion. That’s the size of the new payroll expected to be generated by an expansion of international cargo and other operations at the NWSA— an expansion that is contingent on good transportation connections to move the freight to and from the docks.

It is with this value proposition in mind that WCIT strongly endorses the Puget Sound Gateway project and urges your support for WSDOT’s grant application.

Sincerely,

Lori Otto Punke
WCIT President

Lori Otto Punke
February 11, 2019

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

Dear Secretary Chao:

I am writing on behalf of the more than 46,000 member families of the Washington Farm Bureau, to express our support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections. We strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

John Stuhlmiller
Chief Executive Officer
Washington Farm Bureau
February 1, 2019

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

RE: INFRA Grant Letter of Support

Dear Secretary Chao,

We are writing to express our support for the Washington State Department of Transportation’s (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

Our region’s world class ports have long helped the Pacific Northwest occupy a position among the nation’s top export gateways. Washington State potato growers depend on our ports as part of the formula that makes our frozen, dehydrated, and fresh potato exports competitive in overseas markets. If our nation fails to undertake the investments necessary to maintain and grow our gateways and trade corridors it will affect our livelihood.

Our family potato farms produced almost 10 billion pounds of potatoes on 165,000 acres this past year. That harvested crop is mostly used in processing applications—for example, the production of frozen french fries, potato chips, and dehydrated potato products such as instant mashed potatoes. We also have a robust fresh potato and a growing chip stock industry which supports a resilient food security presence, domestically and around the globe. We estimate that 9 out of every 10 potatoes grown in Washington will leave the state. This production provides $7.4 billion dollars in direct and indirect economic benefit while supporting more than 36,000 jobs. Improving our ability to access larger container vessels is necessary to remain globally relevant.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.
Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. We support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Matt Harris
Assistant Executive Director
Director of Governmental Affairs
Washington State Potato Commission
February 20, 2019

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

Dear Secretary Chao:

I am writing to express the support of the Washington State Tree Fruit Association (WSTFA) for the Washington State Department of Transportation's (WSDOT) 2017 INFRA grant application for the Puget Sound Gateway Program. WSTFA represents the growers, packers, and marketers of apples, pears, cherries and other tree fruits in Washington State.

The Puget Sound Gateway Program completes the long-planned State Route 167 and 509 corridors, two critical connections on the nation’s freight transportation system serving a major North American gateway for international trade. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing and industrial centers, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma. The extension of SR 509 will also help create a new southern access to the Seattle-Tacoma (Sea-Tac) International Airport for both passenger and air cargo (including cherries).

Washington State’s economy is critically dependent on the efficient movement of freight on its roadways. Operating jointly as the Northwest Seaport Alliance, the ports of Seattle and Tacoma are the fourth largest container gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. Central and Eastern Washington depend on the ability to get crops to foreign markets – Washington alone exports $6.5 billion in goods through our ports each year supporting nearly 400,000 jobs. Agriculture goods are a large percentage of those exports including $497 million in apples, $461 million in hay, and $84.9 million in cherries. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The Sea-Tac International Airport is the fastest growing in the United States and the third largest airport for international trade on the West Coast, exporting 62,375 Metric Tons of US-made cargo a year.
Completing SR 509 and SR 167 is essential for our region, state and nation to remain competitive in growing markets on the Pacific Rim.

Thank you for considering our members’ support for WSDOT’s INFRA grant application for the Puget Sound Gateway Program.

Sincerely,

Ranie L. Haas
Director of Regulatory and Industry Affairs
Washington State Tree Fruit Association
Letter 50. Washington Trucking Associations

February 6, 2019

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

Dear Secretary Chao:

On behalf of Washington Trucking Associations (WTA), I am pleased to offer our support for the Washington State Department of Transportation’s (WSDOT) INFRA grant application for the Puget Sound Gateway project.

WTA has been the Washington State trucking industry’s trade association since 1922. We represent over 800 member organizations in Washington that transport the goods our state relies upon as well as companies that supply the goods and services needed to keep trucking companies rolling.

The Puget Sound Gateway project consists of the completion of state routes 509 to Seattle and 167 to Tacoma. These two highways serve as the “last mile” connection for products grown and manufactured in the Pacific Northwest and the docks of our public ports on Puget Sound for export. These two highways also provide access to the Green River Valley, home to the second largest distribution center on the West Coast; 44% of regional truck trips by the Northwest Seaport Alliance (NWSA) are destined for this area.

Increased interconnectivity offers up the prospect of attracting more cargo and the jobs associated with the movement of that cargo. A completed SR-167 could fuel job growth that would increase local payrolls by $10.1 billion. This increase is expected to be generated by an expansion of international cargo and other operations at the NWSA— an expansion contingent upon good transportation connections to move freight to and from the docks.
It is with this value proposition in mind that WTA strongly endorses the Puget Sound Gateway project and urges your support for WSDOT’s grant application.

Sincerely,

[Signature]

Sheri Call, Executive Vice President, Washington Trucking Associations
February 15, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation's (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State's economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Payzullup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two vital freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT's INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Laura Daniels
Ocean Shipping Coordinator
Anderson Hay and Grain Co., Inc.
Letter 52. Northern Fruit Company

Letter of Support
Mailed Directly to
USDOT
February 19, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation's (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,175 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

[Signature]
February 13, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Washington State Department of Transportation's (WSDOT) application for a U.S. Department of Transportation INFRA grant. The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors, two critical final connections on the Designated National Highway Freight Network serving a major North American gateway for international trade.

The Puget Sound Gateway Program will extend SR 167 into the Port of Tacoma, and will extend SR 509 and improve Interstate 5 allowing for improved connections to the Port of Seattle. The new portions of SR 509 and SR 167 will reduce congestion, increase mobility between manufacturing centers and distribution hubs, and allow for faster and more efficient freight movement to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Washington State’s economy, including the vast agricultural areas of Central and Eastern Washington, is critically dependent on the efficient and predictable movement of freight on its roadways. The Northwest Seaport Alliance is the fourth largest gateway in North America, responsible for 48,000 jobs and more than $4 billion in economic activity. The nearby cities of Kent, Sumner and Puyallup are home to the second-largest distribution center complexes on the West Coast and the fourth-largest in the country. The program also allows for construction of a new south access to Sea-Tac International Airport. This will improve access to the third largest airport for international trade on the West Coast and the fastest growing in the United States (exporting 62,375 Metric Tons of US-made cargo a year). Completing SR 509 and SR 167 is essential for our state and nation to remain competitive with other Pacific Rim countries.

Over 94 percent of the project is funded through state gas tax, local contributions, and user revenues from tolls. An INFRA grant, at six percent of the project costs, would complete the funding to construct these two final freight connections which support $73 billion in international trade serving Northern Tier states, the Pacific Northwest, and the Puget Sound region. I strongly support WSDOT’s INFRA grant application for the Puget Sound Gateway Program and encourage you to give it full and fair consideration.

Sincerely,

Jay Day, General Manager