



Beaux Arts Village  
 Bellevue  
 Bothell  
 Clyde Hill  
 Edmonds  
 Hunts Point  
 Issaquah  
 Kenmore  
 Kent  
 King County  
 Kirkland  
 Lake Forest Park  
 Maple Valley  
 Medina  
 Mercer Island  
 Mill Creek  
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 Mukilteo  
 Newcastle  
 Redmond  
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 Sammamish  
 Seattle  
 Shoreline  
 Snohomish County  
 Woodinville  
 Woodway  
 Yarrow Point

Cedar River Council  
 Friends of the Cedar River Watershed  
 Friends of the Issaquah Salmon Hatchery  
 Greater Seattle Chamber of Commerce  
 Long Live the Kings  
 Mid-Sound Fisheries Enhancement Group  
 Mountains to Sound Greenway  
 Northwest Marine Trade Association  
 Sno-King Watershed Council  
 Trout Unlimited  
 Water Tenders

Alderwood Water and Wastewater District  
 National Oceanic and Atmospheric Administration  
 US Army Corps of Engineers  
 Washington Departments:  
 Ecology  
 Fish and Wildlife  
 Natural Resources  
 Washington Association of Sewer and Water Districts  
 King Conservation District

April 24, 2018

The Honorable R.D. James  
 Assistant Secretary of the Army (Civil Works)  
 U.S. Department of the Army  
 108 Army Pentagon  
 Washington, D.C. 20310-0108

The Honorable Mick Mulvaney  
 Director  
 Office of Management and Budget  
 725 17<sup>th</sup> Street, N.W.  
 Washington, D.C. 20503



Dear Assistant Secretary James and Director Mulvaney:

As the Chair of the Salmon Recovery Council for the Lake Washington/Cedar/Sammamish Watershed (WRIA 8), I am writing to urge you to allocate funding through the U.S. Army Corps of Engineers' (Corps) Fiscal Year 2018 work plan for critical repairs and upgrades to the Hiram M. Chittenden Locks, otherwise known as the Ballard Locks, at the Lake Washington Ship Canal in Seattle, WA. The Locks are becoming increasingly vulnerable to failure due to their age and deteriorating condition and require a total of between \$30 and \$60 million in investments beyond their routine annual operations and maintenance costs to perform necessary non-routine major maintenance. We ask you to please provide \$22.485 million in the FY 18 work plan. This amount includes \$12.615 million for the Filling Culvert Valve Replacement, and it corresponds to the amount of rehabilitation work the Corps is capable of performing this fiscal year at this nationally-significant facility.

The Ballard Locks are critical to the region's economy, recovery of threatened salmon populations, and transportation and flood control infrastructure. Unfortunately, much of the Locks' equipment and infrastructure is long past its design lifespan – some of it from the original construction 100 years ago – and urgently needs repair. Some critical facilities, including the large lock emergency closure system and pump plant, have already failed. And, in 2012, the Corps lowered the Locks' dam safety rating to a two out of five because they could fail in an earthquake, with significant public safety and economic consequences.

The Ballard Locks are the busiest in the nation, with over 40,000 vessels passing through them each year. The cost of restoring this critical infrastructure is far outweighed by the economic benefit the Locks bring to this nation as outlined by a recently completed economic impact study, including:

- At least \$90 - \$120 billion over the next 75-100 years (\$1.2 billion annually) in maritime activity, including commercial fishing companies, shipyards, vessel sales, freight and shipping services, and marinas;
- \$9 - \$12 billion in payroll over the next 75-100 years (\$120 million annually);
- 3,000 jobs; and,
- \$1.1 - \$1.5 billion over the next 75-100 years in federal tax revenues (\$15 million annually).

James and Mulvaney

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Failure of the Ballard Locks would further impact the economy by rendering the I-90 floating bridge unusable and limiting function of the new State Route 520 floating bridge, affecting more than a quarter million commuter and freight trips per day. The Northwest Pacific Fishing Fleet and innumerable docks on Lake Washington and Lake Union also would be significantly impacted. In addition, the Locks and Ship Canal provide a vital freshwater homeport for vessels that provide marine freight transportation for half of the containerized and bulk cargo moving in and out of Alaska.

As a regional economic powerhouse, the movement of goods and services via functioning Locks and highways into and out of Seattle are a priority for the Pacific Northwest and the nation. With investment in critically needed repairs and maintenance, we hope this infrastructure can function safely and effectively for another century to come. As such, I would reiterate my request for \$22.485 million in the FY18 work plan.

Thank you for your consideration of this request. For more information, please contact Jason Mulvihill-Kuntz, WRIA 8 Salmon Recovery Manager, at [jason.mulvihill-kuntz@kingcounty.gov](mailto:jason.mulvihill-kuntz@kingcounty.gov) or 206-477-4780.

Sincerely,



John Stokes

Chair, WRIA 8 Salmon Recovery Council  
Councilmember, City of Bellevue

Cc: Senator Maria Cantwell  
Senator Patty Murray  
Representative Suzan DelBene  
Representative Dennis Heck  
Representative Pramila Jayapal  
Representative Derek Kilmer  
Representative Rick Larsen  
Representative Dave Reichert  
Representative Adam Smith  
Governor Jay Inslee, Washington State  
Joseph Bentz, Deputy Assistant Secretary of the Army (Civil Works – Management and Budget)  
Major General Scott Spellmon, Northwest Division Commander, U.S. Army Corps of Engineers  
Sheryl Carrubba, Acting Coastal Navigation Program Manager, U.S. Army Corps of Engineers  
Steve Kopecky, Regional Integrated Team, U.S. Army Corps of Engineers  
Beth Coffey, Northwest Division, U.S. Army Corps of Engineers  
Colonel Mark Geraldi, Commander, Seattle District, U.S. Army Corps of Engineers  
Amy Reese, Chief of Operations, Seattle District, U.S. Army Corps of Engineers  
Kym Anderson, Seattle District, U.S. Army Corps of Engineers  
Jon Hofstra, Interim Lake Washington Ship Canal Operations Manager, Seattle District, Army  
Corps of Engineers  
WRIA 8 Salmon Recovery Council members