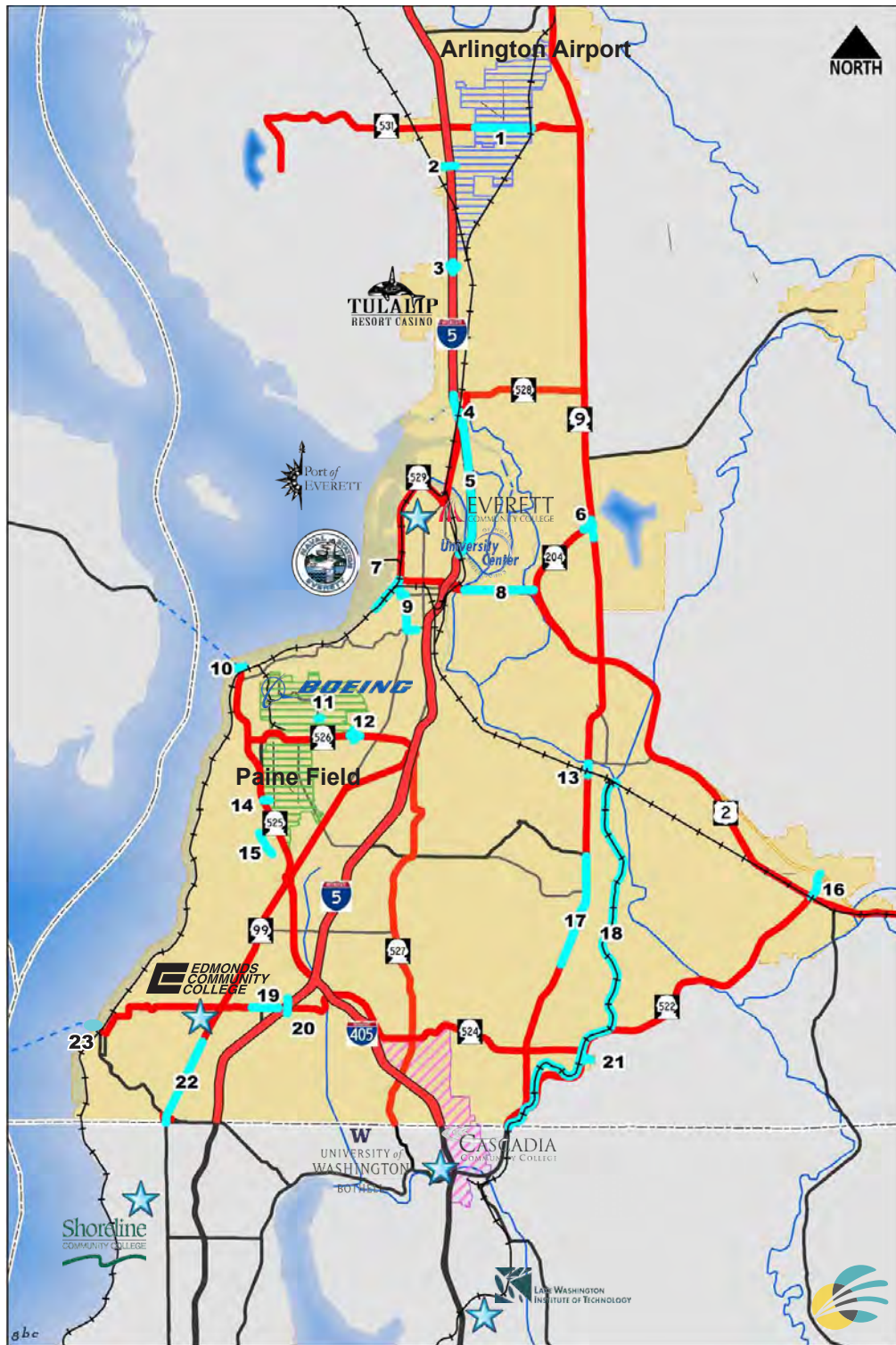


# ATTACHMENT "E"

# North Puget Sound Manufacturing Corridor

Transportation Priorities - December 2014 DRAFT











## PROJECT OVERVIEW

(Non-prioritized list, numbered North to South)

