

April 5, 2021



[www.lidi5.org](http://www.lidi5.org)  
[mail@lidi5.org](mailto:mail@lidi5.org)

**Mission**

Building the case and constituency for lidding Interstate 5 and building a more connected, sustainable, and equitable Seattle.

**Steering Committee**

Natalie Bicknell  
Scott Bonjukian, co-chair  
Jim Castanes  
Liz Dunn  
John Feit, co-chair  
Bruno Lambert

**Advisory Council**

Thatcher Bailey  
Rebecca Barnes  
Maria Barrientos  
Dana Behar  
Greg Briggs  
Riisa Conklin  
Gemma Daggett  
Amy Grotefendt  
Cate Hardy  
Ronnie Henderson  
Phen Huang  
Alex Hudson  
Leslie Koch  
Josh Labelle  
Paul Lambros  
Al Levine  
Mike Malone  
Shannon Nichol  
Dorothy Nicholls  
Greg Nickels  
Lee Otis  
Rico Quirindongo  
Chip Ragen  
Tom Rasmussen  
Scott Redman  
Jon Scholes  
Jared Smith  
Leslie Smith  
Diane Sugimura  
David Thyer  
Maiko Winkler-Chin  
Scott Wyatt

Dear Senators and Representatives,

In 2018 the Washington State Department of Transportation and the I-5 Systems Partnership published "[A Call to Action](#)" for further research and analysis on the future of Interstate 5, but no funding is currently included in the Senate or House versions of the transportation budget. In fact, SB 5165 section 918 and HB 1135 section 218 specifically prohibit funding for Interstate 5 corridor studies and long-range planning in the central Puget Sound region.

Not only must the "may not expend" provision be removed, it must be reversed. At least \$5 million should be allocated to urban corridor planning for I-5, based on the 2018 [grant application](#) jointly submitted by WSDOT and the City of Seattle.

Interstate 5 through Seattle is the backbone of the Washington State economy, yet it is approaching the end of its design life, it is vulnerable to earthquakes, and it doesn't operate well for anyone. It is the same vintage as the old Alaskan Way Viaduct. Like other ongoing rehabilitations of I-405, SR 520, and SR 99, we must plan for the preservation of the I-5 system through and beyond Seattle. WSDOT knows what type of planning work it needs to do, but it is waiting for funding from the Legislature to get started.

Planning ahead is fiscally prudent. This week President Biden proposed the American Jobs Plan, a sweeping infrastructure initiative with \$115 billion for "fix it first" work on bridges and highways, \$20 billion for a new program that will "reconnect neighborhoods cut off by historic investments", and \$25 billion to support transformative but complex transportation projects, from pre-development through construction. If approved by Congress, some of this funding could potentially be available to fix the I-5 system, and at the same time spur economic development and restore community connections through lids, bridges, and other strategies.

By making this small initial investment, Washington State can lay the groundwork for unlocking billions of federal dollars that may soon be available for fixing I-5 and enhancing connectivity in communities from Olympia to Seattle to Everett. Please support the future of our region by allocating at least \$5 million to a central Puget Sound I-5 corridor study in the transportation budget.

Thank you,  
Lid I-5 Steering Committee