- 1) SR 531: 43rd Ave NE - 67th Ave NE Widening
- 2) I-5: 156th St. NE Interchange
- 3) I-5: 116th St. NE Interchange
- 4) SR 529/I-5 Interchange
- 5) I-5 NB Shoulder Lanes (phase 1)
- 6) SR 9/SR 204 Interchange
- 7) Port of Everett Rail Improvements
- 8) US 2 Trestle (phase 1)
- 9) 41st St./Rucker Ave. Freight Corridor
- 10) Mukilteo Multimodal Terminal
- 11) Seaway Transit Center
- 12) SR 526 Corridor Improvements
- 13) SR 9: Snohomish River Bridge
- 14) Mukilteo Park & Ride
- 15) Harbour Reach Dr. Extension
- 16) US 2 Bypass (phase 1)
- 17) SR 9: 176th St. SE - SR 96 Widening
- 18) Eastside Railroad Corridor Improvements
- 19) SR 524: 48th Ave W - 37th Ave W Widening
- 20) Poplar Way Extension Bridge
- 21) SR 522: Paradise Lake Rd. Interchange
- 22) Edmonds Gateway / SR 99 Revitalization
- 23) Edmonds Waterfront At-Grade RR Crossing

**Requested Improvements: \$1.076 billion**

## ASSET LEGEND

-  Transportation Project
-  Priority Corridor
-  Aerospace Convergence Zone (IPZ)
-  Bothell Biomedical Manufacturing (IPZ)
-  Manufacturing Industrial Center (MIC)
-  PROPOSED Mfg. Industrial Center (MIC)
-  Airport
-  College/University

## FOR QUESTIONS CONTACT:

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## Why Snohomish County?

### Snohomish County is the manufacturing backbone of Washington State

- 65,000+ “high-tech” manufacturing jobs (second largest in state)
- Over 220 aerospace suppliers in Snohomish County
- Highest concentration of manufacturing jobs in the state (over twice the state average)
- Largest number of aerospace employees (47,000+)
- Two State IPZs: Aerospace Convergence Zone, Bothell Biomedical Manufacturing

### Snohomish County has the highest concentration of strategic infrastructure in the state

- Paine Field generates nearly twice the annual economic output of any other airport in the state
- Port of Everett is the state’s 2nd largest port by economic output, 3rd by size, and 5th on the West Coast by export value
- Naval Station Everett is one of two U.S. Navy carrier homeports in the state (one of five in the nation) sustaining 6,500 direct jobs and \$475 million in total annual economic impact
- Our two state ferry routes (Edmonds, Mukilteo) are #2 and #3 in both passengers and efficiency

### With adequate investment, Snohomish County can help lead our state’s economic recovery

- Snohomish County’s manufacturing sector accounts for \$6.2 billion in wages annually
- 34 industrial land sites with 700+ acres of land from Paine Field to Arlington
- Global demand for commercial aircraft in next 20 years is 34,000 new aircraft valued at \$4.47 trillion

## PROJECT

### AEROSPACE SECTOR

US 2 Trestle (phase 1)

SR 531: 43rd Ave NE – 67th Ave NE Widening

SR 526 Corridor Improvements

I-5 NB Shoulder Lanes (phase 1): Marine View Drive - SR 528

41st Street/Rucker Ave Freight Corridor

Harbour Reach Drive Extension

## COST (millions)

\$250

\$64

\$44

\$35

\$36.5

\$15

## IMPACTS

- Critical E-W corridor for aerospace and military workforce housing

- Supports aerospace/advanced manufacturing employment center at Arlington Airport by improving I-5 to SR 9 corridor
- Improves access to Arlington Municipal Airport, designated by the State as the supply hub for Snohomish, Skagit, and Whatcom counties during natural disaster/emergency events

- Boeing and aerospace suppliers have endorsed the value of this project in improving access to the SW Everett Industrial District

- Supports Paine Field PSRC Manufacturing Industrial Center
- Improves throughput between Everett and Marysville, a key chokepoint in Puget Sound Region

- Creates “freight-friendly” corridor between Port of Everett and I-5
- FMSIB Corridor

- Supports aerospace related industrial development and improves freight mobility and connectivity near SR 525 & Paine Field

**TOTAL Aerospace Sector: \$444.5 million**

### FREIGHT MOBILITY / GRADE SEPARATION

SR 9: Snohomish River Bridge (Marsh Rd. to 2nd St.)

SR 9: 176th St SE - SR 96 – Add additional NB lane

SR 529/I-5 Interchange

I-5: 156th St NE Interchange

SR 9/SR 204 Intersection Improvements

Eastside Railroad Corridor Improvements

Port of Everett Rail Improvements

Edmonds Waterfront At-Grade Crossing Alternatives Analysis

\$129

\$65

\$60

\$42

\$58

\$10

\$4.3

\$1.25

- Continues expansion of alternative N-S, FMSIB corridor
- Geotech work funded in 2012 transportation package

- Completes 4-lanes from Sno-King line to City of Snohomish
- Continues expansion of alternative N-S, FMSIB corridor

- Removes stress at SR 529/Cedar Street BNSF at-grade crossings that cannot be easily mitigated

- Removes stress at BNSF at-grade crossings (88th St NE, 116th St NE)
- Improves access to North Marysville, Quil Ceda Village and Smokey Point employment centers

- Relieves congestion at a key chokepoint, as identified in SR 9 RDP
- Improves E-W freight mobility between SR 9 and I-5

- Improves rail capacity and access for mfg. businesses in Maltby area

- Improves port’s ability to transport and handle a variety of strategic cargo

- Seeks alternatives for at-grade crossings congestion relief

**TOTAL Freight Mobility / Grade Separation: \$369.6 million**

### JOB CENTER CONNECTIVITY

SR 522: Paradise Lake Rd Interchange

US 2: Monroe Bypass (phase 1)

SR 525: Mukilteo Multimodal Terminal

I-5: 116th St NE Interchange

Poplar Way Extension Bridge

SR 524: 48th Ave W to 37th Ave W Widening

Edmonds Gateway/SR 99 Revitalization

Seaway Transit Center

Mukilteo Park & Ride

\$105

\$47

\$12

\$36

\$30

\$14

\$10

\$6.8

\$2.7

- Improves chokepoint on corridor linking US 2, I-405 and Seattle

- Reduces strain on only alternative freight corridor to I-90
- Improves safety and congestion on US 2 through Monroe

- Critical link between Whidbey Island and NPS Manufacturing Corridor

- Supports North Marysville and Quil Ceda Village employment centers
- Construction ready

- Creates E-W link reducing congestion on I-5 & SR 524
- Supports PSRC Lynnwood Regional Growth Center
- Reduces congestion on CT’s SR 524 “Transit Emphasis Corridor”

- Supports BAT Lanes on CT’s SR 524 “Transit Emphasis Corridor”
- Increases connectivity between I-5 and SR 99

- Supports CT Swift BRT service on a major N-S corridor

- Improves aerospace & mfg. job center connectivity via Swift II BRT

- Improves job center connectivity & relieves congestion

**TOTAL Job Center Connectivity: \$263.5 million**

## REQUESTED HIGHWAY & MAJOR ARTERIAL IMPROVEMENTS: \$1.076 billion

### Additional Requests

Our ability to attract and retain the talent necessary to keep the North Puget Sound Manufacturing Corridor vital requires more than just highways. EASC, SCCIT, and our partners throughout Snohomish County believe any statewide transportation investment should include:

- **Reinvestment in our transit agencies through increased state support and expanded local revenue options** to address the specific needs of our businesses and residents;

- **Maintenance, preservation, and operation funding for existing highways, bridges, and ferries;**

- **Sufficient funding for existing programs, such as Public Works Assistant Account, Transportation Improvement Board (TIB), County Road Administration Board (CRAB), and Regional Mobility Grant,** to our local governments can make critical infrastructure improvements; and,

- **Additional revenue and financing tools to support local economic development infrastructure projects,** such as the Mountlake Terrace Main Street Revitalization project, that support job growth, improve mobility, and promote local economic vitality.